Federal Register

Wednesday,
March 12, 2003

Part II

Department of Transportation

Federal Transit Administration

FTA Fiscal Year 2003 Apportionments, Allocations and Program Information; Notice

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 2003 Apportionments, Allocations and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Omnibus Appropriations Bill ''Consolidated Appropriations Resolution, 2003'', (Pub. L. 108–7) was signed into law by President Bush on February 20, 2003, which includes the Department of Transportation and Related Agencies Appropriations for fiscal year 2003 (FY 2003 DOT Appropriations Act), and provides FY 2003 appropriations for the Federal Transit Administration (FTA) transit assistance programs. Based upon this Act, the Transportation Equity Act for the 21st Century (TEA–21), and 49 U.S.C. Chapter 53, this notice contains a comprehensive list of apportionments and allocations for transit programs.

In addition, prior year unobligated allocations for the section 5309 New Starts and Bus and Bus-Related Programs are listed. The FTA policy regarding pre-award authority to incur project costs, Letter of No Prejudice Policy, and other pertinent program information are provided.

FOR FURTHER INFORMATION CONTACT: The appropriate FTA Regional Administrator for grant-specific information and issues; Mary Martha Churchman, 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, the Capital Investment Program, or the Job Access and Reverse Commute Program; or Paul L. Verchinski, Chief, Statewide and Intermodal Planning Division, (202) 366–1626, for general information concerning the Metropolitan Planning Program and the Statewide Planning and Research Program; or Henry Nejako, Program Management Officer, Office of Research, Demonstration and Innovation, (202) 366–3765, for general information about the National Planning and Research Program.

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Background
II. Overview
A. Fiscal Year 2003 Appropriations
B. TEA–21 Authorized Program Levels
C. Project Management Oversight
D. Leveraging Grant Funds
III. Fiscal Year 2003 Focus Areas
A. Transit Safety and Security
B. Ridership
C. 2000 Census Changes and Impact on Grantee Status as Designated Recipient
IV. Metropolitan Planning Program and Statewide Planning and Research Program
A. Metropolitan Planning Program
B. Statewide Planning and Research Program
C. FHWA Metropolitan Planning Program and State Planning and Research Program
D. Local Match Waiver for Specified Planning Activities
E. Planning Emphasis Areas for Fiscal Year 2003
F. Consolidated Planning Grants
G. FTA Review of Alternative Analysis
V. Urbanized Area Formula Program
A. Total Urbanized Area Formula Apportionments
B. Data Used for Urbanized Area Formula Apportionments
C. Urbanized Area Formula Apportionments to Governors
D. Transit Enhancements
E. Fiscal Year 2003 Operating Assistance
F. Designated Transportation Management Areas
G. Urbanized Area Formula Funds Used for Highway Purposes
H. National Transit Database Internet Reporting and Redesign Effort
VI. Nonurbanized Area Formula Program and Rural Transit Assistance Program
A. Nonurbanized Area Formula Program
B. Rural Transit Assistance Program
VII. Elderly and Persons With Disabilities Program
VIII. FHWA Surface Transportation Program and Congestion Mitigation and Air Quality Funds Used for Transit Purposes
A. Transfer Process
B. Matching Share for FHWA Transfers
IX. Capital Investment Program
A. Fixed Guideway Modernization
B. New Starts
C. Bus and Bus-Related
X. Job Access and Reverse Commute Program
XI. Over-the-Road Bus Accessibility Program
XII. Clean Fuels Formula Program
XIII. National Planning and Research Program
XIV. Unit Values of Data for Urbanized Area Formula Program, Nonurbanized Area Formula Program, and Fixed Guideway Modernization
XV. Period of Availability of Funds
XVI. 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
1. Preliminary Engineering and Final Design
2. Real Property Acquisition Activities
3. National Environmental Policy Act (NEPA) Activities
4. Other New Starts Activities Requiring LONP
XVII. Letter of no Prejudice (LONP) Policy
A. Policy
B. Conditions
C. Environmental, Planning, and Other Federal Requirements
D. Request for LONP
XVIII. FTA Web site on the Internet
XIX. FTA Fiscal Year 2003 Annual List of Certifications and Assurances
XX. Grant Application Procedures
Tables
1. FTA FY 2003 Appropriations for Grant Programs
2. FTA FY 2003 Metropolitan Planning Program and Statewide Planning and Research Program Apportionments
3. FHWA FY 2003 Estimated Metropolitan Planning (PL) Program Apportionments
4. FTA FY 2003 Urbanized Area Formula Apportionments
5. FTA FY 2003 Nonurbanized Area Formula Apportionments, and Rural Transit Assistance Program (RTAP) Allocations
6. FTA FY 2003 Elderly and Persons With Disabilities
Apportionments
7. FTA FY 2003 Fixed Guideway Modernization Apportionments
8. FTA FY 2003 New Starts Allocations
8A. FTA Prior Year Unobligated New Starts Allocations
9. FTA FY 2003 Bus and Bus-Related Allocations
9A. FTA Prior Year Unobligated Bus and Bus-Related Allocations
10. FTA FY 2003 National Planning and Research 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 1998–2003 Apportionment Formula for Urbanized Area Formula Program
13. FTA FY 1998–2003 Fixed Guideway Modernization Program Apportionment Formula
14. FTA FY 2003 Formula Grant Apportionments Unit Values of Data
15. 2000 Census Urbanized Areas with Populations 200,000 or Greater Eligible to use FY 2003 Section 5307 Funds for Operating Assistance

I. Background

Metropolitan Planning funds are apportioned by statutory formula to the States for allocation to Metropolitan Planning Organizations (MPOs) in urbanized areas or portions thereof to provide funds for their Unified Planning Work Programs. Statewide Planning and Research funds are apportioned to States by statutory formula to provide funds for their Statewide 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 identified in the FY 2003 DOT Appropriations Act and Bus and Bus-Related Allocations identified in the Conference Report accompanying the Act are included in this notice. FTA will honor those designations included in report language to the extent that the projects meet the statutory intent of the specific program.

II. Overview

A. Fiscal Year 2003 Appropriations

The FY 2003 funding amounts for FTA programs are displayed in Table 1. The amounts have been adjusted, from the FY 2003 enacted funding levels, to reflect an across-the-board .65 percent reduction proportionately applied to the discretionary budget authority and obligation limitation, and to each program, project and activity, as directed under section 601 of Title VI of the Consolidated Appropriations Resolution, 2003, along with transferred and reallocated resources. 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 $8.194 billion for the FY 2003 FTA program. Of this amount, $7.226 billion was guaranteed under the discretionary spending cap and was enacted under the FY 2003 DOT Appropriations Act. However, after applying the across-the-board .65 percent reduction, as directed by section 601 of Title IV of the Consolidated Appropriations Resolution, 2003, new funding for FTA programs is $7.179 billion. 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.

C. Project Management Oversight

Section 5327 of Title 49 U.S.C., permits the Secretary of Transportation to use up to 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. Language in the 2002 DOT Appropriations Act increased the amount made available under the Capital Investment Program for oversight activities to one percent.

D. Leveraging Grant Funds

Public transportation grantees are reminded that with interest rates at currently low levels it may be cost-effective to leverage their projected grant receipts, and thereby accelerate the acquisition of needed rolling stock or completion of essential infrastructure. FTA encourages grant recipients to examine all leveraging options at their disposal, including the use of grant anticipation notes (GAN) secured with Formula Capital, Fixed Guideway Modernization, and New Starts funds. To date, over $1.7 billion in grant anticipation bonds have been issued, allowing major projects to be completed early and at lower cost. FTA will provide information and other assistance to grantees that wish to examine financing options during their project development process.

For additional information, contact Paul L. Marx, Office of Policy Development, at (202) 366–1675.

III. Fiscal Year 2003 Focus Areas

FTA draws attention to the following areas of particular interest to grantees in FY 2003 relative to the FTA programs.

A. Transit Safety and Security

Since September 11th, the Federal Transit Administration (FTA) has undertaken a series of major steps to help prepare the transit industry to counter terrorist threats. FTA has provided direct assistance to transit agencies through on-site readiness assessments, technical assistance teams, regional forums for emergency responders, grants for drills, training, and accelerating technology and research projects. From this initial work, it is clear that it is critical to integrate security throughout every aspect of transit programs, operations, and infrastructure.

Although the transit industry has made great strides in strengthening security and emergency preparedness, there is much more to do. The most important investments for transit agencies to improve security elements are in the areas of employee training, public awareness, and emergency response planning. Detailed information about these three areas and other important actions can be found in FTA's list of Top 20 Security Program Action Items for transit agencies. These 20 action items are based on good security practices identified through FTA's Security Assessments and the technical assistance program. The Top 20 Security Program Action Items can be found on FTA's Web site at [*http://transit-safety.volpe.dot.gov/security/SecurityInitiatives/Top20/default.asp*]. FTA will work with transit agencies to assist you as you incorporate these practices into your programs.

B. Ridership

FTA's FY 2003 strategic business plan establishes FTA's core values and identifies a number of strategic goals for sustaining these values over the next three years. Specifically, FTA seeks to deliver products and services that are valued by its customers and to assist transit agencies in better meeting the needs of their customers. Increasing transit ridership is a key measure of success in achieving this objective. FTA has further identified a goal of achieving an average 2.5 percent increase in the number of transit passenger-miles traveled per market (controlling for differences in employment levels) this fiscal year. FTA is in the process of identifying a range of research, guidance, and other technical assistance to support State and local transit efforts to increase ridership. FTA encourages all transit agencies to focus attention on ways to increase transit ridership, and will be issuing further information about the FTA ridership initiative throughout FY 2003.

C. 2000 Census Changes and Impact on Grantee Status as Designated Recipient

The Census Bureau released the 2000 Census urbanized area designations on May 1, 2002, and provided corrections/changes to the list of designated areas in subsequent **Federal Register** Notices, dated August 23 and November 20, 2002. FTA used this 2000 Census population data and information for the first time to apportion transit funds in FY 2003, which accounts for a number of changes from FY 2002 apportionments.

In the 2000 Census, nonurbanized population decreased by three percent to 89.6 million from the 1990 Census, and elderly population increased by 18 percent to 35.4 million. Four hundred sixty-five urbanized areas were designated, which is 59 more than the 406 designated in the 1990 Census. Seventy-six are newly qualified urbanized areas, and more than 50 urbanized areas crossed the 200,000 population threshold, as a result of growth; the merger of two small urbanized areas; or the merger of one or more small urbanized areas into an existing urbanized area with population over 200,000. In addition, 14 urbanized areas were formed from splitting existing urbanized areas, more than 70 urbanized areas had name or description changes, which in some cases includes the addition of a new State in the urbanized area description/geographical boundary, and two urbanized areas (Montgomery, AL and Lorain-Elyria, OH) saw their populations decrease to less than 200,000. 2000 Census information and FTA analysis of the changes may be found on the FTA Web site at [*http://www.fta.dot.gov/library/planning/census/censusinfo.html*].

The large number of urbanized areas affected by 2000 Census changes and the assorted types of changes experienced require that many areas designate or change their ''Designated Recipient.'' In order for FTA to award a grant to an urbanized area as part of its Urbanized Area Formula Program (Title 49 U.S.C. section 5307), a grant recipient must be a ''Designated Recipient'' for that urbanized area or must be a public agency authorized by the Designated Recipient to apply for grants. Documentation for new or changed Designated Recipients in areas over 200,000 in population shall include the following:

1. A letter expressing the concurrence of the Governor or of another state agency in which the Governor's authority to concur in designations of recipients has been delegated;
2. Concurrence by the publicly-owned operators of mass transportation servicing the urbanized area of the Designated Recipient(s);
3. An appropriately certified resolution of the policy-making body of the Metropolitan Planning Organization (MPO) concurring in the Designated Recipient(s); and
4. For each Designated Recipient, an opinion of counsel certifying to the entity's legal capacity to perform the functions of a Designated Recipient.

For urbanized areas greater than 50,000 but under 200,000 in population, the Governor of each State is the Designated Recipient. The Governor may:

1. Retain Designated Recipient status himself/herself. No documentation needs to be submitted to support this action; or
2. Designate one or more local Designated Recipients for each urbanized area under 200,000 in population. Such designation must be documented by letter from the Governor naming the local Designated Recipient and by an opinion of counsel for each such Designated Recipient certifying its legal capacity to perform the functions of a Designated Recipient.

Documentation relative to Designated Recipients or public agencies authorized by the Designated Recipient to apply for grants should be forwarded to the appropriate FTA Regional Office. For further information contact the appropriate FTA Regional Office, or Ken Johnson, FTA Office of Resource Management and State Programs, at (202) 366–2053.

IV. Metropolitan Planning Program and State Planning and Research Program

A. Metropolitan Planning Program

Funding made available for the Metropolitan Planning Program (49 U.S.C. 5303) by the FY 2003 DOT Appropriations Act is $59,993,094 after application of the across-the-board .65 percent reduction. The FY 2003 Metropolitan Planning Program apportionment to States for MPOs' use in urbanized areas totals $60,443,434. This amount includes $59,993,094 in FY 2003 funds, and $450,340 in prior year funds available for reapportionment under this program. A basic allocation of 80 percent of this amount ($48,354,747) 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 ($12,088,687) 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 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. States must reaffirm these in-State formulas or develop new ones, which then must be submitted to the FTA Regional Office for approval before these funds area distributed.

As noted in section III.C above, 2000 Census urbanized area designations are available in **Federal Register** Notices issued by the Census Bureau and may be accessed at [*http://www.fta.dot.gov/library/legal/federalregister/2002/index.html*] on the FTA Web site. FTA has posted on its Web site a comparison of FY 2003 guaranteed funding levels based on 2000 Census and based on the 1990 census information for each State at [*http://www.fta.dot.gov/library/planning/census/comp/t2.html*] and a comparison of the amounts actually apportioned for fiscal year 2002 using both the 1990 Census and the 2000 Census at [*http://www.fta.dot.gov/library/planning/census/comp/t1.html*]. This information should be utilized by each state when reaffirming or revising in-state formulas.

B. Statewide Planning and Research Program

Funding made available for the Statewide Planning and Research Program (49 U.S.C. 5313(b)) by the FY 2003 DOT Appropriations Act is $12,532,406 after application of the across-the-board .65 percent reduction. The FY 2003 apportionment for the Statewide Planning and Research Program (SPRP) totals $12,643,295. This amount includes $12,532,406 in FY 2003 funds, and $110,889 in prior year funds 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. FHWA Metropolitan Planning Program and State Planning and Research Program

For informational purposes, the estimated FY 2003 apportionments for the FHWA Metropolitan Planning Program (PL) are contained in Table 3. Actual apportionments for the FY 2003 FHWA State Planning and Research Program (SPRP) were not available at the time of publication of this notice.

D. Local Match Waiver for Specified Planning Activities

Job Access and Reverse Commute 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 and reverse commute planning activities undertaken with both FTA and FHWA 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 requirements.

E. Planning Emphasis Areas for Fiscal Year 2003

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. To support this, FTA and FHWA will prepare an inventory of current practice, guidance and training in those areas. Opportunities for exchanging ideas and experiences on innovative practices in these topic areas also will be provided throughout the year. For FY 2003, five key planning themes have been identified: (1) Consideration of safety and security in the transportation planning process; (2) integration of planning and environmental processes; (3) consideration of management and operations within planning processes; (4) State DOT consultation with non-metropolitan local officials; and (5) enhancing the technical capacity of planning processes.

1. Safety and Security in the Transportation Planning Process. TEA–21 emphasizes the safety and security of transportation systems as a national priority and calls for transportation projects and strategies that ''increase the safety and security of transportation systems.'' This entails integration of safety and facility security into all stages of the transportation planning process.

FTA and FHWA are working together to advance the state-of-practice in addressing safety and security in the metropolitan and statewide planning process through workshops and case studies. A report prepared by the Transportation Research Board (TRB), Transportation Research Circular E–C02, ''Safety-Conscious Planning,'' January 2001, describes the issues and recommendations identified at a Safety in Planning workshop held earlier. The report is available on the TRB Web site at *[http://www.nas.edu/trb].* Also, the Institute of Transportation Engineers (ITE) has prepared a discussion paper on the topic, entitled ''The Development of the Safer Network Transportation Planning Process,'' which is posted to their Web site at *[http://www.ite.org].*

2. Integrated Planning and Environmental Processes. TEA–21 mandated the elimination of the Major Investment Study as a stand-alone requirement, while integrating the concept within the planning and project development/environmental review processes. A training course entitled ''Linking Planning and NEPA'' is being developed and will be made available at the National Transit Institute Web site, *[http://www.ntionline.com].*

3. Consideration of Management and Operations within Planning Processes. TEA–21 challenges FHWA and FTA to move beyond traditional capital programs for improving the movement of people and goods—focusing on the need to improve the way transportation systems are managed and operated. FTA and FHWA have convened a working group and have commissioned discussion papers on the topic. This information is available at *[http://plan2op.fhwa.dot.gov].*

4. State DOT Consultation With Non-Metropolitan Local Officials. On January 23, 2003, the FTA and FHWA issued a final Rule on consultation, which can be accessed at *[http://www.fta.dot.gov/library/legal/federalregister/2003/fr12303.html].* This final rule amends the 1993 Joint FTA/FHWA Planning regulation published in the **Federal Register**, Volume 58, No. 207, on October 28, 1993. Consultation is a vital issue within the transportation planning process. Each State shall have a documented process(es) that implements consultation with non-metropolitan local officials in the statewide planning process and development of the statewide transportation improvement program by February 24, 2004. The FTA and FHWA will work with each State to help facilitate development of the documented process(es), but will not review or approve the documented process(es). However, the FTA and FHWA in the State Planning Finding will comment on progress toward accomplishing the documented process(es) and its implementation. Since consultation is a vital issue, each state shall review its documented process and solicit comments regarding the effectiveness of its consultation process within two years of adopting its documented process, and thereafter, at least once every five years.

5. Enhancing the Technical Capacity of Planning Processes. Reliable information on current and projected usage and performance of transportation systems is critical to the ability of planning processes to supply credible information to decision-makers to support preparation of plans and programs that respond to their localities' unique needs and policy issues. To ensure the reliability of usage and performance data, as well as the responsiveness of policy forecasting tools, an evaluation is needed of the quality of information provided by the technical tools, data sources, and forecasting models, as well as the expertise of staff to ensure its adequacy to support decision-making. If this expertise is found to be lacking, the responsible agencies within metropolitan and statewide planning processes are encouraged to devote appropriate resources to enhance and maintain their technical capacity.

The metropolitan and statewide transportation planning processes have become critical tools for responding to increasingly complex issues at the State and local levels. Many of these issues are encompassed in previously listed planning emphasis areas (*e.g.*, integrated planning and environmental processes, management and operations, analytical tools and methods) and include much more. It is essential that FTA and FHWA provide technical assistance, training, and information to our customers to further enhance the skills and capabilities they utilize to conduct effective transportation planning processes. The FTA and FHWA have created the Planning Capacity Building (PCB) Program, which combines what previously were separate programs focused on planning processes in metropolitan, statewide and rural areas. The PCB is a tool to disseminate and coordinate information, training, and foster a dialogue for the exchange of ideas. More information on the PCB program can be found at *[http://www.mcb.fhwa.dot.gov].* (Note—As of this writing, a merged Web site focused on metropolitan, statewide, and rural issues is under development.)

For further information on these PEAs, contact Candace Noonan, FTA Office of Planning, (202) 366–1648, or John Humeston, FHWA Office of Planning, (202) 366–1862.

F. Consolidated Planning Grants

Since FY 1997, FTA and FHWA have offered States the option of participating in a pilot Consolidated Planning Grant (CPG) program. Information concerning

participation in the CPG program can be found on the FTA Web site at *[http://www.fta.dot.gov/office/public/cpg.htm].* For further information on participating in the CPG Pilot, contact Candace Noonan, Office of Planning, FTA, at (202) 366–1648 or Anthony Solury, Office of Planning and Environment, FHWA, at (202) 366–5003.

