DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Transit Program Changes and Final Funding Levels for Fiscal Year 1998 Under the Transportation Equity Act for the 21st Century

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This Notice announces the availability of the remaining fiscal year 1998 funding for the Federal transit programs that was not available previously due to the lack of a full year authorization of the transit program. The Transportation Equity Act for the 21st Century (TEA–21), signed into law by President Clinton on June 9, 1998, provides a six-year reauthorization of the Federal transit program and the necessary contract authority needed to fully fund the fiscal year 1998 obligation limitations contained in the fiscal year 1998 Department of Transportation Appropriations Act. In addition to announcing the remaining fiscal year funding, this Notice also revises the apportionment of funding for the Section 5307 Urbanized Area Formula Program in compliance with new provisions which require a one percent set-aside for transit enhancements, and $4,849,950 to be set aside for financing the Alaska Railroad. Additionally, this Notice revises the apportionment of funds for the Section 5309 Fixed Guideway Modernization Program to reflect the new allocation formula established in TEA–21. It also revises the Section 5309 Bus Allocations to comply with new provisions in TEA–21 to fund a Bus Test Facility in the amount of $3,000,000 and a Fuel Cell Bus Program in the amount of $4,850,000 in fiscal year 1998. These two programs were not provided for in the original Bus Allocations.

This Notice updates and expands on the December 5, 1997, Federal Register Notice entitled ''FTA Fiscal Year 1998 Apportionments, Allocations and Program Information.'' It also contains information regarding the changes made by TEA–21 to the various Federal transit programs, as well as the FTA policy on pre-award authority and other new program information.

The new programs are the Clean Fuels Formula Program, the Job Access and Reverse Commute Program, the Over-the-Road Bus Accessibility program, the Single State Pilot Program for Intercity Rail Infrastructure Investment, and the State Infrastructure Banks Pilot Program. The funding level for the Over-the-Road Bus Accessibility Program is subject to a pending technical correction bill which would decrease the $6.8 million a year for operators of other over-the-road service to a total of $6.8 million for the four years, 2000–2003.

FOR FURTHER INFORMATION CONTACT: The appropriate FTA Regional Administrator for grant-specific information and issues; Patricia Levine, Director, Office of Resource Management and State Programs, (202) 366–2053, for general information about the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, the Elderly and Persons with Disabilities Program, the Rural Transit Assistance Program, or the Capital Program; or Robert Stout, Director, Office of Planning Operations, (202) 366–6385, for general information concerning the Metropolitan Planning Program and the State Planning and Research Program.

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I. Background

The fiscal year 1998 apportionments and allocations for the formula, capital, and transit planning and research programs were published in a Federal Register Notice on December 5, 1997, entitled ''FTA Fiscal Year 1998 Apportionments, Allocations and Program Information.'' That Notice contained apportioned funds based on the 1998 Appropriations Act and Federal transit laws, as well as funds available under the Surface Transportation Extension Act of 1997. Because the Surface Transportation Extension Act of 1997 only provided contract authority through March 31, 1998, FTA published (1) a listing of the full amount of the fiscal year 1998 apportionments and allocations for the formula, capital, and transit planning and research programs, based on the 1998 Appropriations Act and Federal transit laws; and (2) a listing of the partial amount of the apportionments and allocations, based on the fiscal year 1998 available funds for these programs, in accordance with the 1998 DOT Appropriations Act and the Surface Transportation Extension Act of 1997. Now that full year contract authority is provided under TEA–21, the full amount of the fiscal year 1998 apportionments and allocations is available for obligation.

II. FTA Fiscal Year 1998 Funds Available for Obligation

The total fiscal year 1998 apportionments and allocations for the formula, capital investment, and transit planning and research programs in the amount of $4,547,737,724 were

published in the Federal Register Notice of December 5, 1997. Full obligational authority for each of the amounts listed in the December 5, 1997, Notice is now provided for the following programs:

Section 5307 Urbanized Area Formula Program;

Section 5311 Nonurbanized Area Formula Program;

Section 5310 Elderly and Persons with Disabilities Program;

Section 5309 Capital Investment Program: Fixed-Guideway Modernization Program, and the Bus Capital Program.

Obligational authority for the following programs is not affected by this Notice because they received the full year's funding pursuant to the December 5, 1997, Federal Register Notice:

Section 5311(b) Rural Transit Assistance Program Funds;

Section 5309 New Starts Program;

Section 5303 Metropolitan Planning Program;

Section 5313(b) State Planning and Research Program.

Table 1 displays the amount of appropriations and funds available for each of the programs listed in this Notice.

III. Fiscal Year 1998 Revised Section 5307 Urbanized Area Formula Apportionments

The new law provides that, of the funds apportioned each fiscal year under the Urbanized Area Formula Program to urbanized areas of 200,000 or more in population, at least one percent shall be used for transit enhancement activities. It also requires that $4,849,950 shall be available annually to the Alaska Railroad for improvements to its passenger operations. Accordingly, the fiscal year 1998 Urbanized Area Formula apportionment has been revised to accommodate these two provisions.

The fiscal year 1998 funds appropriated and made available for Urbanized Area Formula grants total $2,303,702,677. After a deduction of .32343056 of one percent for Project Management Oversight ($7,450,879), $2,296,251,798 is available for apportionment to the urbanized areas and states. Of this amount, $4,834,264 ($4,849,950 less $15,6896 for PMO) is set aside for the Alaska Railroad. In addition to the balance of $2,291,417,534 of the appropriated funds, the revised apportionment also includes $7,162,381 in deobligated funds which have become available for reapportionment for the Urbanized Area Formula Program, leaving a balance of $2,298,579,915 to be apportioned to urbanized areas and states. Table 2 shows a revised apportionment of $2,303,414,179, which includes the Alaska Railroad.

There is no longer an operating assistance limitation for areas under 200,000 in population. TEA–21 eliminates Federal financing of operating expenses for areas 200,000 and above effective immediately.

Also indicated on Table 2 is the amount set aside for transit enhancements as provided in TEA–21. See Section VII.D of this Notice for a further discussion of transit enhancement funds. This transit enhancement provision is effective immediately.

IV. Fiscal Year 1998 Revised Section 5309 Fixed Guideway Modernization Apportionments

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

TEA–21 specifically required the FTA to revise the fiscal year 1998 Fixed Guideway Modernization funds using the new formula. This has resulted in generally minor changes in the amounts available. However, one area, Worcester, Massachusetts, is no longer eligible, because the fixed guideway segment attributable to that urbanized area was not in place as of October 1, 1990. For the fiscal year 1998 revised apportionments, sufficient funds were available to allocate only to the first five tiers. The revised apportionments are contained in Table 3. For the reapportionment of fiscal year 1998 funds, Tier 5 uses Urbanized Area Formula Program fixed guideway tier formula factors that were used to apportion the fiscal year 1998 Fixed Guideway allocations in the December 5, 1997, Federal Register Notice. Any fixed guideway segment that is less than seven years old has been deleted from this data base.

For fiscal year 1998, there is an $800,000,000 obligation limitation for fixed guideway modernization. After a deduction of .32343056 of one percent for Project Management Oversight ($2,587,445), $797,412,555 is available for apportionment to the specified urbanized areas.

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

Tier 1

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

Tier 2

The next $70,000,000 shall be apportioned as follows: Tier 2B: 50 percent to areas identified in Tier 1; and Tier 2B: 50 percent to other urbanized areas with fixed guideway in operation at least seven years. Funds for both Tiers 2A and 2B are apportioned using the Urbanized Area Formula Program fixed guideway tier formula factors that were used to apportion funds for the Fixed Guideway Modernization Program in fiscal year 1997.

Tier 3

The next $5,700,000 shall be apportioned to the following urbanized areas as follows: Pittsburgh, 61.76 percent; Cleveland, 10.73 percent; New Orleans, 5.79 percent; the remaining 21.72 percent is apportioned to areas in Tier 2B using the fixed guideway tier formula factors used in fiscal year 1997.