G. FTA Review of Alternative Analysis

FTA has long had substantive involvement in the evaluation of alternatives performed to comply with the National Environmental Policy Act (NEPA). FTA would like to extend this interest to comparable planning-level alternatives analysis, and requests that local agencies that intend to conduct such a study prior to NEPA review notify their FTA Regional Office in writing if such a study may result in a transit project being proposed for funding under the Section 5309 New Starts program. FTA further requests the opportunity to review any NEPA or pre-NEPA alternatives analysis scope of work, purpose and need, description of alternatives, and technical methodologies and results as they are developed. FTA desires to become involved in these local studies for three reasons: (1) To assist local agencies in addressing technical and procedural issues early in the study process, rather than at the end when it may be too late to solve them efficiently; (2) to ensure that FTA requirements for alternatives analysis are met (this includes the selection of a New Starts Baseline alternative and documentation of planning-level information needed to perform a Before and After Study, should the resulting project eventually receive a Full Funding Grant Agreement); and (3) to gain sufficient understanding of the resulting project to support FTA's decision to advance it into preliminary engineering (PE) and, later, final design. If the alternatives analysis is done outside of NEPA, FTA's review is further intended to help ensure that its results, including any elimination of alternatives from further consideration, are adequately supported and will stand up when the NEPA review is initiated.

Failure to provide FTA with an opportunity to participate in the alternatives analysis could result in additional study effort necessary to ensure consistency with FTA policy and good planning practices. Such additional work could further result in significant delays in the processing of the request to enter into PE.

In February 2003, FTA posted under the New Starts section of its Web site *[http://www.fta.dot.gov/library/policy/ns/ns.htm]* revised preliminary guidance on advancing fixed guideway transit investments through planning and project development. This guidance provides additional detail on FTA's expectations for alternatives analysis and its role in the study process. For additional information, contact Sean Libberton, FTA Office of Planning, at (202) 366–2360.

V. Urbanized Area Formula Program

A. Total Urbanized Area Formula Apportionments

The amount made available to the Urbanized Area Formula Program (49 U.S.C. 5307) by the FY 2003 DOT Appropriations Act is $3,423,540,998, after application of the across-the-board .65 percent reduction. In addition, $5,479,136 in prior year funds became available for reapportionment under the Urbanized Area Formula Program as provided by 49 U.S.C. 5336(i).

After reserving $17,117,705 for oversight, the amount of FY 2003 funds available for apportionment is $3,406,423,293. The funds to be reapportioned, described in the previous paragraph, are then added and increase the total amount apportioned for this program to $3,411,902,429. Table 4 displays the amounts apportioned under the Urbanized Area Formula Program. Table 12 contains the apportionment formula for the Urbanized Area Formula Program.

An additional $4,818,425 is made available for the Alaska Railroad for improvements to its passenger operations, after application of the across-the-board .65 percent reduction. After reserving $24,092 for oversight, $4,794,333 is available for the Alaska Railroad.

B. Data Used for Urbanized Area Formula Apportionments

Data from the 2001 National Transit Database (NTD) Report Year were used to calculate the FY 2003 Urbanized Area Formula apportionments for urbanized areas 200,000 in population and over. 2000 Census Population and population density data are also used in calculating apportionments under the Urbanized Area Formula Program.

C. 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 apportionment amount attributable to each urbanized area within the State. The Governor may determine the allocation of funds among the urbanized areas under 200,000 in population with the following exception: as further discussed in Section F below, 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 small urbanized area.

D. Transit Enhancements

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. 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. Eligible enhancements include the following: (1) Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities); (2) bus shelters; (3) landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights; (4) public art; (5) pedestrian access and walkways; (6) bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles; (7) transit connections to parks within the recipient's transit service area; (8) signage; and (9) enhanced access for persons with disabilities to mass transportation.

It is 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. However, items that are only eligible as enhancements—in particular, operating costs for historic facilities—may be assisted only within the one percent funding level.

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 TEAM-Web. 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.

E. Fiscal Year 2003 Operating Assistance

In general, FY 2003 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 provides an exception to the restriction on operating assistance in areas over 200,000 in population; eligible areas have already been identified and notified.

Pub. L. 107–232, signed by the President on October 1, 2002, allows transit systems in urbanized areas that, for the first time, exceeded 200,000 in population according to the 2000 Census to use section 5307 funds for operating assistance. A list of the eligible 2000 Census urbanized areas (with populations 200,000 or greater) to which Pub. L. 107–232 applies and that may use FY 2003 funds for operating assistance is provided in Table 15. The listing also shows the maximum amount of the area's FY 2003 apportionment that may be used for operating assistance (the FY 2003 Operating Limitation). The use of the urbanized area funds for operating assistance by these areas is restricted to projects carried out within the geographical or service area boundary of the affected 1990 census small (less than 200,000 population) urbanized area.

F. Designated Transportation Management Areas

All 2000 Census urbanized areas having a population of at least 200,000 have been designated as Transportation Management Areas (TMAs), in accordance with 49 U.S.C. 5305. In addition, the Santa Barbara, CA urbanized area, which did not meet the population threshold requirement for TMA status with respect to 2000 Census, retained its previously granted TMA status based on Gubernatorial request. These TMA designations were formally made in the FTA Notices at 67 FR 45173 *et seq.* (July 8, 2002) and 67 FR 62285 *et seq.* (October 4, 2002).

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 planning boundaries, which have been established by the MPO for the designated TMA, also include one or more urbanized areas 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, *i.e.*, the Governor only has discretion to allocate Governor's Apportionment funds attributable to areas that are outside of designated TMA planning boundaries.

If any additional small urbanized areas—within the planning boundaries of a TMA—are identified, 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. FTA has revised and provided below the list of previously identified urbanized areas with population less than 200,000 included within the planning boundaries of designated TMAs, based on 2000 Census urbanized area designations. With respect to Norman, OK, Section 336 of FY 2003 DOT Appropriations Act directs that the city of Norman, OK shall be considered part of the Oklahoma City TMA.

Designated TMA	Small urbanized area included in TMA boundary
Houston, TX	Galveston, TX; Texas City, TX
Orlando, FL	Kissimmee, FL
Palm Bay-Melbourne, FL	Titusville, FL
Philadelphia, PA–NJ–DENJ–MD	Pottstown, PA
Pittsburgh, PA	Monessen, PA; Weirton, WV—Steubenville, OH–PA (PA portion)
Seattle, WA	Bremerton, WA
Washington, DCNJ–VANJ–MD	Frederick, MD
Oklahoma City, OK	Norman, Oklahoma

G. 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 use FTA funds for highway purposes, as prescribed in section VIII.A., below.

H. National Transit Database (NTD) Internet Reporting and Redesign Effort

The National Transit Database (NTD) is FTA's repository for nationwide statistics about the transit industry, including safety and security data. The new, redesigned NTD reporting system is on the Internet and in operation. The new reporting software and statistical data reports can be found on FTA's NTD web site at *[http://www.ntdprogram.com]*. More than 600 FTA grantees have filed reports to FTA via the Internet on the new system. To meet Government Performance and Results Act deadlines, NTD data is available on a timelier basis. The new monthly reporting of safety and ridership data provides the NTD with current data. In addition, thousands of incident and summary safety and security reports will be submitted to FTA on the new NTD system. The new, detailed safety data will help FTA and the transit industry fashion countermeasures to recurring safety problems. The revised NTD includes several valuable new features like the new reporting software, which includes enhanced pre-submission validation routines. Reporters can save time by pre-loading certain large data fields

from last year. The new Oracle database and reports aid researchers.

FTA grantees receive Urbanized Area Formula and Fixed Guideway Modernization apportionments based, in part, on the data they submit to the NTD. NTD data is also summarized and used to report to Congress on the condition, performance, and safety of the transit industry, and associated costs. The Transportation Security Administration is already using security reports from the NTD. In addition, these data are used in the assessment of FTA goals.

This year, the voluntary reporting of rural transit data by State DOTs is being tested. Work also continues on the collection of data on the condition of the capital infrastructure of transit. A voluntary test version of the asset condition module was put on-line and was well accepted, providing an excellent inventory and assessment of tunnels, bridges, track, stations, bus maintenance facilities, and other assets.

VI. Nonurbanized Area Formula Program and Rural Transit Assistance Program

A. Nonurbanized Area Formula Program

The amount made available for the Nonurbanized Area Formula Program (49 U.S.C. 5311) by the FY 2003 DOT Appropriations Act is $239,043,694, after application of the across-the-board .65 percent reduction. The FY 2003 Nonurbanized Area Formula apportionments to the States total $238,954,559 and are displayed in Table 5. Of the $239,043,694 available, $1,195,218 was reserved for oversight. The funds apportioned include $1,106,083 in prior year funds available for reapportionment.

The Nonurbanized Area 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 2003 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.

B. Rural Transit Assistance Program

Funding made available for the Rural Transit Assistance Program (RTAP) (49 U.S.C. 5311(b)(2)) by the FY 2003 DOT Appropriations Act is $5,215,875, after application of the across-the-board .65 percent reduction. The FY 2003 RTAP allocations to the States total $5,216,875 and are displayed in Table 5. This amount includes $1,000 in prior year funds 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 also supports RTAP activities at the national level within the National Planning and Research Program (NPRP). The National RTAP projects support the States in their use of the formula allocations for training and technical assistance. Congress did not designate any funds for the National RTAP among the NPRP allocations in the Conference Report accompanying the FY 2003 DOT Appropriations Act. FTA will, however, include the National RTAP among priority projects to be funded from available NPRP funds. During FY 2002, FTA conducted a competitive selection and chose the American Public Works Association, in consortium with the Community Transportation Association of America, to provide National RTAP services for the next five years.

VII. Elderly and Persons With Disabilities Program

The amount made available for the Elderly and Persons with Disabilities Program (49 U.S.C. 5310) by the FY 2003 DOT Appropriations Act is $90,063,558, after application of the across-the-board .65 percent reduction. The FY 2003 Elderly and Persons with Disabilities Program apportionments to the States total $90,166,393 and are displayed in Table 6. The funds apportioned include $102,835 in prior year funds available for reapportionment.

The formula for apportioning these funds uses 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 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

A. Transfer Process

The process for transferring flexible formula funds between FTA and FHWA programs is described below. For information on the transfer of FHWA funds to FTA planning programs contact the FTA/FHWA staff identified in section IV.F, above.

Transfer from FHWA to FTA. FHWA funds designated for use in transit capital projects must be derived from the metropolitan and statewide 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. The FHWA Office of Budget and Finance then transfers obligation authority and an equal amount of cash to FTA. All FHWA CMAQ, STP, and congressional earmarked funds for transit projects in the Appropriations Act or Conference Report will be transferred to one of the three FTA formula programs (*i.e.,* Urbanized Area Formula (section 5307), Nonurbanized Area Formula (section 5311) or Elderly and Persons with Disabilities (section 5310).

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

Transferred funds are treated as FTA formula funds, but are assigned a distinct identifying code for tracking purposes. The funds may be used for any capital purpose eligible under the FTA formula program to which they are

transferred and in the case of CMAQ for certain operating costs. FTA and FHWA have issued guidance on project eligibility under the CMAQ program in a Notice at 65 FR 9040 *et seq.* (February 23, 2000). In accordance with 23 U.S.C. 104(k), all FTA requirements are applicable to transferred funds except local share—FHWA local share requirements apply. 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 urbanized area formula apportionment and FTA's National Operating Budget in TEAM-Web, equal to the dollar amount being transferred to FHWA.

For information regarding these procedures, please contact Kristen D. Clarke, FTA Budget Office, at (202) 366–1686; 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 FHWA.

There are three instances in which a Federal share higher than 80 percent 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. Capital Investment Program (49 U.S.C. 5309)

A. Fixed Guideway Modernization

The formula for allocating the Fixed Guideway Modernization funds contains seven tiers. The apportionment of funding under the first four tiers, through FY 2003, is based on data used to apportion the funding in FY 1997. Funding under the last three tiers is apportioned based on the latest available route miles and revenue vehicle miles on segments at least seven years old, as reported to the NTD.

Table 7 displays the FY 2003 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 NTD 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 NTD are not included.

The FY 2003 DOT Appropriations Act makes $1,206,506,400 available for Fixed Guideway Modernization, after application of the across-the-board .65 percent reduction. An amount of $12,065,064 was then reserved for oversight, leaving $1,194,441,336 available for apportionment to eligible urbanized areas. In addition, prior year funds available for reapportionment in the amount of $84,033 are added and increase the total amount apportioned to $1,194,525,369 under Fixed Guideway Modernization. Table 13 contains information regarding the Fixed Guideway Modernization apportionment formula.

B. New Starts

The amount made available for New Starts by the FY 2003 DOT Appropriations Act is $1,252,229,548, after application of the across-the-board .65 percent reduction. This amount includes $45 million (adjusted for the .65 percent reduction) in FY 2003 funds transferred from the Job Access and Reverse Commute Program (JARC) and additional transfers of $1,015,648 from unobligated 1999 JARC funds, in accordance with language in the FY 2003 DOT Appropriations Act and accompanying Conference Report. Of the $1,252,229,548 made available $12,522,295 was reserved for oversight activities, leaving $1,239,707,253 available for allocations to projects. The final allocation for each New Starts projects is listed in Table 8.

Prior year unobligated allocations for New Starts in the amount of $483,496,983 remain available for obligation in FY 2003. This amount includes $464,241,119 in fiscal years 2001 and 2002 unobligated allocations, and $19,255,864 for fiscal years 1999 and 2000 unobligated allocations that are extended in the FY 2003 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 FY 2003 Conference Report accompanying the FY 2003 DOT Appropriations Act will lapse September 30, 2003. A list of the extended projects and the amount that remains unobligated as of September 30, 2002, is appended to Table 8A for ready reference.

C. Bus and Bus-Related

The FY 2003 DOT Appropriations Act provides $603,253,200 for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities, after application of the across-the-board .65 percent reduction.

TEA–21 established a $100 million Clean Fuels Formula Program under 49 U.S.C. 5308 (described in section XII below). The program is authorized to be funded with $50 million from the Bus and Bus-Related category of the Capital Investment Program and $50 million from the Formula Program. However, the FY 2003 DOT Appropriations Act directs FTA to transfer the formula portion to, and merge it with, funding provided for the Bus and Bus-Related category of the Capital Investment Program. The .65 percent across-the-

board reduction has been applied to the $50 million in transferred funds. Thus, $652,928,200 of funds appropriated in FY 2003 is available for funding the Bus and Bus-Related category of the Capital Investment Program. In addition, Congress directed that funds made available for bus and bus facilities include $4,567,156 reallocated from projects in previous appropriations Acts, which increases the total amount made available to $657,495,356. The reallocated funds are derived from unobligated balances for the following projects: Essex Junction, Vermont multimodal station, $490,547; Towamencin Township, Pennsylvania intermodal center (1999), $1,488,750; Towamencin Township, Pennsylvania intermodal center (2000), $1,471,643; Folsom, California multimodal facility, $992,500; and Georgetown University fuel cell program, $123,176.

After reserving $6,529,282 for oversight, the amount available for allocation under the Bus and Bus-Related category is $650,966,074. Table 9 displays the allocation of the FY 2003 Bus and Bus-Related funds by State and project. The FY 2003 Conference Report accompanying the FY 2003 DOT Appropriations Act allocated all of the FY 2003 Bus and Bus-Related funds to specified States or localities for bus and bus-related projects. FTA will fund all designations that comply with the statutory requirements for the program.

Prior year unobligated balances for Bus and Bus-Related allocations in the amount of $515,023,153 remain available for obligation in FY 2003. This includes $503,518,819 in fiscal years 2001 and 2002 unobligated allocations, and $11,504,334 for fiscal years 1998, 1999 and 2000 unobligated allocations extended in the FY 2003 Conference Report. These unobligated amounts are displayed in Table 9A.

Capital Investment Program funds for Bus and Bus-Related projects identified as having been extended in the Conference Report accompanying the FY 2003 DOT Appropriations Act will lapse September 30, 2003. A list of the extended projects and the amount that remains unobligated as of September 30, 2002, is appended to Table 9A for ready reference.

In addition, FY 2003 Conference Report provides clarifications for Bus and Bus-Related projects as follows:

(1) Funding provided to Bevill State Community College may also made available to Jasper, Alabama.

(2) Within the funding provided in FY 2003 to the State of Illinois, $1,000,000 shall be for the refurbishment of the Dan Ryan station.

(3) The conference agreement provides $7,500,000 to Kentucky for bus and bus facilities needs statewide. Of this funding, $4,000,000 shall be provided to southern and eastern Kentucky. The remainder shall be allocated to: Bluegrass Community Action Services, City of Frankfort, Kentucky Foothills Development Council, Community Action Council of Fayette/Lexington, Lexington Red Cross, East Kentucky Independent Service Organization, and Lexington Transit Authority.

(4) Within the funding provided for the state of Michigan, the state should strongly consider requests from Alger County, Charlevoix County, Delta Area Transit Authority, Houghton, Ontonogan County, City of Sault Ste. Marie, and Schoolcraft County.

(5) Within the funds provided for the state of Ohio, the state should strongly consider requests from Kent, and the East Side transit center.

(6) Funding provided for the Sierra Madre Villa intermodal center in fiscal year 2002 shall also be made available to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for bus and bus related facilities in the LACMTA's service area.

(7) Funds provided in fiscal year 2002 for the Fort Worth intermodal center park and ride facility shall be used to facilitate the finish out the intermodal connections into downtown Fort Worth and to enhance the linkage of the TRE with the T's bus operation and park and ride elements occurring at two sites: the ITC (and geographically related areas like the 7th Street parking lot and Alarm Supply Building) and a larger facility at the Texas and Pacific Station.

(8) Funding provided for Wyandotte County buses and Kansas City joblinks in fiscal year 2001 shall be made available to the Unified Government of Wyandotte County/Kansas City.

(9) Funds provided in fiscal year 2001 for Louisiana's Plaquemines Parish Ferry shall also be made available to the New Orleans Regional Planning Commission for vans, buses and related facility construction in Plaquemines, St. Bernard, St. John and St. Charles parishes.

(10) Funds made available in fiscal year 2001 for the Tompkins County intermodal facility shall also be made available for the Ulster County, New York rural bus garage.

(11) Funding provided for the Swampscott buses in fiscal year 2000 may also be available to Lynnfield, Massachusetts to replace buses.

(12) Funds made available in fiscal year 2000 to the Ithaca intermodal transportation center shall also be made available for the Binghamton intermodal transportation center.

X. Job Access and Reverse Commute Program

The FY 2003 DOT Appropriations Act provides $104,317,500, for the Job Access and Reverse Commute (JARC) Program after the transfer of $45 million from JARC to the Capital Investment Program (New Starts) as stipulated in the FY 2003 DOT Appropriations Act and the accompanying Conference Report, and the application of the across-the-board .65 percent reduction. JARC project funding will be published separately from this notice.

The JARC 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, including economically disadvantaged persons with disabilities, 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 may be used for Reverse Commute Projects.

XI. Over-the-Road Bus Accessibility Program

The amount made available for the Over-the-Road Bus Accessibility (OTRB) Program by the FY 2003 DOT Appropriations Act is $6,904,825, after application of the across-the-board .65 percent reduction. Of this amount, $5,215,875 is available to providers of intercity fixed-route service, and $1,688,950 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 on September 28, 1998 (63 FR 51670). Funds will be provided at 90 percent Federal share. FTA conducts a national solicitation of applications and grantees are selected on a competitive basis.

A **Federal Register** Notice providing program guidance and application procedures for FY 2003 was published in the **Federal Register** on February 7, 2003. Applications are due by March 28, 2003.

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. No funds were provided for this program in the FY 2003 DOT Appropriations Act. For further information contact Nancy Grubb, FTA Office of Resource Management and State Programs, at (202) 366–2053.

XIII. National Planning and Research Program

The amount made available to the National Planning and Research Program by the FY 2003 DOT Appropriations Act is $31,295,250, after application of the across-the-board .65 percent reduction, of that amount $16,442,426 is allocated for specific activities. These allocations are listed in Table 10. For additional information contact Henry Nejako, Program Management Officer, Office of Research, Demonstration and Innovation, at (202) 366–0184.

XIV. Unit Values of Data for Urbanized Area Formula Program, Nonurbanized Area Formula Program, and 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 replicate an area's apportionment, multiply its population, population density, and data from the NTD by the appropriate unit value.

XV. Period of Availability of Funds

The funds apportioned under the Metropolitan Planning Program and the Statewide Planning and Research Program, the Urbanized Area Formula Program, and Fixed Guideway Modernization, in this notice, will remain available to be obligated by FTA to recipients for three fiscal years following FY 2003. Any of these apportioned funds that remain unobligated at the close of business on September 30, 2006, will revert to FTA for reapportionment under the respective program.

Funds apportioned to nonurbanized areas under the Nonurbanized Area Formula Program, including RTAP funds, will remain available for two fiscal years following FY 2003. Any such funds that remain unobligated at the close of business on September 30, 2005, 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, 2003. Any such funds that remain unobligated as of that date will revert to FTA for reapportionment among the States under the Elderly and Persons with Disabilities Program. The FY 2003 DOT Appropriations Act includes a provision requiring that FY 2003 New Starts and Bus and Bus-Related funds not obligated for their original purpose as of September 30, 2005, shall be made available for other projects under 49 U.S.C. 5309.

JARC funds for projects selected by FTA for funding in FY 2003 will remain available for two fiscal years following FY 2003. Any such funds that remain unobligated at the close of business on September 30, 2005, will revert to FTA for reallocation under the JARC program.

Capital Investment Program funds for New Starts and Bus and Bus-Related projects identified as having been extended in the FY 2003 Conference Report accompanying the FY 2003 DOT Appropriations Act will lapse September 30, 2003.

XVI. Automatic Pre-Award Authority To Incur Project Costs

This information incorporates and elaborates on guidance previously provided in the FTA FY 2002 Apportionments and Allocations Notice found at *[http://www.fta.dot.gov/library/legal/federalregister/2002/fr1202a.pdf]*.

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 FTA regional office if there is any question regarding the eligibility of the project for future FTA funds or the applicability of the conditions and Federal requirements.

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 for operating and planning projects under the formula grants programs is not limited to the authorization period. Pre-award authority also applies to Capital Investment Bus and Bus-Related allocations identified in this notice. For such section 5309 Capital Investment Bus and Bus-Related projects, the date that costs may be incurred is the date that the appropriation bill in which they are contained is enacted. Pre-award authority does not apply to Capital New Start funds, or to Capital Investment Bus and Bus-Related projects not specified in this or previous notices, except as described in D below.

Extension of Pre-Award Authority Beyond the TEA–21 Authorization Period

Because there is uncertainty in the timing of the FY 2004 appropriations act and/or the surface transportation reauthorization act, a large number of LONPs might be requested for routine, continuing transit projects using anticipated formula funds. FTA, in this Notice, is extending pre-award authority to grantees for project costs to be reimbursed by formula funds and flexible funds that will be appropriated in FY 2004.

In using this pre-award authority for FY 2004 formula funds, grantees are cautioned that reauthorization may result in changes in program structure, administrative requirements, or funding availability. As with all pre-award authority, activities must be conducted in compliance with Federal requirements in order to retain eligibility for future reimbursement.

B. Conditions

Similar to the FTA 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-Web, 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. Compliance with the National Environmental Policy Act (NEPA) and other environmental laws or executive orders (*e.g.,* protection of parklands, wetlands, and historic properties) must be completed before State or local funds are spent on implementing activities such as final design, construction, and acquisition for a project that is expected to be subsequently funded with FTA funds. Depending on which class the project is included under in FTA environmental regulations, 23 CFR part 771, the grantee may not advance the project beyond planning and preliminary engineering before FTA has issued either a categorical exclusion, refer to 23 CFR part 771.117(d), a finding of no significant impact, or a record of decision. The conformity requirements of the Clean Air Act, 40 CFR part 93, also must be fully met before the project may be advanced into implementation under pre-award authority.

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 under pre-award authority. 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 for Bus and Bus-Related 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, as described in section XVII below.

D. Pre-Award Authority for New Starts Projects

1. Preliminary Engineering and Final Design

New Starts projects are required to follow a federally defined project development 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 document the project's justification and financial criteria, which FTA evaluates as part of its approval process. 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.

2. Real Property Acquisition Activities

FTA will extend automatic pre-award authority for the acquisition of real property and real property rights for a New Starts project upon completion of the NEPA review of that project. NEPA review is completed when FTA signs an environmental Record of Decision (ROD) or Finding of No Significant Impact (FONSI), or makes a Categorical Exclusion (CE) determination. With the limitations and caveats described below, real estate acquisition for a New Starts project may now commence upon completion of the NEPA review process.

Most major FTA-assisted projects require the acquisition of residential and/or business properties and the relocation of the occupants. Often real property rights, like railroad track usage rights, are needed. With limited exceptions set forth in FTA's NEPA guidance, the purchase of real property can prejudice the consideration of less damaging alternatives and may not take place until the NEPA process has been completed by FTA's signing of an environmental ROD or FONSI or making a CE determination.

For FTA-assisted projects, any acquisition of real property must be conducted in accordance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) and its implementing regulations, 49 CFR part 24. Compliance with the URA regulations requires substantial lead-time. Properties must be appraised, persons who will be displaced must be educated about their relocation rights, proper housing must be found for displaced residents, and businesses must be relocated in accordance with the URA. In some cases, the remediation of contaminated soils or groundwater, or the removal of underground storage tanks must be dealt with during the acquisition process. Potentially responsible parties of the contamination must be identified and their financial liability negotiated or litigated. Acquisition of railroad right-of-way or usage rights is frequently a negotiated transaction that is fundamental to the transit project and therefore should be negotiated as early as possible after the completion of the NEPA process. Delays in the closing on an acquisition can lead to inconvenience or hardship for residents and businesses that are being displaced. Delays can also lead to increases in property values or in the current owners' financial expectations that prolong negotiated settlements.

To facilitate the acquisition process for New Starts projects, FTA will extend automatic pre-award authority for the acquisition of real property and real property rights with the signing of the environmental ROD or FONSI or the CE determination. This pre-award authority is strictly limited to costs incurred to acquire real property and real property rights and to provide relocation assistance in accordance with the URA regulation. It is limited to the acquisition of real property and real property rights that are explicitly identified in the final EIS, EA or CE determination, as needed for the selected alternative that is the subject of

the FTA-signed ROD or FONSI, or the CE determination. It does not cover site preparation, demolition, or any other activity that is not strictly necessary to comply with the URA. At FTA's discretion, these other activities may be covered by a LONP, described in section XVII, below. This pre-award authority does not cover the acquisition of construction equipment or transit vehicles or any other acquisition except that of real property and real property rights.

Grant applicants should use this pre-award authority for real property very discreetly with a clear understanding that it does not constitute a funding commitment by FTA. On occasion, even projects that received a ''recommended'' rating from FTA under the New Starts regulation, 49 CFR part 611, have not received a Full Funding Grant Agreement from FTA simply because the competition for the limited New Starts funds is so intense.

This pre-award authority for the acquisition of real property and real property rights, in accordance with the URA and after FTA's signing of a ROD or FONSI or making a CE determination, is intended to streamline the project delivery process, to enhance relocation services for residents and businesses, and to avoid the escalation in the cost of real property caused by delays in its acquisition. In granting this pre-award authority, FTA is aware that the risk taken by the grant applicant in acquiring real property without an FTA commitment is somewhat mitigated by the re-sale value of the real property, in the event that FTA funding assistance is not ultimately forthcoming and the project is abandoned.

3. National Environmental Policy Act (NEPA) Activities

The NEPA requires that projects with potentially significant adverse impacts proposed for Federal funding assistance be subjected to a public and interagency review of the need for the project, its environmental and community impacts, and alternatives with potentially fewer damaging effects. Projects for which FTA experience indicates there are no significant impacts are subject to NEPA, but categorically excluded from the more rigorous levels of NEPA review.

FTA regulations, 23 CFR 771.105(e), state that the costs incurred by a grant applicant for the preparation of environmental documents requested by FTA are eligible for FTA assistance. FTA extends automatic pre-award authority for costs incurred to conduct the NEPA environmental review, including historic preservation activities, and to prepare an EIS, EA, CE, or other environmental documents for a proposed New Starts project, effective as of the date of the federal approval of the relevant STIP or STIP amendment that includes any phase of the project. This pre-award authority applies to New Starts funding, as well as other FTA funding sources. This pre-award authority is strictly limited to costs incurred to conduct the NEPA process and prepare environmental and historic preservation documents. It does not cover preliminary engineering activities beyond those necessary for NEPA compliance. As with any pre-award authority, FTA participation in costs incurred is not guaranteed.

This pre-award authority for environmental and historic preservation work for a proposed New Starts project in the FTA-approved STIP is intended to streamline the NEPA process in accordance with TEA–21 Section 1309, ''Environmental Streamlining,'' by eliminating unnecessary delays in starting up the conceptual engineering and environmental reviews, the public involvement process, and the interagency coordination process for New Starts projects.

4. Other New Starts Activities Requiring LONP

Except as discussed in paragraphs 1–3 above, a grant applicant must obtain a written LONP from FTA before incurring costs for any activity expected to be funded by New Start funds not yet granted. To obtain an LONP, an applicant must submit a written request accompanied by adequate information and justification to the appropriate FTA regional office, as described in section XVII below.

XVII. Letter of no Prejudice (LONP) Policy

A. Policy

LONP authority allows an applicant to incur costs on a 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 and project activities 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 and Bus-Related 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, for example, to permit real estate purchased as it becomes available 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, DOT, and other Federal statutory, regulatory, 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. 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 a CE determination, 23 CFR Section 771.117(d), a finding of no significant impact (FONSI), or an environmental ROD. Because project

implementation activities may not be initiated prior to NEPA completion, FTA will normally not issue an LONP for such activities until the NEPA process has been completed with a ROD, FONSI, or CE determination. 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 FTA 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 and obtain written approval.

XVIII. FTA Web Site on the Internet

FTA provides extended customer service by making available transit information on the FTA Web site, including this apportionment notice. Also posted on the Web site are FTA program Circulars: C9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998; C9040.1E, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, dated October 1, 1998; C9070.1E, 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; C8100.1B, Program Guidance and Application Instructions for Metropolitan Planning Program Grants, dated October 25, 1996; C8200.1, Program Guidance and Application Instructions for State Planning and Research Program Grants, dated December 27, 2001; and C5200.1A, Full Funding Grant Agreement Guidance, dated December 5, 2002. The FY 2003 Annual List of Certifications and Assurances is also posted on the FTA Web site. Other documents on the FTA Web site of particular interest to public transit providers and users include the annual 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 Web site frequently to keep up to date on new postings.

XIX. FTA Fiscal Year 2003 Annual List of Certifications and Assurances

On October 23, 2002, FTA published in the **Federal Register** the list and accompanying text of all Certifications and Assurances required of recipients of FTA assistance in Fiscal Year 2003. *See,* 67 FR 65171 *et seq.* The full text of the Fiscal Year 2003 Certifications and Assurances is also accessible both on FTA's Internet Web site at [*http://www.fta.dot.gov/library/legal/ca.htm*] and FTA's TEAM Web site for recipients, TEAM-Web at [*http://ftateamweb.fta.dot.gov/static/2003–CERTS-TEAM.doc*]. In compliance with 49 U.S.C. 5323(n), which requires a simultaneous publication of a list of the Certifications and Assurances and FTA's annual notice of Apportionments, recipients are directed to the October 23, 2002 notice at 67 FR 65171 *et seq.* for the list and text of FTA's Certifications and Assurances and to FTA's Web sites displaying those Certifications and Assurances. Any questions regarding this document may be addressed to the appropriate Regional Office.

As in previous years, the grant applicant should certify electronically. Under certain circumstances the applicant may enter its Personal Identification Number (PIN) 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.

XX. Grant Application Procedures

All applications for FTA funds should be submitted to the appropriate FTA Regional Office. FTA utilizes TEAM-Web, an Internet accessible electronic grant application system, 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-Web.

FTA is committed to processing grants within 60 days of receipt of a completed application by the appropriate 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 (when required), all environmental findings must be made by FTA, there must be an adequate project description, local share must be secure, any flexible funds included in the budget must be secured, all required civil rights submissions must be current and certifications and assurances must be properly submitted. Once an application is complete, the FTA Regional Office will assign a project number and, when required, submit the application to the Department of Labor for a certification under section 5333(b). The FTA circulars contain more information regarding application contents and complete applications. State applicants for section 5311 are reminded that they must certify to DOL that all subrecipients have agreed to the standard labor protection warranty for section 5311 and provide DOL with other related information for each grant.

This notice and all program guidance circulars may be accessed via the FTA Web site. Copies of circulars are available from FTA Regional Offices as well.

Issued on: March 5, 2003.

Jennifer L. Dorn.

Administrator.

BILLING CODE 4910–57–P

FEDERAL TRANSIT ADMINISTRATION

TABLE 1

(Appropriation amounts include a .65 percent reduction directed by section 601 of Title VI of the Consolidated Appropriations Resolution, 2003, Pub. L. 108-7)

FY 2003 APPROPRIATIONS FOR GRANT PROGRAMS

SOURCE OF FUNDS	APPROPRIATION	
TRANSIT PLANNING AND RESEARCH PROGRAMS		
Section 5303 Metropolitan Planning Program	$59,993,094	
Reapportioned Funds Added	450,340	
Total Apportioned	$60,443,434	
Section 5313(b) State Planning and Research Program	$12,532,406	
Reapportioned Funds Added	110,889	
Total Apportioned	$12,643,295	
Section 5311(b)(2) Rural Transit Assistance Program (RTAP)	$5,215,875	
Reapportioned Funds Added	1,000	
Total Apportioned	$5,216,875	
Section 5314 National Planning and Research Program	$31,295,250	
FORMULA PROGRAMS	$3,764,371,500	a/
Alaska Railroad (Section 5307)	4,818,425	
Less Oversight (one-half percent)	(24,092)	
Total Available	4,794,333	
Section 5308 Clean Fuels Formula Program	0	a/
Over-the-Road Bus Accessibility Program	6,904,825	
Section 5307 Urbanized Area Formula Program		
91.23% of Total Available for Sections 5307, 5311, and 5310	$3,423,540,998	
Less Oversight (one-half percent)	(17,117,705)	
Reapportioned Funds Added	5,479,136	
Total Apportioned	$3,411,902,429	
Section 5311 Nonurbanized Area Formula Program		
6.37% of Total Available for Sections 5307, 5311, and 5310	$239,043,694	
Less Oversight (one-half percent)	(1,195,218)	
Reapportioned Funds Added	1,106,083	
Total Apportioned	$238,954,559	
Section 5310 Elderly and Persons with Disabilities Formula Program		
2.4% of Total Available for Sections 5307, 5311, and 5310	$90,063,558	
Reapportioned Funds Added	102,835	
Total Apportioned	$90,166,393	
CAPITAL INVESTMENT PROGRAM	$3,111,664,148	
Section 5309 Fixed Guideway Modernization	$1,206,506,400	
Less Oversight (one percent)	(12,065,064)	
Reapportioned Funds Added	84,033	
Total Apportioned	$1,194,525,369	
Section 5309 New Starts	$1,252,229,548	b/
Less Oversight (one percent)	(12,522,295)	
Total Allocated	$1,239,707,253	
Section 5309 Bus	$652,928,200	c/
Less Oversight (one percent)	(6,529,282)	
Reallocated Funds Added	4,567,156	d/
Total Allocated	$650,966,074	
JOB ACCESS AND REVERSE COMMUTE PROGRAM (Section 3037, TEA-21)	$104,317,500	
TOTAL APPROPRIATION (Above Grant Programs)	**$7,089,389,773**	

a/ The FY 2003 DOT Appropriations Act transfers funds appropriated for the Cleans Fuels Formula Program to the Section 5309 Bus category.

b/ Includes funds transferred from the Job Access and Reverse Commute Program in the FY 2003 DOT Appropriations Act (Pub. L. 108-7), including $1,015,648 in unobligated balances remaining from Pub. L. 105-277.

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

d/ FY 2003 Conference Report reallocation of Bus funds with funds made available from projects included in previous Appropriations Acts.

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

FY 2003 SECTION 5303 METROPOLITAN PLANNING PROGRAM AND SECTION 5313(b) STATE PLANNING AND RESEARCH PROGRAM APPORTIONMENTS

STATE	SECTION 5303 APPORTIONMENT	SECTION 5313(b) APPORTIONMENT
Alabama	$457,533	$119,631
Alaska	241,774	63,216
Arizona	1,208,807	240,848
Arkansas	241,774	63,216
California	9,508,814	1,850,030
Colorado	905,848	198,006
Connecticut	671,412	175,544
Delaware	241,774	63,216
District of Columbia	241,774	63,216
Florida	3,950,008	830,122
Georgia	1,557,952	308,759
Hawaii	241,774	63,216
Idaho	241,774	63,216
Illinois	3,351,984	600,091
Indiana	910,620	210,206
Iowa	262,750	68,701
Kansas	307,218	74,435
Kentucky	383,434	96,555
Louisiana	599,031	156,262
Maine	241,774	63,216
Maryland	1,354,869	264,840
Massachusetts	1,780,132	347,276
Michigan	1,988,503	405,418
Minnesota	848,611	167,117
Mississippi	241,774	63,216
Missouri	895,077	190,467
Montana	241,774	63,216
Nebraska	241,774	63,216
Nevada	442,517	103,306
New Hampshire	241,774	63,216
New Jersey	2,803,964	477,843
New Mexico	241,774	63,216
New York	5,344,441	955,503
North Carolina	886,418	231,771
North Dakota	241,774	63,216
Ohio	1,923,518	450,573
Oklahoma	349,686	91,432
Oregon	537,922	121,783
Pennsylvania	2,483,277	506,019
Puerto Rico	1,002,961	214,258
Rhode Island	249,820	63,216
South Carolina	441,650	115,478
South Dakota	241,774	63,216
Tennessee	698,769	182,707
Texas	4,437,000	911,825
Utah	412,013	107,729
Vermont	241,774	63,216
Virginia	1,371,687	290,467
Washington	1,288,470	265,231
West Virginia	241,774	63,216
Wisconsin	716,560	175,174
Wyoming	241,774	63,216
TOTAL	**$60,443,434**	**$12,643,295**

FEDERAL HIGHWAY ADMINISTRATION

TABLE 3

FY 2003 ESTIMATED METROPOLITAN PLANNING PROGRAM (PL) APPORTIONMENTS a/

STATE	PL APPORTIONMENT
Alabama	$1,922,359
Alaska	996,646
Arizona	3,870,215
Arkansas	996,646
California	29,728,163
Colorado	3,181,777
Connecticut	2,820,838
Delaware	996,646
District of Columbia	996,646
Florida	13,339,312
Georgia	4,961,470
Hawaii	996,646
Idaho	996,646
Illinois	9,642,924
Indiana	3,377,812
Iowa	1,103,965
Kansas	1,196,104
Kentucky	1,551,547
Louisiana	2,510,993
Maine	996,646
Maryland	4,206,742
Massachusetts	5,580,413
Michigan	6,514,700
Minnesota	2,685,419
Mississippi	996,646
Missouri	3,060,634
Montana	996,646
Nebraska	996,646
Nevada	1,660,032
New Hampshire	996,646
New Jersey	7,678,504
New Mexico	996,646
New York	15,354,073
North Carolina	3,724,353
North Dakota	996,646
Ohio	7,240,302
Oklahoma	1,469,232
Oregon	1,956,936
Pennsylvania	8,131,258
Rhode Island	996,646
South Carolina	1,855,626
South Dakota	996,646
Tennessee	2,935,935
Texas	14,652,197
Utah	1,731,106
Vermont	996,646
Virginia	4,667,537
Washington	4,262,014
West Virginia	996,646
Wisconsin	2,814,894
Wyoming	996,646
TOTAL	**$199,329,014**

a/ Apportionments are estimated and do not reflect the .65 percent across-the-board reduction directed by section 601 of Title VI of the Consolidated Appropriations Resolution, 2003 (Pub. L 108-7).