Tier 4

The next $186,600,000 shall be apportioned to all eligible areas using the fixed guideway tier formula factors used in fiscal year 1997.

Tier 5

The next $70,000,000 shall be apportioned as follows: 65 percent to the eleven areas specified in Tier I, and 35 percent to all other urbanized areas using the most current urbanized area formula program fixed guideway tier formula factors. Any segment this is less than seven years old has been deleted from this data base.

Tier 6

The next $50,000,000 shall be apportioned as follows: 60 percent to the eleven areas specified in Tier I, and 30 percent to the other urbanized areas with fixed guideway system segments in

revenue service for at least seven years. Allocations will be based on the latest available route miles and revenue vehicle miles for fixed guideway segments at least seven years old as reported to the National Transit Database.

Tier 7

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

V. Fiscal Year 1998 Revised Section 5309 Bus Allocations

TEA–21 provides funding for a Bus Testing Facility in the amount of $3,000,000 and a Fuel Cell Bus Program in the amount of $4,850,000 in fiscal year 1998. These two programs were not provided for in the original allocations; therefore, all bus allocations have been reduced on a prorated basis to accommodate these two additional activities. Table 4 displays the revised allocations.

VI. Transit Authorization Levels Under TEA–21

TEA–21 provides a combination of trust and general fund authorizations that total $42.0 billion over the six year period, fiscal years 1998—2003. However, $36 billion is guaranteed funds included under the discretionary spending cap. TEA–21 includes $6 billion above the guaranteed level. See Table 5 for the guaranteed funding levels by program, and Table 5A for the guaranteed and nonguaranteed levels by program.

TEA–21 authorizes 191 New Starts projects. Of this number, 108 projects are authorized for final design and construction funding and 68 projects are authorized for alternatives analysis and preliminary engineering funding. Of these, 34 projects have specific dollar amounts associated with them. An additional 15 projects have specific dollar amounts but are not included in the first two lists. All earmarks are listed in Table 6 by area and project, including the dollar amount if specified. Projects authorized for alternatives analysis and preliminary engineering also become authorized for final design and construction as of October 1, 2000.

TEA–21 contains a provision that makes $10,400,000 available from Section 5309 New Starts funds in fiscal years 1999—2003 for ferry boat capital projects in Alaska or Hawaii. These projects may be ferry boats or ferry terminal facilities or approaches to ferry terminal facilities. TEA–21 also authorizes an additional $3,600,000 from Section 5309 New Start nonguaranteed funds in fiscal years 1999—2003 for ferry projects as defined above.

It should be noted that projects earmarked in TEA–21 are subject to Congressional actions in later appropriations bills.

Also authorized are project specific allocations in fiscal years 1999 and 2000 for 158 Capital Investment Bus projects totaling $539,637,000. These projects by amount and area are displayed on Table 7.

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

VII. Changes Affecting FTA Formula, Capital Investment, and Planning Programs

A. Capital Project Definitions

TEA–21 amends the definition of a capital project placing several new items in the general definition and formally codifying in the FTA authorizing statute several items that had been modified in the past through appropriations acts.

Following is the definition of a capital project contained in TEA–21. The term 'capital project' means a project for:

1. Acquiring, constructing, supervising or inspecting equipment or a facility for use in mass transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights of way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
2. Rehabilitating a bus;
3. Remanufacturing a bus;
4. Overhauling rail rolling stock;
5. Preventive maintenance;
6. Leasing equipment or a facility for use in mass transportation subject to regulations the Secretary prescribes limiting the leasing arrangements to those that are more cost-effective than acquisition or construction;
7. Joint development: a mass transportation improvement that enhances economic development or incorporates private investment, including commercial and residential development, pedestrian and bicycle access to a mass transportation facility, and the renovation and improvement of historic transportation facilities, because the improvement enhances the effectiveness of a mass transportation project and is related physically or functionally to that mass transportation project or establishes new or enhanced coordination between mass transportation and other transportation, and provides a fair share of revenue for mass transportation that will be used for mass transportation—