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT a/	APPORTIONMENT
OVER 1,000,000 IN POPULATION	$25,109,193	$2,510,919,137
200,000-1,000,000 IN POPULATION	5,765,259	576,526,375
50,000-200,000 IN POPULATION	———	324,456,917
NATIONAL TOTAL	$30,874,452	$3,411,902,429
Amounts Apportioned to Urbanized Areas 1,000,000 and Over in Population:		
Atlanta, GA	$489,603	$48,960,270
Baltimore, MD	366,112	36,611,216
Boston, MA--NH--RI	981,090	98,109,022
Chicago, IL--IN	2,076,310	207,630,956
Cincinnati, OH--KY--IN	167,089	16,708,852
Cleveland, OH	258,490	25,849,035
Columbus, OH	107,543	10,754,281
Dallas--Fort Worth--Arlington, TX	514,186	51,418,630
Denver--Aurora, CO	320,799	32,079,858
Detroit, MI	354,259	35,425,897
Houston, TX	576,988	57,698,822
Indianapolis, IN	94,536	9,453,640
Kansas City, MO--KS	117,739	11,773,912
Las Vegas, NV	193,272	19,327,170
Los Angeles--Long Beach--Santa Ana, CA	2,275,160	227,515,950
Miami, FL	757,755	75,775,535
Milwaukee, WI	201,449	20,144,875
Minneapolis--St. Paul, MN	380,347	38,034,686
New Orleans, LA	160,923	16,092,325
New York--Newark, NY--NJ--CT	6,793,093	679,309,328
Orlando, FL	153,078	15,307,824
Philadelphia, PA--NJ--DE--MD	1,196,334	119,633,394
Phoenix--Mesa, AZ	327,077	32,707,726
Pittsburgh, PA	333,840	33,383,996
Portland, OR--WA	295,063	29,506,256
Providence, RI--MA	177,051	17,705,061
Riverside--San Bernardino, CA	214,254	21,425,410
Sacramento, CA	161,300	16,129,975
San Antonio, TX	198,604	19,860,430
San Diego, CA	473,858	47,385,802
San Francisco--Oakland, CA	1,176,129	117,612,853
San Jose, CA	387,072	38,707,243
San Juan, PR	313,263	31,326,272
Seattle, WA	756,251	75,625,055
St. Louis, MO--IL	252,178	25,217,798
Tampa--St. Petersburg, FL	173,512	17,351,200
Virginia Beach, VA	156,976	15,697,607
Washington, DC--VA--MD	1,176,610	117,660,975
TOTAL	**$25,109,193**	**$2,510,919,137**

a/ The amount listed for transit enhancement is included in the apportionment amount for the urbanized area.

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT a/	APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population		
Aguadilla--Isabela--San Sebastian, PR	$12,238	$1,223,816
Akron, OH	66,038	6,603,798
Albany, NY	69,826	6,982,571
Albuquerque, NM	71,031	7,103,124
Allentown--Bethlehem, PA--NJ	57,657	5,765,727
Anchorage, AK	32,966	3,296,561
Ann Arbor, MI	42,395	4,239,452
Antioch, CA	39,826	3,982,561
Asheville, NC	13,172	1,317,218
Atlantic City, NJ	10,955	1,095,541
Augusta-Richmond County, GA--SC	18,736	1,873,555
Austin, TX	156,891	15,689,142
Bakersfield, CA	51,703	5,170,321
Barnstable Town, MA	20,300	2,030,034
Baton Rouge, LA	45,313	4,531,331
Birmingham, AL	44,744	4,474,410
Boise City, ID	21,665	2,166,521
Bonita Springs--Naples, FL	9,627	962,701
Bridgeport--Stamford, CT--NY	179,881	17,988,095
Buffalo, NY	116,579	11,657,912
Canton, OH	36,038	3,603,832
Cape Coral, FL	33,465	3,346,520
Charleston--North Charleston, SC	37,795	3,779,543
Charlotte, NC--SC	102,217	10,221,747
Chattanooga, TN--GA	26,115	2,611,546
Colorado Springs, CO	46,856	4,685,625
Columbia, SC	31,545	3,154,458
Columbus, GA--AL	17,823	1,782,326
Concord, CA	180,231	18,023,087
Corpus Christi, TX	43,307	4,330,726
Davenport, IA--IL	32,103	3,210,322
Dayton, OH	132,481	13,248,093
Daytona Beach--Port Orange, FL	37,063	3,706,257
Denton--Lewisville, TX	18,590	1,858,983
Des Moines, IA	45,912	4,591,206
Durham, NC	50,027	5,002,726
El Paso, TX--NM	94,778	9,477,839
Eugene, OR	41,390	4,139,009
Evansville, IN--KY	18,771	1,877,080
Fayetteville, NC	20,075	2,007,540
Flint, MI	56,780	5,678,001
Fort Collins, CO	18,154	1,815,444
Fort Wayne, IN	23,016	2,301,619
Fresno, CA	71,602	7,160,179
Grand Rapids, MI	63,306	6,330,568
Greensboro, NC	24,010	2,400,966
Greenville, SC	16,873	1,687,287
Gulfport--Biloxi, MS	18,082	1,808,223

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT a/	APPORTIONMENT
Harrisburg, PA	42,962	4,296,173
Hartford, CT	126,057	12,605,687
Honolulu, HI	260,416	26,041,624
Huntsville, AL	14,914	1,491,411
Indio--Cathedral City--Palm Springs, CA	32,964	3,296,374
Jackson, MS	20,892	2,089,168
Jacksonville, FL	131,781	13,178,120
Knoxville, TN	33,423	3,342,283
Lancaster, PA	30,035	3,003,465
Lancaster--Palmdale, CA	28,415	2,841,495
Lansing, MI	42,724	4,272,392
Lexington-Fayette, KY	30,433	3,043,285
Lincoln, NE	23,556	2,355,647
Little Rock, AR	35,247	3,524,708
Louisville, KY--IN	109,753	10,975,324
Lubbock, TX	25,962	2,596,178
Madison, WI	59,610	5,960,979
McAllen, TX	26,169	2,616,872
Memphis, TN--MS--AR	113,464	11,346,423
Mission Viejo, CA	38,131	3,813,148
Mobile, AL	24,146	2,414,643
Modesto, CA	33,728	3,372,827
Nashville-Davidson, TN	64,901	6,490,136
New Haven, CT	132,776	13,277,628
Ogden--Layton, UT	43,077	4,307,688
Oklahoma City, OK	64,432	6,443,193
Omaha, NE--IA	59,291	5,929,093
Oxnard, CA	71,455	7,145,501
Palm Bay--Melbourne, FL	41,967	4,196,688
Pensacola, FL--AL	24,533	2,453,271
Peoria, IL	23,235	2,323,461
Port St. Lucie, FL	17,115	1,711,520
Poughkeepsie--Newburgh, NY	25,576	2,557,610
Provo--Orem, UT	37,332	3,733,239
Raleigh, NC	45,629	4,562,938
Reading, PA	23,664	2,366,401
Reno, NV	43,943	4,394,271
Richmond, VA	82,622	8,262,177
Rochester, NY	75,632	7,563,196
Rockford, IL	22,162	2,216,202
Round Lake Beach--McHenry--Grayslake, IL--WI	10,553	1,055,341
Salem, OR	27,776	2,777,563
Salt Lake City, UT	176,367	17,636,658
Santa Rosa, CA	30,566	3,056,584
Sarasota--Bradenton, FL	54,547	5,454,747
Savannah, GA	27,165	2,716,517
Scranton, PA	35,264	3,526,404
Shreveport, LA	27,409	2,740,867
South Bend, IN--MI	35,307	3,530,741
Spokane, WA--ID	60,439	6,043,943
Springfield, MA--CT	76,734	7,673,398
Springfield, MO	17,539	1,753,941

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT a/	APPORTIONMENT
Stockton, CA	70,603	7,060,294
Syracuse, NY	46,394	4,639,377
Tallahassee, FL	20,954	2,095,355
Temecula--Murrieta, CA	12,476	1,247,633
Thousand Oaks, CA	14,011	1,401,069
Toledo, OH--MI	53,598	5,359,786
Trenton, NJ	45,018	4,501,811
Tucson, AZ	94,339	9,433,880
Tulsa, OK	57,547	5,754,717
Victorville--Hesperia--Apple Valley, CA	20,638	2,063,821
Wichita, KS	41,545	4,154,517
Winston-Salem, NC	23,217	2,321,739
Worcester, MA--CT	53,537	5,353,680
Youngstown, OH--PA	27,644	2,764,410
TOTAL	**$5,765,259**	**$576,526,375**

a/ The amount listed for transit enhancement is included in the apportionment amount for the urbanized area.

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population	
ALABAMA	$6,539,449
Anniston, AL	599,897
Auburn, AL	561,141
Decatur, AL	536,835
Dothan, AL	507,943
Florence, AL	641,667
Gadsden, AL	498,591
Montgomery, AL	2,092,461
Tuscaloosa, AL	1,100,914
ALASKA	$443,225
Fairbanks, AK	443,225
ARIZONA	$3,076,381
Avondale, AZ	777,482
Flagstaff, AZ	570,602
Prescott, AZ	592,448
Yuma, AZ--CA	1,135,849
ARKANSAS	$4,414,405
Fayetteville--Springdale, AR	1,647,460
Fort Smith, AR--OK	1,091,795
Hot Springs, AR	433,188
Jonesboro, AR	454,956
Pine Bluff, AR	569,326
Texarkana, TX--Texarkana, AR	217,680
CALIFORNIA	$45,210,680
Atascadero--El Paso de Robles (Paso Robles), CA	550,767
Camarillo, CA	825,711
Chico, CA	1,080,653
Davis, CA	1,200,666
El Centro, CA	733,338
Fairfield, CA	1,899,150
Gilroy--Morgan Hill, CA	947,752
Hanford, CA	876,706
Hemet, CA	1,496,905
Livermore, CA	1,119,993
Lodi, CA	1,237,087
Lompoc, CA	433,982
Madera, CA	704,674
Manteca, CA	783,472
Merced, CA	1,489,905
Napa, CA	1,145,428
Petaluma, CA	836,215
Porterville, CA	778,294
Redding, CA	978,065
Salinas, CA	2,852,752
San Luis Obispo, CA	797,320
Santa Barbara, CA	2,756,468
Santa Clarita, CA	2,328,831
Santa Cruz, CA	2,035,964
Santa Maria, CA	1,721,755
Seaside--Monterey--Marina, CA	1,697,779
Simi Valley, CA	1,835,790
Tracy, CA	1,038,436
Turlock, CA	1,057,658

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
Vacaville, CA	1,334,981
Vallejo, CA	2,822,253
Visalia, CA	1,598,471
Watsonville, CA	968,532
Yuba City, CA	1,236,271
Yuma, AZ--CA	8,656
COLORADO	$6,761,484
Boulder, CO	1,616,810
Grand Junction, CO	896,850
Greeley, CO	1,194,066
Lafayette--Louisville, CO	631,674
Longmont, CO	1,012,090
Pueblo, CO	1,409,994
CONNECTICUT	$11,312,997
Danbury, CT--NY	4,531,125
Norwich--New London, CT	1,570,776
Waterbury, CT	5,211,096
DELAWARE	$624,276
Dover, DE	605,722
Salisbury, MD--DE	18,554
FLORIDA	$17,809,806
Brooksville, FL	876,625
Deltona, FL	1,435,100
Fort Walton Beach, FL	1,456,414
Gainesville, FL	1,722,651
Kissimmee, FL	1,878,881
Lady Lake, FL	407,391
Lakeland, FL	1,940,224
Leesburg--Eustis, FL	875,630
North Port--Punta Gorda, FL	1,098,501
Ocala, FL	907,434
Panama City, FL	1,164,343
St. Augustine, FL	505,206
Titusville, FL	518,231
Vero Beach--Sebastian, FL	1,122,289
Winter Haven, FL	1,425,254
Zephyrhills, FL	475,632
GEORGIA	$7,105,390
Albany, GA	876,478
Athens-Clarke County, GA	946,445
Brunswick, GA	440,347
Dalton, GA	470,053
Gainesville, GA	704,284
Hinesville, GA	516,507
Macon, GA	1,323,632
Rome, GA	531,826
Valdosta, GA	540,199
Warner Robins, GA	755,619

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
HAWAII	$1,755,553
Kailua (Honolulu County)--Kaneohe, HI	1,755,553
IDAHO	$3,534,269
Coeur d'Alene, ID	751,505
Idaho Falls, ID	741,582
Lewiston, ID--WA	319,259
Nampa, ID	1,042,153
Pocatello, ID	679,770
ILLINOIS	$8,718,240
Alton, IL	823,360
Beloit, WI--IL	127,844
Bloomington--Normal, IL	1,501,653
Champaign, IL	1,654,265
Danville, IL	527,104
Decatur, IL	1,006,905
DeKalb, IL	759,801
Dubuque, IA--IL	25,889
Kankakee, IL	754,357
Springfield, IL	1,537,062
INDIANA	$8,315,635
Anderson, IN	912,412
Bloomington, IN	1,020,810
Columbus, IN	526,861
Elkhart, IN--MI	1,273,206
Kokomo, IN	644,094
Lafayette, IN	1,437,946
Michigan City, IN--MI	698,722
Muncie, IN	991,268
Terre Haute, IN	810,316
IOWA	$6,391,194
Ames, IA	702,887
Cedar Rapids, IA	1,907,775
Dubuque, IA--IL	696,106
Iowa City, IA	994,099
Sioux City, IA--NE--SD	922,455
Waterloo, IA	1,167,872
KANSAS	$2,702,311
Lawrence, KS	1,166,134
St. Joseph, MO--KS	9,496
Topeka, KS	1,526,681
KENTUCKY	$2,578,168
Bowling Green, KY	558,818
Clarksville, TN--KY	244,228
Huntington, WV--KY--OH	500,582
Owensboro, KY	676,412
Radcliff--Elizabethtown, KY	598,128
LOUISIANA	$7,101,884
Alexandria, LA	699,433
Houma, LA	1,219,119
Lafayette, LA	1,625,783
Lake Charles, LA	1,221,778
Mandeville--Covington, LA	561,606
Monroe, LA	1,045,747
Slidell, LA	728,418

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
MAINE	$3,046,980
Bangor, ME	553,188
Dover--Rochester, NH--ME	58,033
Lewiston, ME	598,530
Portland, ME	1,761,964
Portsmouth, NH--ME	75,265
MARYLAND	$5,976,992
Aberdeen--Havre de Grace--Bel Air, MD	1,724,536
Cumberland, MD-WV-PA	478,026
Frederick, MD	1,114,897
Hagerstown, MD--WV--PA	865,429
Salisbury, MD--DE	516,890
St. Charles, MD	720,034
Westminster, MD	557,180
MASSACHUSETTS	$3,340,128
Leominster--Fitchburg, MA	1,143,106
Nashua, NH--MA	225
New Bedford, MA	1,696,684
Pittsfield, MA	500,113
MICHIGAN	$10,949,957
Battle Creek, MI	747,224
Bay City, MI	760,832
Benton Harbor--St. Joseph, MI	552,410
Elkhart, IN--MI	16,675
Holland, MI	958,122
Jackson, MI	868,519
Kalamazoo, MI	1,873,468
Michigan City, IN--MI	4,454
Monroe, MI	536,980
Muskegon, MI	1,463,474
Port Huron, MI	818,928
Saginaw, MI	1,467,662
South Lyon--Howell--Brighton, MI	881,209
MINNESOTA	$3,580,428
Duluth, MN--WI	898,688
Fargo, ND--MN	447,854
Grand Forks, ND--MN	95,781
La Crosse, WI--MN	54,511
Rochester, MN	1,036,037
St. Cloud, MN	1,047,557
MISSISSIPPI	$1,103,270
Hattiesburg, MS	585,265
Pascagoula, MS	518,005
MISSOURI	$3,606,229
Columbia, MO	1,029,605
Jefferson City, MO	487,395
Joplin, MO	625,460
Lee's Summit, MO	651,882
St. Joseph, MO--KS	811,887
MONTANA	$2,568,755
Billings, MT	1,118,773
Great Falls, MT	726,945
Missoula, MT	723,037

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
N. MARIANA ISLANDS	$672,671
Saipan, MP	672,671
NEBRASKA	$180,046
Sioux City, IA--NE--SD	180,046
NEVADA	$631,699
Carson City, NV	631,699
NEW HAMPSHIRE	$4,335,418
Dover--Rochester, NH--ME	641,941
Manchester, NH	1,535,455
Nashua, NH--MA	1,801,282
Portsmouth, NH--ME	356,740
NEW JERSEY	$2,089,964
Hightstown, NJ	807,681
Vineland, NJ	812,834
Wildwood--North Wildwood--Cape May, NJ	469,449
NEW MEXICO	$2,270,944
Farmington, NM	459,565
Las Cruces, NM	1,005,310
Santa Fe, NM	806,069
NEW YORK	$6,235,119
Binghamton, NY--PA	1,691,224
Danbury, CT--NY	39,486
Elmira, NY	704,293
Glens Falls, NY	556,817
Ithaca, NY	541,620
Kingston, NY	510,582
Middletown, NY	503,322
Saratoga Springs, NY	461,480
Utica, NY	1,226,295
NORTH CAROLINA	$10,003,668
Burlington, NC	867,189
Concord, NC	999,480
Gastonia, NC	1,201,386
Goldsboro, NC	512,617
Greenville, NC	865,922
Hickory, NC	1,446,732
High Point, NC	1,206,820
Jacksonville, NC	887,448
Rocky Mount, NC	576,469
Wilmington, NC	1,439,605
NORTH DAKOTA	$3,040,683
Bismarck, ND	840,105
Fargo, ND--MN	1,487,856
Grand Forks, ND--MN	712,722
OHIO	$8,096,145
Huntington, WV--KY--OH	332,135
Lima, OH	709,619
Lorain--Elyria, OH	2,168,182
Mansfield, OH	757,822
Middletown, OH	995,249
Newark, OH	740,778
Parkersburg, WV--OH	234,719
Sandusky, OH	503,392

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
Springfield, OH	965,239
Weirton, WV--Steubenville, OH--PA	399,944
Wheeling, WV--OH	289,066
OKLAHOMA	$2,001,768
Fort Smith, AR--OK	20,516
Lawton, OK	863,668
Norman, OK	1,117,584
OREGON	$2,621,024
Bend, OR	548,359
Corvallis, OR	621,142
Longview, WA--OR	14,637
Medford, OR	1,436,886
PENNSYLVANIA	$10,501,796
Altoona, PA	921,169
Binghamton, NY--PA	33,113
Cumberland, MD-WV-PA	122
Erie, PA	2,317,135
Hagerstown, MD--WV--PA	11,217
Hazleton, PA	522,217
Johnstown, PA	765,503
Lebanon, PA	700,740
Monessen, PA	533,571
Pottstown, PA	654,348
State College, PA	1,010,668
Uniontown--Connellsville, PA	515,112
Weirton, WV--Steubenville, OH--PA	2,424
Williamsport, PA	652,077
York, PA	1,862,380
PUERTO RICO	$10,257,850
Arecibo, PR	1,397,228
Fajardo, PR	798,384
Florida--Barceloneta--Bajadero, PR	621,647
Guayama, PR	811,908
Juana Diaz, PR	545,395
Mayaguez, PR	1,263,640
Ponce, PR	2,780,615
San German--Cabo Rojo--Sabana Grande, PR	977,788
Yauco, PR	1,061,245
RHODE ISLAND	0
SOUTH CAROLINA	$5,231,887
Anderson, SC	567,235
Florence, SC	551,552
Mauldin--Simpsonville, SC	703,135
Myrtle Beach, SC	1,054,320
Rock Hill, SC	586,238
Spartanburg, SC	1,180,488
Sumter, SC	588,919
SOUTH DAKOTA	$2,336,381
Rapid City, SD	745,818
Sioux City, IA--NE--SD	30,057
Sioux Falls, SD	1,560,506
TENNESSEE	$5,688,663
Bristol, TN--Bristol, VA	308,361
Clarksville, TN--KY	904,651

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
Cleveland, TN	496,864
Jackson, TN	637,345
Johnson City, TN	853,348
Kingsport, TN--VA	745,479
Morristown, TN	463,060
Murfreesboro, TN	1,279,555
TEXAS	$30,163,668
Abilene, TX	1,210,505
Amarillo, TX	2,108,618
Beaumont, TX	1,375,931
Brownsville, TX	2,156,443
College Station--Bryan, TX	1,654,733
Galveston, TX	950,009
Harlingen, TX	1,141,670
Killeen, TX	2,064,823
Lake Jackson--Angleton, TX	814,676
Laredo, TX	2,860,345
Longview, TX	736,340
McKinney, TX	581,775
Midland, TX	1,106,550
Odessa, TX	1,212,787
Port Arthur, TX	1,372,310
San Angelo, TX	919,727
Sherman, TX	562,376
Temple, TX	716,066
Texarkana, TX--Texarkana, AR	407,207
Texas City, TX	935,969
The Woodlands, TX	986,379
Tyler, TX	1,017,274
Victoria, TX	525,357
Waco, TX	1,710,553
Wichita Falls, TX	1,035,245
UTAH	$1,451,904
Logan, UT	808,058
St. George, UT	643,846
VERMONT	$1,038,754
Burlington, VT	1,038,754
VIRGINIA	$7,042,747
Blacksburg, VA	635,738
Bristol, TN--Bristol, VA	181,438
Charlottesville, VA	904,463
Danville, VA	482,526
Fredericksburg, VA	901,172
Harrisonburg, VA	556,433
Kingsport, TN--VA	14,066
Lynchburg, VA	873,998
Roanoke, VA	1,977,390
Winchester, VA	515,523
WASHINGTON	$9,882,783
Bellingham, WA	981,547
Bremerton, WA	1,670,517
Kennewick--Richland, WA	1,562,034
Lewiston, ID--WA	186,536
Longview, WA--OR	668,741
Marysville, WA	1,082,372
Mount Vernon, WA	492,159
Olympia--Lacey, WA	1,364,544

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2003 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
Wenatchee, WA	601,810
Yakima, WA	1,272,523
WEST VIRGINIA	$4,925,632
Charleston, WV	1,760,378
Cumberland, MD-WV-PA	20,298
Hagerstown, MD--WV--PA	266,219
Huntington, WV--KY--OH	898,383
Morgantown, WV	542,701
Parkersburg, WV--OH	607,640
Weirton, WV--Steubenville, OH--PA	276,240
Wheeling, WV--OH	553,773
WISCONSIN	$13,812,728
Appleton, WI	2,280,697
Beloit, WI--IL	477,144
Duluth, MN--WI	292,639
Eau Claire, WI	873,388
Fond du Lac, WI	593,700
Green Bay, WI	2,133,216
Janesville, WI	746,590
Kenosha, WI	1,366,681
La Crosse, WI--MN	957,411
Oshkosh, WI	883,605
Racine, WI	1,662,133
Sheboygan, WI	850,713
Wausau, WI	694,811
WYOMING	$1,374,889
Casper, WY	646,459
Cheyenne, WY	728,430
TOTAL	$324,456,917

FEDERAL TRANSIT ADMINISTRATION

TABLE 5

FY 2003 SECTION 5311 NONURBANIZED AREA FORMULA APPORTIONMENTS, AND SECTION 5311(b)(2) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) ALLOCATIONS

STATE	SECTION 5311 APPORTIONMENT	SECTION 5311(b)(2) APPORTIONMENT
Alabama	$6,680,271	$117,051
Alaska	931,072	72,255
American Samoa	152,728	11,190
Arizona	3,258,889	90,392
Arkansas	4,832,217	102,651
California	10,268,763	145,012
Colorado	2,901,181	87,605
Connecticut	1,485,046	76,571
Delaware	673,302	70,246
Florida	6,697,284	117,184
Georgia	8,467,558	130,977
Guam	412,683	13,216
Hawaii	1,001,351	72,802
Idaho	1,839,806	79,335
Illinois	7,149,265	120,705
Indiana	7,116,563	120,451
Iowa	4,829,234	102,628
Kansas	3,946,984	95,754
Kentucky	6,597,942	116,410
Louisiana	5,154,006	105,159
Maine	2,561,781	84,961
Maryland	2,663,229	85,751
Massachusetts	1,903,314	79,830
Michigan	8,956,820	134,789
Minnesota	5,885,421	110,858
Mississippi	5,770,793	109,965
Missouri	6,676,739	117,024
Montana	1,780,772	78,875
N. Mariana Islands	20,063	10,156
Nebraska	2,415,643	83,822
Nevada	858,257	71,687
New Hampshire	1,823,313	79,207
New Jersey	1,760,932	78,721
New Mexico	2,550,401	84,872
New York	9,255,315	137,115
North Carolina	11,432,239	154,077
North Dakota	1,096,729	73,545
Ohio	10,774,859	148,955
Oklahoma	5,243,722	105,858
Oregon	3,852,851	95,020
Pennsylvania	10,850,052	149,541
Puerto Rico	884,838	71,894
Rhode Island	320,432	67,497
South Carolina	5,700,044	109,413
South Dakota	1,493,555	76,637
Tennessee	7,263,205	121,593
Texas	16,144,128	190,793
Utah	1,293,163	75,076
Vermont	1,342,142	75,458
Virgin Islands	289,541	12,256
Virginia	6,305,245	114,129
Washington	4,239,511	98,033
West Virginia	3,447,683	91,863
Wisconsin	6,721,029	117,369
Wyoming	980,653	72,641
TOTAL	**$238,954,559**	**$5,216,875**

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

FY 2003 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES APPORTIONMENTS

STATE	APPORTIONMENT
Alabama	$1,574,462
Alaska	239,634
American Samoa	60,030
Arizona	1,643,979
Arkansas	1,024,619
California	9,434,569
Colorado	1,154,002
Connecticut	1,122,819
Delaware	351,670
District of Columbia	307,973
Florida	6,030,405
Georgia	2,283,038
Guam	157,040
Hawaii	474,109
Idaho	453,848
Illinois	3,506,514
Indiana	1,861,380
Iowa	975,895
Kansas	878,255
Kentucky	1,454,080
Louisiana	1,447,830
Maine	530,716
Maryland	1,537,234
Massachusetts	2,030,290
Michigan	2,922,516
Minnesota	1,358,804
Mississippi	1,027,452
Missouri	1,779,151
Montana	382,979
N. Mariana Islands	60,934
Nebraska	593,773
Nevada	718,475
New Hampshire	455,921
New Jersey	2,573,478
New Mexico	652,129
New York	6,056,491
North Carolina	2,549,567
North Dakota	309,647
Ohio	3,412,005
Oklahoma	1,202,110
Oregon	1,116,722
Pennsylvania	4,021,684
Puerto Rico	1,392,309
Rhode Island	461,042
South Carolina	1,375,958
South Dakota	338,061
Tennessee	1,904,441
Texas	5,612,511
Utah	589,608
Vermont	293,443
Virgin Islands	150,622
Virginia	2,006,713
Washington	1,711,667
West Virginia	780,503
Wisconsin	1,565,992
Wyoming	255,294
TOTAL	$90,166,393

FEDERAL TRANSIT ADMINISTRATION
TABLE 7

FY 2003 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

STATE	AREA	APPORTIONMENT
AK	Anchorage, AK - Alaska Railroad	$2,275,498
AZ	Phoenix--Mesa, AZ	2,576,161
CA	Concord, CA	7,275,393
CA	Los Angeles--Long Beach--Santa Ana, CA	36,772,162
CA	Oxnard, CA	1,798,686
CA	Riverside--San Bernardino, CA	1,798,387
CA	Sacramento, CA	3,410,682
CA	San Diego, CA	13,891,143
CA	San Francisco--Oakland, CA	66,559,438
CA	San Jose, CA	14,741,179
CO	Denver--Aurora, CO	2,934,066
CT	Hartford, CT	1,578,499
CT	Southwestern Connecticut	38,732,023
DC	Washington, DC--VA--MD	68,094,661
FL	Jacksonville, FL	115,642
FL	Miami, FL	18,917,758
FL	Tampa--St. Petersburg, FL	62,761
GA	Atlanta, GA	24,974,158
HI	Honolulu, HI	1,148,189
IL	Chicago, IL--IN	139,131,661
IN	South Bend, IN--MI	789,044
LA	New Orleans, LA	2,959,087
MA	Boston, MA-NH-RI	70,636,817
MA	Worcester, MA--CT	1,217,142
MD	Baltimore Commuter Rail	18,794,753
MD	Baltimore, MD	9,766,450
MI	Detroit, MI	653,975
MN	Minneapolis--St. Paul, MN	6,225,814
MO	Kansas City, MO--KS	34,064
MO	St. Louis, MO--IL	4,471,143
NJ	Northeastern New Jersey	85,825,177
NJ	Trenton, NJ	1,450,250
NY	Buffalo, NY	1,440,547
NY	New York	365,831,945
OH	Cleveland, OH	12,782,857
OH	Dayton, OH	4,274,288
OR	Portland, OR--WA	4,457,988
PA	Harrisburg, PA	807,653
PA	Philadelphia, PA-NJ, DE-MD	20,869,580
PA	Philadelphia/Southern New Jersey	74,247,234
PA	Pittsburgh, PA	20,485,940
PR	San Juan, PR	2,417,921
RI	Providence, RI--MA	2,831,632
TN	Chattanooga, TN--GA	88,498
TN	Memphis, TN--MS--AR	229,546
TX	Dallas--Fort Worth--Arlington, TX	961,125
TX	Houston, TX	7,455,635
VA	Virginia Beach, VA	1,351,575
WA	Seattle, WA	23,567,344
WI	Madison, WI	812,198
	TOTAL	**$1,194,525,369**

FEDERAL TRANSIT ADMINISTRATION

TABLE 8

FY 2003 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
AK/HI	Alaska or Hawaii Setaside	10,126,964
AL	Birmingham, Alabama, Transit Corridor Study	1,967,165
AR	Little Rock, Arkansas, River Rail Streetcar Project	1,672,090
AZ	Central Phoenix/East Valley, Arizona, Light Rail	11,802,989
CA	Altamont, California, Commuter Express Maintenance Facility San Joaquin Rail Commission	983,582
CA	Los Angeles, California, Eastside Corridor Light Rail Transit	3,934,330
CA	Los Angeles, California, North Hollywood Red Line	39,825,251
CA	Oceanside - Escondido, California, Rail Corridor	13,376,721
CA	Orange County, California, Centerline Light Rail Project	1,475,374
CA	San Diego, California, Trolley Mission Valley East Light Rail Extension	63,932,856
CA	San Francisco, California, Third Street Light Rail Extension (Phase II)	1,475,374
CA	San Francisco, California, BART Extension to San Francisco, California Airport	98,358,234
CA	San Jose, California, Silicon Valley Rapid Transit Corridor Project	245,896
CO	Denver, Colorado, Southeast Center LRT (T-REX)	68,850,768
CT	Bridgeport, Connecticut, Intermodal Transportation Center Project	2,458,956
CT	Metro North Rolling Stock, Connecticut	3,934,330
CT	Stamford, Connecticut, Urban Transitway	9,835,824
DC	Washington, District of Columbia, Dulles Corridor Rapid Transit Project	26,064,934
DC	Washington, District of Columbia/Maryland, Largo Extension	59,014,944
DE	Wilmington, Delaware, Train Station Improvements	1,967,165
FL	Fort Lauderdale, Florida, Tri-County Commuter Rail Upgrades	28,769,785
GA	Atlanta North Springs, Georgia, North Line Extension	15,845,512
IL	Metra Commuter Rail and Line Extension Projects (North Central, Union Pacific, Southwest)	51,146,285
IL	Chicago Transit Authority, Illinois, Douglas Branch Reconstruction	54,097,032
IL	Chicago Transit Authority, Illinois, Ravenswood Reconstruction Project	2,950,747
IN	Northern Indiana South Shore Commuter Rail Project	2,458,956
LA	New Orleans, Louisiana, Canal Street Streetcar Project	21,638,813
MA	Boston, Massachusetts, North Shore Corridor Project	332,451
MA	Boston, Massachusetts, South Boston Piers Transitway	669,820
MD	Baltimore, Maryland, Central LRT Double Tracking Project	17,704,483
MD	Maryland, MARC Commuter Rail Improvements	11,557,093
MN	Minneapolis, Minnesota, Northstar Corridor	4,917,912
MN	Minneapolis, Minnesota, Hiawatha Corridor Light Rail Transit	59,014,944
MO	St. Louis, Missouri, MetroLink, St. Clair Extension	3,314,673
NC	Charlotte, North Carolina, South Corridor Light Rail Transit Project	10,819,406
NC	Raleigh, North Carolina Triangle Transit Regional Rail Service	8,852,242
NH	Lowell, Massachusetts-Nashua, New Hampshire Commuter Rail Extension	2,950,747
NJ	Newark-Elizabeth, New Jersey, Rail Link	59,014,944
NJ	New Jersey Hudson - Bergen Light Rail MOS-1	18,884,782
NJ	New Jersey Hudson - Bergen Light Rail MOS-2	49,179,120
NV	Las Vegas, Nevada, Resort Corridor Fixed Guideway	6,885,077
NY	New York, Long Island Railroad Eastside Access Project	13,278,362
NY	New York, Second Avenue Subway	1,967,165
OH	Cleveland, Ohio, Euclid Corridor Transportation Project	5,901,494
OR	Portland, Oregon, Interstate MAX Light Rail Extension	68,850,768
OR	Wilsonville-Beaverton Commuter Rail Line, Oregon	2,458,956
PA	SEPTA, Pennsylvania, Schuylkill Valley Metro Line	8,852,242
PA	Pittsburgh, Pennsylvania, North Shore Connector	6,909,666
PA	Pittsburgh, Pennsylvania, Stage II Light Rail Transit Reconstruction	25,819,038

FEDERAL TRANSIT ADMINISTRATION

TABLE 8

FY 2003 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
PA	Scranton, Pennsylvania to New York City, New York, Passenger Rail Service	1,967,165
PR	San Juan, Puerto Rico, Tren Urbano	39,343,296
RI	Pawtucket, Rhode Island, Layover Facility	4,426,121
TN	Memphis, Tennessee, Medical Center Rail Extension	15,353,721
TN	Nashville, Tennessee, East Corridor Commuter Rail	3,934,330
TX	Dallas, Texas, North Central Light Rail Extension	59,014,944
TX	Houston, Texas, Advanced Metro Transit Project	10,819,406
UT	Ogden to Provo, Utah, Commuter Rail Corridor	4,917,912
UT	Salt Lake City, Utah, CBD to University Light Rail Transit	67,631,126
UT	Salt Lake City, Utah, Medical Center Light Rail Transit	11,802,989
UT	Salt Lake City, Utah, North/South Light Rail Transit	708,179
VA	Virginia Railway Express Project	1,967,165
VT	Burlington-Middlebury, Vermont, Commuter Rail	1,475,374
VT	Vermont Transportation Authority Rolling Stock	491,791
WA	Puget Sound, Washington, Sounder Commuter Rail	29,507,472
	TOTAL ALLOCATION	**$1,239,707,253**

FEDERAL TRANSIT ADMINISTRATION

TABLE 8A

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 2001 UNOBLIGATED ALLOCATIONS	FY 2002 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATIONS
AK/HI	Alaska/Hawaii Ferry Project	$5,420,459	$10,193,157	$15,613,616 a/
AK	Girdwood, Alaska Commuter Rail Project	10,004,450	0	10,004,450
AK	Wasilla Alternative Route Project	0	2,475,033	2,475,033
AL	Birmingham- Transit Corridor Project	4,953,216	1,980,026	6,933,242
AZ	Phoenix-Central Phoenix/East Valley Corridor Project	0	9,900,131	9,900,131
CA	Hollister/Gilroy Branch Line Rail Extension Project	990,644	0	990,644
CA	Sacramento Light Rail Transit Project	0	324,724	324,724
CA	Los Angeles-San Diego LOSSAN Corridor Project	2,971,930	0	2,971,930
CA	San Diego- Mid-Coast Corridor Project	0	990,013	990,013
CA	San Diego- Oceanside-Escondido Light Rail Project	9,906,431	6,435,085	16,341,516
CA	Stockton-Altamont Commuter Rail Project	5,943,859	2,970,039	8,913,898
CA	Yosemite Area Regional Transportation System Project	0	396,005	396,005 b/
CO	Roaring Fork Valley Project	990,644	0	990,644
CT	Stamford-Fixed Guideway Connector Project	7,925,144	4,950,065	12,875,209
DE	Wilmington-Downtown Transit Connector Project	4,953,216	0	4,953,216 c/
FL	South Miami-Dade Busway Extension Project	0	4,950,065	4,950,065
HI	Honolulu bus Rapid Transit Project	0	11,880,175	11,880,175
IA	Des Moines DSM Bus Feasibility Project	0	148,502	148,502
IA	Iowa Metrolink Light Rail Feasibility Project	0	297,004	297,004
IA	Sioux City Light Rail Project	0	1,683,022	1,683,022
IN	Indianapolis-Northeast Downtown Corridor Project	2,753,009	2,475,033	5,228,042
KS	Johnson County, Kansas - Kansas City, Missouri-I-35 Commuter Rail Project	0	1,485,020	1,485,020
LA	New Orleans Canal Street Car Line Project	0	14,850,196	14,850,196
LA	New Orleans Desire Corridor Streetcar Project	0	1,188,016	1,188,016
MA	Boston-North Shore Corridor Project	3	0	3
MA	Boston-South Boston Piers Transitway Project	4,000,002	10,525,072	14,525,074
MA	Boston-Urban Ring Project	0	1	1
MA/NH	Lowell, MA - Nashua, NH Commuter Rail Project	1,981,286	2,970,039	4,951,325
MD	Baltimore Rail Transit Project	0	1,485,020	1,485,020
MD	MARC Commuter Rail Improvements Project	4,953,215	11,880,157	16,833,372
ME	Portland Marine Highway Project	1,981,286	0	1,981,286
MN	Minneapolis Rice, Northstar Corridor Commuter Rail Project	0	9,900,131	9,900,131
MN	Minneapolis-Twin Cities Transitways Projects	4,953,216	0	4,953,216
MO	Kansas City Southtown Corridor Project	2,267,251	0	2,267,251
NC	Charlotte-North-South Corridor Transitway Project	1,573,791	6,930,092	8,503,883
NC	Raleigh-Durham-Chapel Hill-Triangle Transit Project	2,780,586	8,910,118	11,690,704
NJ	West Trenton Rail Project	1,981,286	0	1,981,286
NM	Greater Albuquerque Mass Transit Project	495,321	990,013	1,485,334
NV	Clark County RTC Fixed Guideway Project	1,485,965	0	1,485,965
OH	Canton-Akron-Cleveland Commuter Rail Project	1,981,286	0	1,981,286
OH	Cleveland-Euclid Corridor Improvement Project	3,962,572	0	3,962,572
OR	Washington County Wilsonville to Beaverton Commuter Rail Project	0	495,007	495,007
PA	Philadelphia-Reading SEPTA Schuylkill Valley Metro Project	9,906,431	8,910,118	18,816,549
PA	Philadelphia-SEPTA Cross County Metro Project	1,981,286	0	1,981,286
PA	Pittsburgh-North Shore- Central Business District Corridor Project	4,953,216	7,920,105	12,873,321
PR	San Juan Tren Urbano Project	0	39,600,523	39,600,523
TN	Nashville East Corridor-Commuter Rail Project	5,883,198	3,960,052	9,843,250
TX	Dallas Southeast Corridor Light Rail Project	997,800	0	997,800
TX	Houston-Advanced Transit Program	0	1,600,000	1,600,000 d/
VA	Dulles Corridor Project	49,532,158	24,750,327	74,282,485
VT	Burlington-Bennington (ABRB) Commuter Rail Project	1,981,286	0	1,981,286
WA	Puget Sound RTA Sounder Commuter Rail Project	0	19,800,262	19,800,262
WA	Seattle Central Link Light Rail Project	49,532,158	0	49,532,158
WA	Spokane-South Valley Corridor Light Rail Project	2,122,572	0	2,122,572
WI	Kenosha-Racine-Milwaukee Commuter Rail Project	3,962,572	1,980,026	5,942,598
	TOTAL UNOBLIGATED ALLOCATION	**$222,062,745**	**$242,178,374**	**$464,241,119**

FEDERAL TRANSIT ADMINISTRATION

TABLE 8A

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 2001 UNOBLIGATED ALLOCATIONS	FY 2002 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATIONS
Fiscal Years 1999 and 2000 Allocations Extended in FY 2003 Conference Report 108-010				
AL	Birmingham, Alabama, Transit Corridor Project			$1,127,786
CO	Roaring Fork Valley, Colorado Project			981,079
MN	Twin Cities, Minnesota, Transitways Project			2,943,236
NM	Albuquerque, New Mexico, Light Rail Project			3,822,316
VA	Dulles, Virginia, Corridor Project			9,400,368
WI	Kenosha-Racine-Milwaukee, Wisconsin, Rail Extension Project			981,079
	Total Extended Allocations			**$19,255,864** e/

a/ SEC. 319. of the FY 2002 DOT Appropriations Act provides that funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: Provided, That not more than $3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry boat routes and technology: Provided further, That notwithstanding-49 U.S.C. 5302(a)(7), funds made available for Alaska or Hawaii ferry boats may be used to acquire passenger ferry boats and to provide passenger ferry transportation services within areas of the State of Hawaii under the control or use of the National Park Service.

b/ Bus earmark listed in Conference Report 107-308 as a New Starts project

c/ SEC. 323. (a) of the FY 2002 DOT Appropriations Act stipulates that funds provided in Public Law 106-69 for the Wilmington, Delaware downtown transit connector and funds provided in Public Law 106-346 for the Wilmington downtown corridor project shall be available for Wilmington, Delaware commuter rail improvements.

d/ SEC. 332. of the FY 2003 DOT Appropriations Act prohibits funds for the design or construction of a light rail system in Houston, Texas.

e/ Period of availability for funds extended in FY 2003 DOT Appropriations Act is one additional year, and they will lapse September 30, 2003. Projects extended in the FY 2003 Conference Report whose funds were obligated as of September 30, 2002 are not listed.

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
AL	Alabama A&M University bus & bus facilities	$491,839
AL	Alabama State Docks Intermodal Facility	7,869,429
AL	Alabama Statewide Replacement of Senior Center Vans	983,679
AL	Bevill State Community College Transit Project	295,104
AL	Cullman County Commission (CARTS)	147,552
AL	Hoover & Vestavia Hills Diesel Hybrid Electric Buses	983,679
AL	Hunstville Intermodal Center	2,951,036
AL	Jefferson County, Diesel Hybrid Electric Buses	737,759
AL	Maritime Center of the Gulf	3,934,715
AL	Troy State University Bus Shuttle Program	1,475,518
AL	Union Station/Molton Street Multimodal Facility, Montgomery	4,918,393
AL	University of North Alabama Transit Projects	1,967,357
AK	Anchorage Int'l Airport Intermodal Facility	1,967,357
AK	Anchorage ship creek intermodal facility (AK)	3,934,715
AK	Coffman-Cove Inner-island Ferry/Bus Terminal	1,967,357
AK	Fairbanks Intermodal Facility	245,920
AK	Fairbanks Rail/Bus Transfer	1,967,357
AK	Port MacKenzie Intermodal Facility	1,967,357
AK	Port of Anchorage Intermodal Facility	2,951,036
AK	Seward Buses & Bus Facility	196,736
AK	Skagway Municipal and Regional Transit	344,287
AK	Wasilla Intermodal Facility	885,311
AZ	City of Phoenix (RPTA) replacement buses	3,772,408
AZ	Coconino County Buses	983,679
AZ	RPTA Bus Facilities (Mesa, Scottsdale, Tempe, Phoenix)	4,131,450
AZ	Sun Tran Replacement Buses, including alternatively fueled	983,679
AZ	SunTran Bus Storage & Maintenance Facility	1,721,438
AZ	Tucson Intermodal Center (Union Pacific Depot)	3,934,715
AR	Fort Smith Bus	737,759
AR	State of Arkansas Bus & Bus Facilities	4,426,554
CA	Alameda Contra Costa Transit - Bus and Bus Facilities	1,032,862
CA	Anaheim Resort Transportation (ART) Project	491,839
CA	Antelope Valley Transit Authority - Operations and Maintenance Facility	491,839
CA	BART Fruitvale Transit Village, parking structure	245,920
CA	Chino, Transcenter, Omnitrans	324,614
CA	City of Salinas - Intermodal Transportation Center	1,229,598
CA	City of Sierra Madre Buses and Natural Gas Vehicle Fueling Station	295,104
CA	East County Bus Maintenance Facility	1,573,886
CA	El Garces Intermodal Station	1,524,702
CA	Fairfield/Suisun Transit Alternative Fueled Buses	491,839
CA	Folsom Railroad Block Project	983,679
CA	Foothill Transit - Bus Purchase	1,475,518
CA	Fresno Area Express (FAX) Bus Expansion	590,207
CA	Golden Empire Transit District	737,759
CA	Los Angeles (MTA) Bus and Bus Facilities	3,442,875
CA	Los Angeles to Pasadena Construction Authority Bus Program	2,951,036
CA	Modesto, Bus Maintenance Facility	1,672,254
CA	Monterey-Salinas Transit Bus Facility & Buses	2,360,829
CA	MUNI Bus & Facility Upgrade, San Francisco	4,918,393
CA	Municipal Transit Operators Coalition - Bus and Bus Facilities	1,721,438
CA	Omnitrans, City of Yucaipa - the Yucaipa Transit Advancement Project	934,495
CA	Palmdale intermodal facility	983,679

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
CA	Redondo Beach, Bus Transfer Station	491,839
CA	Riverside Transit Agency (RTA) Transit Centers - Corona, Riverside	983,679
CA	Roseville Multitransit Center	1,475,518
CA	Sacramento Hydrogen Bus Technology (University of California at Davis)	590,207
CA	Sacramento Regional CNG Bus & Bus Facility	1,229,598
CA	San Diego Bus Rapid Transit	491,839
CA	San Fernando Valley East and Ventura Boulevard, Park and ride facilities	491,839
CA	San Mateo County Transit District (SamTrans) Zero-Emission Buses	1,362,395
CA	Santa Barbara Metropolitan Transit District (MTD) Hybrid Bus BRT Project	737,759
CA	Santa Clara Valley Transportation Authority Clean Fuel Bus Program	1,475,518
CA	Solano Transportation Authority - Fairfield/Vacaville Intermodal Station	491,839
CA	Sonoma County CNG Fueling Facility Upgrade	491,839
CA	South Pasadena Circulator Bus	147,552
CA	Sun Line Transit Hydrogen Refueling Station	1,229,598
CA	Yolobus and Unitrans CNG Buses	1,278,782
CA	Yosemite (YARTS)	393,471
CO	Colorado Transit Coalition - Statewide Bus and Bus Facilities	11,804,144
CT	Bridgeport High Speed Ferry Terminal Project	983,679
CT	Connecticut State-wide Buses	983,679
CT	Hartford Downtown Circulator	1,475,518
CT	Hartford-New Britain Busway Project	7,377,590
CT	Hollyhock Station/Intermodal Transportation Center, Norwich	2,606,748
CT	New Haven, Bus Maintenance Facility	983,679
CT	New Haven, Fuel Cell and Electric Bus Project	983,679
CT	West Haven Intermodal	983,679
DE	Delaware Transit Corporation	2,951,036
DC	Georgetown University Fuel Cell Transit Bus Program	4,770,841
DC	WMATA - Buses in D.C., Maryland, and Virginia	1,967,357
FL	Broward County Buses and Bus Facility	196,736
FL	Collier Area Transit, Transit Facility	737,759
FL	DeLand Intermodal Center (VOTRAN)	1,721,438
FL	East Central Florida Transit Coalition Bus and Facilities	5,902,072
FL	Ft. Lauderdale, Transit Shuttle Vehicles	1,475,518
FL	Gainesville, Multimodal Transportation Center	983,679
FL	Hillsborough Area Regional Transit (HART)	491,839
FL	Jacksonville Transit Authority (JTA) - Buses	1,229,598
FL	Key West Buses and Bus Facilities	983,679
FL	Lakeland, Citrus Connection	491,839
FL	Lee County, Bus Facility	737,759
FL	LYNX buses, bus facilities, and passenger amenities	737,759
FL	Miami Beach Intermodal Transit Center	1,475,518
FL	Miami-Dade Buses	2,951,036
FL	Pinellas County Bus Replacement	4,131,450
FL	SunTran Transit Maintenance Facility - City of Ocala	786,943
FL	Tallahassee (TALTRAN) buses	1,229,598
FL	Tallahassee (TALTRAN) Intermodal Center	491,839
FL	West Coast Florida Bus Coalition	7,869,429
FL	West Palm Beach, Trolley Buses	1,229,598
FL	Winter Haven Transit Terminal	491,839
GA	Atlanta, Multimodal Terminal	1,967,357
GA	Chatham Area Transit	2,655,932
GA	Georgia Regional Transportation Authority - Regional Express Bus and Facilities	4,363,598

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
GA	Georgia Statewide Bus Replacement Program	1,475,518
GA	Gwinnett County Operations & Maintenance Facility	1,475,518
GA	Macon Intermodal Center	1,967,357
GA	MARTA buses, clean fuel buses and facilities	2,459,197
HI	BRT Systems, Appurtenances & Facilities	7,869,429
HI	Bus Transit Centers - Waianae, Mililani, Wahiawa	737,759
HI	Hawaii Statewide Bus and Bus Facilities	4,918,393
HI	Maui County Buses	1,082,046
ID	Idaho Transit Coalition Bus and Bus Facilities	2,459,197
IL	Illinois Statewide Buses and Facilities	12,000,880
IL	Normal Multi-modal Facility	737,759
IN	Cherry Street Multimodal Facility	491,839
IN	Fort Wayne Public Transportation Corporation (Fort Wayne Citilink)	590,207
IN	Indiana Transit Consortium - Bloomington Public Transportation	491,839
IN	Indianapolis Downtown Transit Facility	4,426,554
IN	Wabash Landing Transit Bus and Bus Facility	245,920
IA	Cedar Falls Multimodal Facility	1,082,046
IA	Des Moines MTA Bus Purchase	786,943
IA	Iowa City Intermodal Transit Facility	5,902,072
IA	State of Iowa, Buses, Facilities, Equipment	6,393,911
KS	City of Wichita, Mini-Transfer Station	393,471
KS	Johnson County Transit Programs	491,839
KS	Kansas City Area Transportation Authority (KCATA)	245,920
KS	Kansas, Buses and Bus Facilities	2,951,036
KS	Lawrence Transit System Transfer Center	491,839
KS	Topeka Transit Buses	1,475,518
KS	Unified Government Transit Bus Replacement - Wyandotte County/Kansas City	344,288
KS	Wichita Transit Authority	1,180,414
KY	Fulton County Transit Authority R V Cutaways	177,062
KY	Henderson Area Rapid Transit Bus	94,433
KY	Henderson County Facility	491,839
KY	KY Statewide, Bus and Bus Facilities	7,377,590
KY	KY Transportation Cabinet - Community Action groups	1,401,742
KY	Laurel County intermodal facility	4,918,393
KY	Paducah Area Transit Authority Buses	472,166
KY	Pennyrile Allied Community Services Transit Facility	365,928
KY	Pikesville parking and transit facility enhancements	983,679
KY	Red Cross Wheels	1,967,357
KY	Transit Authority of Northern Kentucky (TANK)	1,475,518
KY	Transit Authority of River City	1,967,357
LA	LA Public Transit Association, Buses and Bus Facilities	9,836,787
LA	LSU Health Sciences Center Shreveport Intermodal Facility	245,920
LA	St. Bernard intermodal facility	491,839
ME	Maine Statewide Bus & Bus Facility	983,679
ME	Oceangateway Development Project	491,839
ME	Westbrook, Intermodal Facility	983,679
MD	Maryland Statewide Bus and Bus Facilities	7,869,429
MD	Montgomery County FDA Transit Center	245,920
MA	Attleboro Intermodal Mixed-Use Garage Facility	737,759

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
MA	Brockton Area Transit, Intermodal Transportation Center	983,679
MA	Cape Ann Transit Authority, buses and trolleys	147,552
MA	Cape Cod Intermodal Facilities (Cape & Island Transit Ctrs)	295,104
MA	Cities of Beverly and Salem, Intermodal Facility Improvements	245,920
MA	CTS Northern Tier Buses - MA	295,104
MA	Essex County, City of Lynn, MA, buses and senior citizen vans	137,715
MA	Essex County, City of Peabody, MA, buses	47,217
MA	Essex County, Town of Danvers, MA, buses and senior citizen vans	64,923
MA	Lowell-Gallagher Intermodal Facility	983,679
MA	Merrimack Valley Regional Transit Authority (MVTRA), facility improvements	245,920
MA	Montachusett Area Regional Transit (MART) Commuter Park and Ride Facility - Leominster	737,759
MA	Montachusett Area Regional Transit (MART) Passenger and Handicap Vans	418,063
MA	Montachusett Commuter Facilities in Fitchburg	1,573,886
MA	Northern Tier Intermodal Center - Athol	295,104
MA	Springfield Union Station Intermodal Redevelopment Project	5,902,072
MA	Worcester Regional Transit Authority (WRTA) Maintenance Facility	196,736
MI	Ann Arbor Transportation Authority Bus & Bus Facilities	245,920
MI	Battle Creek	295,104
MI	Bay Area Transportation Authority Buses, Traverse City	491,839
MI	Blue Water Area Transportation	983,679
MI	Branch County Transit Authority	295,104
MI	City of Alma, intermodal facility and buses	762,351
MI	Detroit Department of Transportation Transit Facility	5,065,945
MI	Flint Mass Transportation Authority bus and bus facilities	1,967,357
MI	Grand Rapids, buses and bus facilities	491,839
MI	Ionia Area Transportation Authority Dial-a-Ride	299,038
MI	Jackson Transportation Authority, Bus Maintenance Facility	491,839
MI	Kalamazoo Metro Transit - Transfer Center	2,852,668
MI	Lansing, Capital Area Transit Authority	983,679
MI	Livingston Essential Transportation Service	216,409
MI	Ludington Mass Transportation Authority (LMTA) Transit Facility	516,431
MI	Marquette County Transit Authority bus and bus facilities	1,967,357
MI	Michigan Statewide Bus and Facilities	983,679
MI	Milan Public Transit	177,062
MI	Saginaw Transit Authority Regional Service buses	491,839
MI	Suburban Mobility Authority for Regional Transit (SMART)	3,442,875
MI	Washtenaw County, Chelsa Area Transportation System (CATS)	259,691
MI	Yates Township Transit System	442,655
MN	Dakota County, Cedar Avenue Project	983,679
MN	Duluth Transit Authority Bus and Bus Facilities	491,839
MN	Greater Minnesota Transit Authority Bus & Bus Facilities	1,967,357
MN	La Crescent - Public Transfer Hub	59,021
MN	Metro Transit	11,395,917
MN	Metropolitan Light Rail Transit Joint Powers Board - Rush Line Corridor	491,839
MN	Minneapolis downtown circulator	1,967,357
MN	Minneapolis, 63rd Ave N. Park and Ride	983,679
MN	Northwest Corridor Busway	2,459,197
MN	Rochester - Bus Purchase	498,725
MN	St. Cloud Metropolitan Transit Commission Facilities	491,839
MN	STEELE - Bus Purchase	47,217
MN	Two Harbors Bus and Bus Facilities	196,736
MS	Brookhaven, Multi-modal Center	1,967,357
MS	Harrison County multi-modal facilities and shuttle service	491,839

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
MS	Hattiesburg Intermodal Facility	737,759
MO	Bi-State Development Agency Bus Replacement	2,951,036
MO	Ferguson Van Replacement	44,266
MO	Hazelwood Van Expansion	78,694
MO	Houston buses	98,368
MO	Jefferson City Transit Bus and Van	491,839
MO	Kansas City KCATA Buses	196,736
MO	Missouri Bus & Bus Facilities - Dunklin County, City of Houston, Southeast Missouri Transportation Service, Scott County, SE Missouri State University	2,213,277
MO	Missouri Statewide Bus and Bus Facility Projects	5,410,233
MO	OATS Bus and Bus Facilities	1,475,518
MO	Southeast Missouri Trans. Services Bus and Bus Facilities	491,839
MO	Southwest Missouri State University Intermodal Transfer Facility	2,951,036
MO	Springfield Public Utilities Buses	1,278,782
MO	St. Charles Buses and Equipment	241,001
MO	St. Joseph Buses	983,679
MO	Stoddard County Van	29,510
MT	Billings bus and bus facilities	983,679
MT	District IX - Bozeman Galavan	245,920
MT	Mountain Line Buses Missoula	491,839
NE	Metro Area Transit - Intermodal Facility	983,679
NE	Metro Area Transit South Omaha/Stockyard Center	737,759
NE	Nebraska Statewide	737,759
NV	Bus Rapid Transit on South Virginia Steet - Reno	2,410,013
NV	Bus Rapid Transit Project Las Vegas Blvd	4,918,393
NV	Las Vegas Downtown Transportation Center	2,213,277
NV	Regional Transportation Commission (RTC) BRT - North Las Vegas CIVIS Bus Stops	319,696
NV	Reno and Sparks Bus and Bus Facilities	2,655,932
NV	Rural Transit Buses & Facilities	737,759
NH	New Hampshire Statewide Bus Acquisition	737,759
NJ	Bergen County Intermodal Facilities and Park-n-Ride	2,213,277
NJ	Central New Jersey Raritan Valley Line Park-n-Ride	983,679
NJ	Gloucester Co Sr. Buses	196,736
NJ	Harrison New Jersey PATH Station Rehabilitation	245,920
NJ	Montclair Community Wide Bus System	983,679
NJ	Morris County, Intermodal Park-n-Rides Facilities	1,475,518
NJ	Newark Penn Station Intermodal Access Enhancements	1,967,357
NJ	Route 80 Howard Boulevard NJ Transit Park and Ride	491,839
NJ	Trenton Station Intermodal	6,393,911
NM	Albuquerque Buses and Bus Facility	983,679
NM	Alvorado Transportation Center - Phase II	295,104
NM	Espanola ADA van & Compressed Gas Equipment	73,776
NM	Rio Rancho Buses and Facilities	245,920
NM	Santa Fe Bus Facility Renovation	196,736
NY	Albany, NY - Capital District Transportation Authority (CDTA), Bus and Bus Facilities	2,655,932
NY	Brooklyn, downtown intermodal transit district	491,839
NY	Broome County, Binghamton Intermodal Terminal	983,679
NY	Buffalo Intermodal Transportation Center	4,918,393
NY	Central New York Regional Transportation Authority	2,951,036
NY	City of Schenectady, bus and bus facilities	491,839
NY	Jamaica Intermodal Facilities	1,475,518

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
NY	Lower Hudson Intercounty Bus Program	786,943
NY	Mobile Health Service Buses, NYC	491,839
NY	Nassau County's Long Island Bus	245,920
NY	New Rochelle Intermodal Center	737,759
NY	Niagara Transportation Authority Buses and Bus Facilities	3,196,956
NY	Oneonta Public Transit Buses	737,759
NY	Orange County, Buses	737,759
NY	Rensselaer Intermodal Station and related community enhancements	786,943
NY	Rochester-Genesee Regional Transportation Authority (RGRTA) - Rochester Central Station	2,951,036
NY	Ulster County Rural Bus Facility	885,311
NY	Utica Transit Authority Buses	885,311
NY	Westchester County Bee-Line Buses	1,721,438
NC	City of Charlotte Bus and Bus Facilities	1,475,518
NC	North Carolina Bus and Bus Facilities	7,869,429
NC	Piedmont Authority for Regional Transportation (PART) - Bus Purchase	983,679
NC	Triangle Transit Authority (TTA) Maintenance Facility	344,288
ND	North Dakota Statewide Capital Transit	2,853,652
OH	Cincinnati Government Square Transit Transfer Center	3,934,715
OH	Greater Triskett Bus Garage Rehabilitation	983,679
OH	Lorain Renovation Train Depot in a Multi-modal Hub	983,679
OH	Ohio Public Transportation Association - Bus and Bus Facilities for the State of Ohio	8,361,269
OK	Central Oklahoma Transportation & Parking Authority (COPTA)	2,459,197
OK	Metropolitan Tulsa Transit Authority (MTTA)	983,679
OK	Oklahoma Transit Association - Bus and Bus Facilities	4,918,393
OK	OSU Multimodal Transportation Facility	2,951,036
OR	Albany, Buses	216,409
OR	Canby Transit	196,736
OR	Eugene Lane Transit District	1,967,357
OR	Portland, Tri-Met Buses	1,967,357
OR	Rogue Valley Transit District	983,679
OR	Salem Area Mass Transit Bus and Bus Facility	491,839
OR	Wilsonville, South Metro Area Rapid Transit (SMART)	245,920
PA	Adams Transit Authority Buses and Bus Facility	393,471
PA	Allentown Intermodal Transportation Center	1,967,357
PA	Altoona Metro Transit Buses	491,839
PA	AMTRAN Bus and Transit System Improvements	737,759
PA	Area Transportation Authority Buses, North Central Pennsylvania	1,967,357
PA	Beaver County Transit Authority Buses	147,552
PA	Berks Area Reading Transportation Authority - Buses and Facilities	983,679
PA	Bucks County, SEPTA Intermodal facility improvement	983,679
PA	Butler Township/City Joint Municipal Transit Multi-Modal Transfer Center	418,063
PA	Cambria County Operations and Maintenance Facility	491,839
PA	Capital Area Transit Buses	491,839
PA	Easton Intermodal Terminal	1,967,357
PA	Endless Mountain Transportation Authority	295,104
PA	Fayette County Transit Facility	885,311
PA	Hershey Intermodal Transportation Center	1,967,357
PA	Indiana County Transit Authority	403,308
PA	Mid-County Transit Authority, Facilities and Equipment	491,839
PA	Port Authority of Allegheny County Buses (including clean fuels)	1,746,030
PA	Pullman Multi-modal Center	491,839
PA	SEPTA - Paratransit Vehicles	491,839

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
PA	SEPTA Norristown Intermodal Facility	983,679
PA	Somerset County Transportation System	157,389
PA	TEA-21 Altoona, PA	2,951,036
PA	Westmoreland County Transit Authority	1,426,334
PA	Wilkes-Barre Intermodal Facility	245,920
PA	Williamsport Bureau of Transportation City Bus - Lycoming County	1,229,598
PA	York County Transit Authority Buses	491,839
PR	Puerto Rico Metropolitan Bus Authority (MBA), bus and bus facilities	245,920
RI	Newport Trolley Project	491,839
RI	Premium Commuter Service Pilot Program	983,679
RI	Rhode Island Buses and Alternatively Fueld Infrastructure	2,951,036
RI	University of Rhode Island Student Transportation Services	737,759
SC	Intermodal/Inland Port Terminal	983,679
SC	Myrtle Beach Regional Multimodal Transit Center	1,106,638
SC	North Charleston Regional Intermodal Transportation Center	491,839
SC	South Carolina Vehicles and Facilities	6,885,751
SC	Sumter Intermodal Transportation Center (Union Station)	2,951,036
SD	Rosebud Sioux Tribe Bus Facility	196,736
SD	South Dakota Statewide - Bus and Bus Facilities	737,759
TN	Knoxville Electric Transit Intermodal Center	3,344,507
TN	Memphis Airport Intermodal Facility Improvements	2,951,036
TN	Tennessee Bus Replacements & Bus Facilities	9,344,947
TX	Abilene Bus Replacement - Citylink	590,207
TX	Austin Bus Projects	4,918,393
TX	Beaumont Buses	98,368
TX	Brownsville Buses	98,368
TX	Corpus Christi Regional Transportation Authority (RTA) Bus & Bus Facilities	491,839
TX	El Paso Bus Projects	1,475,518
TX	Fort Worth Transportation Authority	2,951,036
TX	Galveston Buses	983,679
TX	Houston Advanced Transit Program	1,967,357
TX	Laredo, Administrative/Operations/ Maintenance Facility	1,721,438
TX	Lubbock Buses	147,552
TX	Odessa & Midland, TX - Alternative Fuel Buses	983,679
TX	San Antonio VIA Metropolitan Transit Authority	1,475,518
TX	Texas Tech University Park & Ride; Buses	1,819,806
TX	Waco Transit, Buses,Maintenance and Administration Facilities	1,868,989
TX	Woodlands District Park & Ride	1,180,414
UT	State of Utah - Buses and Facilities	983,679
UT	UTA and Park City Transit Buses	3,934,715
UT	Utah Statewide Regional Intermodal Transportation Centers	491,839
VT	Chittenden County Transit Authority Bus and Facility	1,967,357
VT	Montpelier Multimodal Center	1,967,357
VT	St. Johnsbury Transit Center Rehabilitation	245,920
VT	Winooski Falls Downtown Multimodal Transportation Center	491,839
VA	Arlington Bus Transfer Stations	491,839
VA	Greater Roanoke Transit Company (GRTC) Buses	1,032,863
VA	Hampton Roads Bus and Bus Facilities	1,500,110
VA	Petersburg Area Transit	737,759
VA	Potomac & Rappahannock Transportation Commission	2,065,725

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2003 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
VA	Potomac Yard Transitway	786,943
VA	Richmond Mulit-modal Facility	2,901,852
VI	Virgin Islands Transit (VITRAN)	491,839
WA	Clark County, WA C-TRAN Vancouver Mall Transit Center	2,557,565
WA	Aurora Avenue Bus Rapid Transit	1,475,518
WA	Burien transit center transit oriented development	1,967,357
WA	Edmonds Crossing multi-modal project	3,442,875
WA	Intercity Transit (Thurston County) Fare Collection Equipment	245,920
WA	Issaquah Highlands Park & Ride	1,377,150
WA	Jefferson Transit Facilities	983,679
WA	King Street Station Multimodal Facility	245,920
WA	Lakewood SR 512 Park-n-Ride Expansion	1,475,518
WA	Mason County Transportation Authority Facilities	295,104
WA	Mercer Island Transit Center, Park and Ride	491,839
WA	Mount Vernon multi-modal facility and buses	1,967,357
WA	Pierce County bus and bus facilities	2,951,036
WA	Port Angeles International Gateway project	1,475,518
WA	Small Bus System Program of Projects	
WA	Grant Transit Authority	424,949
WA	Grays Harbor Transportation	141,650
WA	Island Transit	283,299
WA	Pacific Transit	94,433
WA	Pullman Transit	1,160,741
WA	Snohomish County Community Transit park and ride	2,951,036
WA	Sound Transit regional transit hubs	3,934,715
WA	Spokane bus and bus facilities	2,459,197
WV	Huntington, Tri-State Transit Authority (TTA) buses and vans	1,770,622
WV	Monongalia Courthouse Annex in Morgantown - Intermodal Parking Facility	3,442,875
WV	West Virginia Statewide	3,934,715
WI	Wisconsin Statewide Bus & Bus facilities	16,033,962
WY	Wyoming Department of Transportation	2,459,197
	TOTAL ALLOCATION	**$650,966,074**

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
FY 2001 Unobligated Allocations		
AK	Alaska State Fair park and ride and passenger shuttle system	$990,315
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	Birmingham-Jefferson County Transit Authority buses and bus facilities	990,315
AL	University of Alabama Birmingham fuel cell bus	1,980,630
AL	Dothan-Wiregrass Transit Authority buses and bus facilities	567,772
AL	Alabama A&M University buses and bus facilities	498,900
AL	Huntsville International Airport intermodal center	4,951,574
AL	Alabama State Docks intermodal passenger and freight facility	990,315
AL	University of South Alabama, buses and bus facilities	2,475,787
AL	Montgomery - Moulton Street Intermodal Facility	2,970,945
AL	Montgomery, civil rights trail trolleys	247,579
AL	University of North Alabama, bus and bus facilities	1,980,630
AL	Tuscaloosa interdisciplinary science building parking and intermodal facility	9,407,991
AR	Central Arkansas Transit Authority, bus and bus facilities	487,671
AR	River Market and College Station Livable Communities Program	1,089,346
CA	Anaheim, buses and bus facilities	247,579
CA	Brea, buses	148,547
CA	Compton, buses and bus-related equipment	247,579
CA	El Dorado, buses	495,157
CA	Folsom, transit stations	1,485,472
CA	Fresno, intermodal facilities	495,157
CA	Municipal Transit Operators Coalition, buses	1,980,630
CA	Modesto, bus facility	247,579
CA	Monterey Salinas Transit Authority, buses and bus facilities	495,157
CA	Oceanside, intermodal facility	1,980,630
CA	Sunline transit agency, buses	990,315
CA	Sacramento, buses and bus facilities	990,315
CA	San Bernardino, intermodal facility	1,584,503
CA	Santa Cruz, buses and bus facilities	1,534,988
CA	Sonoma County, buses and bus facilities	990,315
CA	Vista, bus center	297,094
CT	Bridgeport, intermodal center	3,099,834
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
FL	Statewide bus and bus facilities (including Tallahassee)	503,000
GA	Chatham, buses and bus facilities	760,027
GA	Cobb County, buses	1,237,894
GA	Georgia Regional Transit Authority, buses and bus facilities	2,970,945
IA	Des Moines park and ride	693,221
IA	Mason City, bus facility	896,235
IA	Sioux City Trolley system	693,221
IA	Waterloo, buses and bus facilities	531,799
ID	Statewide, bus and bus facilities	550,400
IL	Statewide, bus and bus facilities	388,000
IN	Gary - Adam Benjamin intermodal center	792,252
IN	South Bend, buses	2,970,945

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
KS	Kansas City, buses	247,579
KS	Kansas Department of Transportation, rural transit buses	2,970,945
KS	Wichita, buses and ITS related equipment	327,102
KS	Wyandotte County, buses	247,579
KY	Lexington, LexTran, buses and bus facilities	3,466,102
LA	Alexandria buses and vans	38,615
LA	Plaquemines Parish ferry	990,315
LA	St. Tammany Parish park and ride	14,854
MA	Attleboro, intermodal facilities	990,315
MA	Montachusett, bus facilities, Leominster	247,579
MA	Woburn, buses and bus facilities	247,579
ME	Bangor intermodal transportation center	1,485,472
MI	Statewide, buses and bus facilities	260,288
MI	Traverse City, transfer station	990,315
MO	Southeast Missouri Transportation Service bus and bus facilities	411,884
MS	Coast Transit Authority multimodal facility and shuttle service	1,458,945
MS	Brookhaven multimodal transportation center	990,315
MS	Picayune multimodal center	643,705
MT	Missoula Ravalli Transportation Management Association buses & bus facilities	525,056 a/
MT	Blackfoot Indian Reservation bus facility	495,157
ND	Statewide bus and bus facilities	705,825
NE	Missouri River pedestrian crossing - Omaha	3,961,259
NJ	Elizabeth Ferry Project	495,157
NJ	Newark Arena bus improvements	3,961,259
NJ	Trenton, train/intermodal station	4,951,574
NM	Angel Fire bus and bus Facilities	742,736
NM	Clovis, buses and bus facility	1,609,262
NM	Las Cruces, buses	495,157
NM	Valencia County, transportation station improvements	1,237,894
NV	Clark County bus passenger intermodal facility - Henderson	1,980,630
NV	Lake Tahoe CNG buses and fleet conversion	167,397
NV	Reno and Sparks, buses and bus facilities	990,315
NV	Washoe County buses and bus facilities	991,547
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
NY	Suffolk County, senior and handicapped vans	495,157
NY	Sullivan County, buses, bus facilities, and related equipment	1,237,894
NY	Tompkins County, intermodal facility	618,946
NY	Westchester and Duchess counties, vans	198,063
OH	Columbus Near East transit center	990,315
OH	Ohio Statewide bus and bus facilities	990,314
OK	Metropolitan Tulsa Transit Authority pedestrian and streetscape improvements	2,475,787
OR	Columbia County ADA buses	108,935
OR	Coos County buses	69,322
OR	Hood River County bus and bus facility	213,676
OR	Lakeview buses	49,516
OR	Rogue Valley buses	950,702
OR	South Corridor Transit Center and park and ride facilities in Clackamas County	1,485,472

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
OR	Union County bus	43,574
OR	Wasco County buses	95,070
PA	Altoona bus testing facility	2,970,945
PA	Bucks County, intermodal facility improvements	597,894
PA	Cambria County Transit Authority, maintenance facilities	742,736
PA	Fayette County, maintenance facilities	495,157
PA	Lancaster, buses	990,315
PA	Monroe County, buses and bus facilities	990,315
PA	Phoenixville, transit related improvements	1,237,894
PA	Somerset County, ITS related equipment	99,032
PA	Wilkes-Barre intermodal transportation center	990,315
SC	Statewide, buses and bus facilities	1,884,575
TX	Brazos Transit District, buses	495,157
TX	Houston Metro, Main Street Transit Corridor improvements	990,315
VA	Charlottesville bus and bus facilities	978,045
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	Jamestown/Yorktown and Williamsburg CNG bus	1,467,067
VA	City of Richmond bus and bus facilities	1,956,090
VA	Springfield station improvements	489,023
VT	Bellows Falls Multimodal	1,485,472
VT	Brattleboro multimodal center	2,475,786
VT	Burlington multimodal transportation center	495,159
VT	Chittenden County transportation authority, buses	990,315
VT	Central Vermont Transit Authority buses and bus facilities	1,485,472
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	Thurston County, bus-related equipment	1,237,894
WY	Cheyenne transit and operation facility	911,089
	Subtotal FY 2001 Unobligated Allocations	***$160,051,885***
FY 2002 Unobligated Allocations		
AK	City of Wasilla bus facility	594,017
AK	Fairbanks buses and bus facility	1,485,044
AK	Mat-su Community Transit buses and facilities	800,001
AK	Port of Anchorage intermodal facility	2,920,586
AK	Port McKenzie buses and bus facilities	1,485,044
AK	Seward intermodal facility	2,772,081
AL	Alabama A&M buses and bus facilities	495,015
AL	Alabama State Dock intermodal passenger and freight terminal	4,950,145
AL	Alabama-Tombigbee Regional Commission buses and vans	445,513
AL	Birmingham-Jefferson County Transit Authority buses	1,980,058
AL	Gadsden Transportation Services	247,507
AL	Huntsville Public Transit intermodel facility	990,029
AL	Montgomery Union Station/Moulton St. intermodal facility and parking	2,970,087

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
AL	University of North Alabama transit projects	1,980,058
AL	University of South Alabama	2,475,073
AR	Statewide buses and bus facilities for urban, rural, elderly and disabled agencies	4,950,145
AZ	City of Glendale buses	173,255
AZ	Phoenix Regional Public Transportation Authority buses and bus facilities	6,583,693
CA	Anaheim Resort transit project	495,015
CA	Antelope Valley transit authority bus facilities	495,015
CA	Belle Vista park and ride	247,507
CA	Boyle Heights bus facility	346,510
CA	City of Burbank shuttle buses	396,012
CA	City of Carpinteria electric-gasoline hybrid bus	495,015
CA	City of Fresno buses	742,522
CA	City of Modesto, bus facilities	198,006
CA	City of Monrovia natural gas vehicle fueling facility	267,308
CA	City of Sierra Madre bus replacement	148,504
CA	City of Visalia transit center	2,475,073
CA	Contra Costa Connection buses	346,510
CA	Costa Mesa CNG facility	247,507
CA	County of Amador bus replacement	117,813
CA	County of Calaveras bus fleet replacement	103,953
CA	County of El Dorado bus fleet expansion	470,264
CA	El Garces train/intermodal station	1,485,044
CA	Folsom railroad block project	594,017
CA	Foothill Transit, CNG buses and bus facilities	1,237,536
CA	Glendale Beeline CNG buses	297,009
CA	Imperial Valley CNG bus maintenance facility	247,507
CA	Livermore Amador Valley Transit Authority buses and facility	1,485,044
CA	Merced County Transit CNG buses	297,009
CA	Monterey-Salinas Transit facility	1,485,044
CA	Morongo Basin Transit maintenance and administration facility	990,029
CA	MUNI Central Control Facility	990,029
CA	Municipal Transit Operators Coalition	1,980,058
CA	North Ukiah Transit Center	297,009
CA	Orange County buses	297,009
CA	Palmdale Transportation Center	247,507
CA	Palo Alto intermodal transit center	247,507
CA	Pasadena Area Rapid Transit System	396,012
CA	Placer County, CNG bus project	340,029
CA	Sacramento Regional buses and bus facilities	990,029
CA	San Bernardino CNG/LNG buses	371,261
CA	San Dieguito Transportation Cooperative	297,009
CA	San Francisco Municipal buses and bus facilities	3,960,116
CA	San Joaquin Regional Transit District Bus facility	495,015
CA	Santa Ana bus base	1,237,536
CA	Santa Barbara hybrid bus rapid transit project	1,980,058
CA	Sierra Madre Villa & Chinatown intermodal transportation centers	2,970,087
CA	Solano Beach intermodal transit station	495,015
CA	Sonoma County landfill gas conversion facility	495,015
CA	South Pasadena circulator bus	297,009
CA	Sun Line Transit hydrogen refueling station	495,015

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
CA	Transportation Hub at the Village of Indian Hills	990,029
CA	Yolo County, CNG buses	990,029
CO	Statewide buses and bus facilities	2,475,880
CT	Bridgeport intermodal corridor project	5,197,652
CT	East Haddam transportation vehicles and transit facilities	415,812
CT	Greater New Haven Transit District CNG vehicle project (ConnDOT)	990,029
CT	New Haven bus facility	495,015
DC	Washington Metropolitan Area Transit Authority buses	2,970,087
DE	Statewide buses and bus facilities, Delaware	4,356,128
DE	Wrangle Hill buses and maintenance facility	2,970,087
FL	Broward County alternative vehicle mass transit buses and bus facilities	2,475,073
FL	Miami Beach development electrowave shuttle service	2,970,087
FL	Miami-Dade bus fleet	1,980,058
FL	Northeast Miami-Dade passenger center	371,261
FL	South Florida Regional Transit buses and bus facilities	3,710,654
FL	South Miami intermodal pedestrian access project	990,029
FL	TALTRAN intermodal center	594,017
FL	Tri-Rail Cypress Creek intermodal facilities	495,015
FL	Winter Haven Area Transit bus and bus facilities	742,522
GA	Chatham Area Transit buses and bus facilities	3,564,104
GA	Cobb County Community Transit bus facilities	990,029
GA	Georgia Department of Transportation replacement buses	990,029
GA	Georgia Regional Transit Authority express bus program	5,940,174
GA	Gwinnett County operations and maintenance facility	495,015
GA	Macon terminal intermodal station	885,044
HI	Honolulu buses and bus facilities	7,826,121
HI	Middle Street Transit Center	742,522
ID	Statewide buses, bus facilities, and equipment	1,091,864
IL	Statewide buses and bus facilities	1,900,076
IN	Cherry Street Project multi-modal facility	1,287,038
IN	Indiana bus consortium, buses and bus facilities	1,669,902
IN	Indianapolis downtown transit facility	3,143,342
IN	South Bend Public Transit bus fleet replacement	2,475,073
KS	Statewide buses and bus facilities, Kansas	1,130,087
KS	Wichita Transit Authority buses	898,946
KY	Leslie County parking structure	1,980,058
KY	Murray-Calloway Transit Authority bus facility	198,006
KY	Statewide buses and bus facilities	200,000
KY	Transit Authority of Northern Kentucky	1,485,044
KY	Transit Authority of River City buses and bus facilities	1,980,058
LA	Jefferson Parish bus and bus related facilities	1,185,644
LA	Lake Charles bus and bus related facilities	396,012
LA	Louisiana State University Health Sciences Center-Shreveport, intermodal parking facility	990,029
LA	Shreveport bus and bus related facilities	1,450,393
LA	St. Tammany Parish park and ride	445,513
MA	Attleboro intermodal facilities	990,029
MA	Gallagher Intermodal Transportation bus hub and CNG trolleys	990,029
MA	Holyoke Pulse Center	742,522
MA	Merrimack Valley Regional Transit Authority (Amesbury) buses and bus facilities	495,015
MA	Merrimack Valley Regional Transit Authority (Lawrence) buses and bus facilities	495,015

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
MA	MetroWest buses and bus facilities	495,015
MA	Montachusett intermodal facilities and parking in Fitchburg/N. Leominster	475,076
MA	Salem/Beverly Intermodal Center	495,015
MA	Springfield Union Station intermodal facility	3,960,116
ME	Auburn intermodal facility and parking garage	247,507
ME	Statewide buses	2,970,087
MD	Statewide buses and bus facilities	6,036,483
MI	Alger County Public Transit	198,006
MI	Antrium County Transportation buses	85,142
MI	Barry County Transit buses	73,262
MI	Bay Area Transit Authority	247,507
MI	Berrien County Department of Planning and Public Works buses	198,006
MI	Blue Water Area Transportation Commission bus facilities	1,485,044
MI	Capital Area Transportation Authority buses, bus facilities, and equipment	7,565
MI	Charlevoix County Public Transit	123,754
MI	City of Niles buses and bus facilities	41,581
MI	Crawford County Transportation Authority buses	173,255
MI	Delta County Transit Authority	59,402
MI	Eastern UP Transportation Authority	99,003
MI	Greater Lapeer Transportation Authority bus and bus facilities	346,510
MI	Harbor Transit bus and bus facilities	198,006
MI	Interurban Transit Authority buses	81,182
MI	Interurban Transit Partnership surface transportation center (Grand Rapids)	4,950,145
MI	Ionia Area Transportation Dial-a-Ride	281,168
MI	Isabelia County facilities and equipment	224,737
MI	Kalamazoo County Care-A-Van buses and equipment	128,704
MI	Kalkaska Public Transit buses	247,507
MI	Livingston Essential Transportation Service buses and equipment	244,537
MI	Ludington Transit Facility	495,015
MI	Marquette County Transit Authority buses and bus facility	990,029
MI	Midland County buses	297,009
MI	Milan Public Transit buses	99,003
MI	Muskegon Area Transit System facility	1,633,548
MI	Northern Oakland Transportation Authority	148,504
MI	Otsego County Public Transit	297,009
MI	Sault Ste. Marie dial-a-ride	87,123
MI	Statewide buses and bus facilities	1,980,058
MI	Van Buren County Public Transit buses	198,996
MN	Grand Rapids/Gilbert buses and bus facilities	207,906
MN	Greater Minnesota Transit Authority bus, paratransit and transit hub (MNDOT)	136,520
MN	Metro transit buses and bus facilities (Twin Cities)	1,441,469
MN	Moorhead buses, bus facilities, and equipment	99,003
MN	Mower County Public Transit Initiative facility	495,015
MN	Rush Line Corridor buses and bus facilities	495,015
MS	Brookhaven multi-modal facility	990,029
MS	Harrison county multi-modal facilities and shuttle service	2,666,794
MS	Hattiesburg intermodal facility	3,465,102
MS	Jackson multi-modal transportation center	1,980,058
MO	Cab Care paratransit facility	495,015
MO	Kansas City bus rapid transit	2,475,073

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
MO	Missouri Pacific Depot	495,015
MT	Billings Logan international airport bus terminal and facility	68,000
MT	Statewide bus and bus facilities	990,029
MT	Area VII agency on aging bus facility	544,516
MT	Ravalli County Council on aging bus facility	594,017
NV	Las Vegas Boulevard North Corridor BRT, clean diesel-electric buses	1,732,551
NV	Regional Transport Commission of Southern Nevada bus rapid transit	4,455,131
NV	Reno Bus Rapid Transit high-capacity articulated buses	1,485,044
NV	Reno/Sparks buses and bus facilities	3,960,116
NV	Reno Suburban transit coaches	495,015
NH	Granite State Clean Cities Coalition CNG buses and facilities	990,029
NH	Town of Ossipee multimodal visitor center	1,584,046
NJ	Bergen intermodal stations, park and ride and shuttle service	2,326,568
NJ	Middlesex County jitney transit buses	396,012
NJ	Trenton Rail Station rehabilitation	2,475,073
NM	Las Cruces buses	495,015
NM	Las Cruces intermodal transit facility	1,980,058
NM	Statewide buses and bus facilities	837,744
NM	Village of Taos Ski Valley bus and bus facilities	495,015
NM	West Side Transit facility and buses	3,429,709
NY	Binghamton intermodal terminal	1,980,058
NY	Greater Glens Falls Transit bus facility renovation	495,015
NY	Long Island Rail Road Jamaica intermodal facilities	2,970,087
NY	City of Kingston buses	240,000 b/
NY	Martin Street Station	321,759
NY	City of Middletown buses and bus facilities	320,000 b/
NY	New York City Dept. of Transportation, CNG buses and facilities	2,475,073
NY	Pelham trolley	257,408
NY	Rochester buses and facilities	990,029
NY	Station Plaza commuter parking lot	495,015
NY	Sullivan County Coordinated Public Transportation Service bus facility	495,015
NY	Tompkins County intermodal facility	57,778 b/
NY	Westchester County Bee-Line low emission buses	1,485,044
NC	Statewide buses and bus facilities	2,444,888
ND	Statewide buses and bus facilities, and rural transit vehicles	2,144,898
OH	Alliance intermodal facility	990,029
OH	Butler County transit facility	990,029
OH	Dayton, Wright-Dunbar Transit Access Project	2,722,580
OH	Statewide buses and bus facilities, Ohio	3,313,255
OK	Oklahoma Department of Transportation transit program buses and bus facilities	2,970,087
OR	Clackamas County south corridor transit improvements	3,712,609
OR	Fort Clatsop Shuttling system	790,858
OR	Milwaukee Transit Center	198,006
OR	Rogue Valley Transit District, CNG buses	841,525
OR	Wasco County buses (Mid-Columbia Council of Governments)	103,953
PA	Altoona bus facility (TEA-21)	2,970,087
PA	Allentown intermodal transportation center	495,015
PA	Area Transit Authority of North Central PA buses and bus facilities	990,029
PA	Bucks County intermodal facility improvement	742,522
PA	Butler Township multi-modal transfer center	245,015

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
PA	Callowhill bus garage replacement	3,267,096
PA	Cambria County operations and maintenance facility	742,522
PA	County of Lackawanna Transit bus facility	495,015
PA	Doylestown Area Regional Transit buses	99,003
PA	Fayette County Transit facility	990,029
PA	Hershey intermodal transportation center	1,237,536
PA	LeHigh and Northampton Transportation Authority bus facility	495,015
PA	Luzerne County Transit Authority buses	77,009
PA	Monroe County Transit Authority park and ride	594,017
PA	Montgomery County intermodal facility	240,001
PA	Red Rose transit transfer center	495,015
PA	Southeastern Pennsylvania Transportation Authority trackless trolleys	990,029
PA	Somerset County Transpiration System buses	247,507
PA	Wilkes-Barre Intermodal facility	990,029
PA	York County bus replacement	990,029
RI	Providence transportation information center	1,485,044
RI	Statewide buses and bus facilities, Rhode Island	1,599,999
SC	Statewide buses and bus facility	9,900,290
SD	Oglala Sioux Tribe buses and bus facilities	2,227,565
TN	Memphis International Airport intermodal facility	1,722,650
TN	Statewide buses and bus facilities	4,463,696
TX	Abilene bus replacement	495,015
TX	Austin Metrobus	742,522
TX	Brazos Transit ADA compliant buses	396,012
TX	Brazos Transit buses for Texas A & M University	742,522
TX	Brazos Transit buses, intermodal facility, and parking facility	742,522
TX	Brazos Transit park and ride facility	396,012
TX	Brownsville multimodal facility study	99,003
TX	Capital Metro park and ride	495,015
TX	City of Huntsville buses	495,015
TX	Connection Capital Project for Community Transit Facilities	247,507
TX	El Paso buses	495,015
TX	Fort Worth Transportation Authority CNG buses	1,237,536
TX	Fort Worth intermodal center park and ride facility	495,015
TX	Fort Worth 9th Street Transfer Station	1,584,046
TX	Houston Main Street Corridor master plan	495,015
TX	Liberty County buses	371,261
TX	Sun Metro buses and bus facilities	495,015
TX	Waco Transit maintenance and administration facility	1,633,548
TX	Woodlands District park and ride	495,015
UT	Utah Transit Authority and Park City Transit buses	66,827
VA	Colonial Williamsburg CNG buses	990,029
VA	Greater Richmond Transit Downtown Transit Center	990,029
VA	Hampton Roads regional buses	3,465,102
VA	Roanoke Area Dial-A-Ride	990,029
VT	Vermont Public Transit alternative fuel/hybrid buses and facility	1,980,058
VI	Virgin Islands Transit (VITRAN) buses	495,015
WA	City of Kent facility/Sound Transit, transit and transit-related facilities	891,026
WA	Everett Transit buses and vans	1,732,551
WA	Issaquah Highlands park and ride	1,980,058

FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
WA	King County Transit Oriented Development Projects	990,029
WA	Snohomish county transit buses and bus facilities	1,980,058
WA	Spokane Transit Authority, buses and bus facilities	990,029
WA	Sound Transit regional transit hubs	665,000
WV	Huntington Tri-State Authority bus facility	742,522
WV	Morgantown Intermodal parking facility	1,980,058
WV	Statewide buses and bus facilities	1,460,116
WI	Statewide buses, bus facilities, and equipment	720,000
WY	Statewide buses and bus facilities	1,820,073
WY	Southern Teton Area Rapid Transit bus facility	495,015
	Subtotal FY 2002 Unobligated Allocations	***$343,466,934***
	TOTAL UNOBLIGATED ALLOCATION	**$503,518,819**

Fiscal Years 1998,1999 and 2000 Extended Allocations

AL	Tuscaloosa Intermodal center, 1999	$1,935,375
AK	Port Mackenzie/Upper Cook Inlet intermodal facility, 2000	3,208,368
MA	Swampscott, buses, 2000	63,772
NY	Ithaca intermodal transportation center, 2000	1,103,732
PA	Intermodal Parking facility, Fayette, 2000	445,991
PA	Washington County intermodal facilities, buses and bus facilities, 2000	618,089
PA	Wilkes-Barre intermodal facility, 2000	1,226,369
PA	Wilkes-Barre intermodal facility, 1999	1,240,625
PA	Wilkes-Barre intermodal facility, 1998	1,465,794
VA	Fair Lakes League, 2000	196,219
	Total Extended Allocations	**$11,504,334** c/

a/ The provision at Section 323 of the FY 2003 DOT Appropriations Act permits funds from Public Law 106-346 for Missoula Ravalli Transportation Management Administration buses to be available for Missoula Ravalli Transportation buses and bus facilities.

b/ The FY 2003 Conference Report provides clarification for funds made available in fiscal year 2002 for the Tompkins consolidated area transit center shall be made available for the City of Middletown buses and bus facilities ($320,000) and City of Kingston buses ($240,000), and the remainder shall be made available for Tompkins County bus and bus facilities.

c/ Period of availability for remaining unobligated funds is extended one additional year and will lapse September 30, 2003. Projects extended in the FY 2003 Conference Report whose funds were obligated as of September 30, 2002 are not listed.

FEDERAL TRANSIT ADMINISTRATION

Table 10

FY 2003 NATIONAL PLANNING AND RESEARCH PROGRAM ALLOCATIONS

STATE	PROJECT	ALLOCATION
AL	Auburn University campus transit system, AL	$372,563
AL	Center for Composites Manufacturing, AL	894,150
CA	CALSTART/West bus rapid transit	993,500
CA	Santa Barbara Electric Transportation Institute, CA	422,238
DC	Joblinks/Community Transportation Association	496,750
DC	Project ACTION (TEA-21)	2,980,500
FL	University of South Florida for urban transit research	248,375
IL	Rockford-Belvidere transit feasibility study, IL	198,700
MA	PVTA electric bus project, MA	745,125
ME	National deployment of ITN America, ME	298,050
MI	Detroit airport rail project, MI	198,700
MI	Detroit area regional transportation authority studies, MI	347,725
MN	Hennepin County community transportation, MN	993,500
ND	North Dakota transit center	397,400
NV	Zinc-air zero emission bus, NV	745,125
PA	National bio-terrorism civilian medical response center, PA	745,125
TN	Electric Transit Vehicle Institute, TN	496,750
UT	Transit usage, home interview survey study, UT	298,050
WA	Rich Passage passenger ferry project, WA	794,800
WA	Washington state ferries wireless connection project, WA	794,800
WV	WVU exhaust emissions testing, WV	993,500
—	Clean mobility and transit enhancements	1,987,000
	TOTAL ALLOCATION	**$16,442,426**

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 1998-2003 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

50,000-199,999 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

FISCAL YEAR 2003 FORMULA GRANT APPORTIONMENTS - UNIT VALUES OF DATA

	APPORTIONMENT UNIT VALUE
Section 5307 Urbanized Area Formula Program - Bus Tier	
Urbanized Areas Over 1,000,000:	
Population	$2.88709208
Population x Density	$0.00073255
Bus Revenue Vehicle Mile	$0.40173358
Urbanized Areas Under 1,000,000:	
Population	$2.64590624
Population x Density	$0.00115768
Bus Revenue Vehicle Mile	$0.54899841
Bus Incentive (PM denotes Passenger Mile):	
Bus PM x Bus PM = / Operating Cost	$0.00586778
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier	
Fixed Guideway Revenue Vehicle Mile	$0.61349197
Fixed Guideway Route Mile	$33,708
Commuter Rail Floor $7,385,612	
Fixed Guideway Incentive:	
Fixed Guideway PM x Fixed Guideway PM = / Operating Cost	$0.00049138
Commuter Rail Incentive Floor $339,116	
Section 5307 Urbanized Area Formula Program - Areas Under 200,000	
Population	$5.34109042
Population x Density	$0.00265114
Section 5311 Nonurbanized Area Formula Program	
Areas Under 50,000	
Population	$2.66582565

Section 5309 Capital Program - Fixed Guideway Modernization

	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:						
Revenue Vehicle Mile	$0.03043443	------	$0.13683131	$0.03708283	$0.02445022	$0.12813598
Route Mile	$2,122.43	------	$7,832.52	$2,748.83	$1,812.42	$9,498.30
Other Urbanized Areas:						
Revenue Vehicle Mile	$0.16377360	$0.00579309	$0.13683131	$0.09889454	$0.08073024	$0.63462312
Route Mile	$4,772.78	$168.83	$7,832.52	$2,884.56	$2,354.74	$18,510.70

FEDERAL TRANSIT ADMINISTRATION

TABLE 15

2000 CENSUS URBANIZED AREAS WITH POPULATION 200,000 OR GREATER ELIGIBLE TO USE FY 2003 SECTION 5307 FUNDS FOR OPERATING ASSISTANCE

State	Urbanized Area Description	Population	FY 2002 Apportionment	FY 2003 Operating Limitation a/
AL	Huntsville, AL	213,253	$1,677,473	$1,677,473
CA	Antioch, CA	217,591	$1,914,688	$1,914,688
CA	Indio--Cathedral City--Palm Springs, CA	254,856	$1,849,608	$1,849,608
	(Indio-Coachella, CA -- $621,797)			
	(Palm Springs, CA -- $1,227,811)			
CA	Lancaster--Palmdale, CA	263,532	$2,206,544	$2,206,544
CA	Santa Rosa, CA	285,408	$2,636,339	$2,636,339
CA	Victorville--Hesperia--Apple Valley, CA	200,436	$1,311,837	$1,311,837
CA	Temecula--Murrieta, CA	229,810	----------	$1,247,633
CO	Fort Collins, CO	206,757	$1,156,197	$1,156,197
CT	Bridgeport--Stamford, CT--NY	888,890	$9,676,425	$9,676,425
	(Stamford, CT-NY -- $5,332,860)			
	(Norwalk, CT -- $4,343,565)			
CT	Hartford, CT	851,535	$2,824,453	$2,824,453
	(Bristol, CT -- $983,277)			
	(New Britain, CT -- $1,841,176)			
FL	Port St. Lucie, FL	270,774	$1,982,206	$1,982,206
	(Fort Pierce, FL -- $1,142,501)			
	(Stuart, FL -- $839,705)			
FL	Bonita Springs--Naples, FL	221,251	$954,953	$954,953
FL	Tallahassee, FL	204,260	$1,617,975	$1,617,975
GA	Savannah, GA	208,886	$1,824,225	$1,824,225
ID	Boise City, ID	272,625	$2,021,464	$2,021,464
IL	Round Lake Beach--McHenry--Grayslake, IL--WI	226,848	$1,088,609	$1,088,609
IL	Chicago, IL--IN	8,307,904	$6,599,240	$6,599,240
	(Aurora, IL -- $2,290,318)			
	(Crystal Lake, IL -- $746,464)			
	(Elgin, IL -- $1,652,124)			
	(Joliet, IL -- $1,910,334)			
IN	Evansville, IN--KY	211,989	$2,251,898	$2,251,898
MA	Barnstable Town, MA	243,667	$538,120	$538,120
MA	Boston, MA--NH--RI	4,032,484	$4,760,673	$4,760,673
	(Brockton, MA -- $1,906,558)			
	(Lowell, MA-NH -- $2,366,926)			
	(Taunton, MA -- $487,189)			
MD	Baltimore, MD	2,076,354	$858,335	$858,335
	(Annapolis, MD -- $858,335)			
MO	Springfield, MO	215,004	$1,748,930	$1,748,930
MS	Gulfport--Biloxi, MS	205,754	$1,687,127	$1,687,127
NC	Winston-Salem, NC	299,290	$1,811,413	$1,811,413
NC	Asheville, NC	221,570	$968,044	$968,044
NC	Greensboro, NC	267,884	$2,211,540	$2,211,540
NE	Lincoln, NE	226,582	$2,658,761	$2,658,761
NJ	Atlantic City, NJ	227,180	$1,842,968	$1,842,968
NY	Poughkeepsie--Newburgh, NY	351,982	$2,225,147	$2,225,147
	(Poughkeepsie, NY -- $1,507,504)			
	(Newburgh, NY -- $717,643)			

FEDERAL TRANSIT ADMINISTRATION

TABLE 15

2000 CENSUS URBANIZED AREAS WITH POPULATION 200,000 OR GREATER ELIGIBLE TO USE FY 2003 SECTION 5307 FUNDS FOR OPERATING ASSISTANCE

State	Urbanized Area Description	Population	FY 2002 Apportionment	FY 2003 Operating Limitation a/
OH	Youngstown, OH--PA	417,437	$465,043	$465,043
	(Sharon, PA-OH -- $465,043)			
OH	Cincinnati, OH--KY--IN	1,503,262	$1,384,842	$1,384,842
	(Hamilton, OH -- $1,384,842)			
OR	Eugene, OR	224,049	$2,559,936	$2,559,936
OR	Salem, OR	207,229	$2,070,221	$2,070,221
PA	Reading, PA	240,264	$2,636,837	$2,636,837
PA	Lancaster, PA	323,554	$2,258,871	$2,258,871
PR	Aguadilla--Isabela--San Sebastian, PR	299,086	$1,148,984	$1,148,984
PR	San Juan, PR	2,216,616	$5,925,223	$5,925,223
	(Caguas, PR -- $2,811,557)			
	(Cayey, PR -- $831,273)			
	(Humacao, PR -- $719,451)			
	(Vega Baja-Manati, PR -- $1,562,942)			
RI	Providence, RI--MA	1,174,548	$2,695,482	$2,695,482
	(Newport, RI -- $644,329)			
	(Fall River, MA-RI -- $2,051,153)			
TX	Lubbock, TX	202,225	$1,939,424	$1,939,424
TX	Denton--Lewisville, TX	299,823	$1,291,722	$1,291,722
	(Denton, TX -- $599,570)			
	(Lewisville, TX -- $692,152)			
VA	Richmond, VA	818,836	$1,016,957	$1,016,957
	(Petersburg, VA -- $1,016,957)			

a/ The amount shown represents the maximum amount allowable in accordance with Pub.L. 107-232. In cases where an urbanized area's FY 2003 apportionment is less than the maximum, FTA will set the operating assistance budget, in TEAM-Web, at an amount not to exceed the FY 2003 apportionment. However, funds are subject to the one percent set-aside required for Transit Enhancements and will be adjusted accordingly.

Note: For informational purposes, the affected 1990 census small urbanized areas (less than 200,000 population) that were merged into an existing urbanized area of at least 200,000 population are shown in parentheses immediately below the eligible 2000 census urbanized area.

[FR Doc. 03–5707 Filed 3–11–03; 8:45 am]

BILLING CODE 4910–57–C