(a) Including property acquisition, demolition of existing structures, site preparation, utilities, building foundations, walkways, open space, safety and security equipment and facilities (including lighting, surveillance, and related intelligent transportation system applications), facilities that incorporate community services such as daycare and health care, and a capital project for, and improving, equipment or a facility for an intermodal transfer facility or transportation mall, except that a person making an agreement to occupy space in a facility under this subparagraph shall pay a reasonable share of the costs of the facility through rental payments and other means; and

(b) Excluding construction of a commercial revenue-producing facility or a part of a public facility not related to mass transportation;

8. The introduction of new technology, through innovative and improved products, into mass transportation; or
9. The provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), but only for grant recipients that are in compliance with applicable requirements of that Act, including both fixed route and demand responsive service, and only for amounts not to exceed 10 percent of such recipient's annual formula apportionment under sections 5307 and 5311.''

B. Operating Assistance

Operating assistance for urbanized areas with populations under 200,000 continues to be available, at the Federal/local share ratio of 50/50, with no limitation on the amount of a grantee's

apportionment that may be used for operating assistance. Operating assistance funds for urbanized areas with populations of 200,000 and above are no longer available as of effective date of TEA–21.

For fiscal year 1999 and thereafter, operating assistance is available only to nonurbanized and urbanized areas with populations under 200,000. For these smaller areas, there is no limitation on the amount of the apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50. However, for both categories of urbanized areas, many of the activities formerly funded by FTA with operating assistance are now eligible capital items under the category of preventive maintenance. Operating assistance as a capital project with an 80 percent federal match ratio will continue for fiscal year 1998 for areas under 200,000. Operating assistance at the 80/20 match will not be available in fiscal year 1999 or thereafter.

C. Preventive Maintenance

Preventive maintenance, an expense that became eligible for FTA capital assistance with the DOT 1998 Appropriations Act, is now eligible for FTA capital assistance under TEA–21, so that fiscal year 1998 funds and subsequent fiscal year appropriations may be used for preventive maintenance. Preventive maintenance costs, as in fiscal year 1998, are defined as all maintenance costs. For general guidance as to the definition of eligible maintenance costs, the grantee should refer to the definition of maintenance in the most recent National Transit Database reporting manual. A grantee may continue to request assistance for capital expenses under the FTA policies governing associated capital maintenance items (spare parts), maintenance of vehicles leased under contract, and vehicle overhauls; or a grantee may choose to capture all maintenance under preventive maintenance. If a grantee purchases service instead of operating service directly, and maintenance is included in the contract for that purchased service, then the grantee may apply for preventive maintenance capital assistance for the actual maintenance costs of the purchased service.

For accounting purposes, the grantee is cautioned not to confuse the fact that an item generally considered to be an operating expense is now eligible for FTA capital assistance. Generally accepted accounting principles and the grantee's accounting system determine those costs that are to be accounted for as operating costs. The National Transit Database Reporting System (NTD) follows generally accepted accounting principles, and so a grantee reporting to the NTD must report the operating costs the grantee has incurred as operating costs regardless of grant eligibility as capital. Nevertheless, under provisions of the fiscal year 1998 Appropriations Act, and now under provisions of TEA–21, some of those operating costs, while continuing to be accounted for as operating costs in the grantee's accounting records, are now eligible for FTA capital assistance. Grantees may not count the same costs twice.

D. Transit Enhancements

TEA–21 establishes a one percent set-aside for transit enhancements under the Urbanized Area Formula Program for areas 200,000 and above in population. The term ''transit enhancement'' includes projects that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities. Eligible projects are: (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.

One percent of the urbanized area formula apportionment in urbanized areas with a population of 200,000 and above shall be available only for transit enhancements. Table 2 indicates the amount set aside for enhancements in urbanized areas of 200,000 and above. If these funds are not obligated for transit enhancement projects by three years following the fiscal year in which the funds are apportioned, the funds shall be reapportioned under the urbanized area formula program.

The project budget for each urbanized area formula grant application which includes enhancement funds shall include a scope code for transit enhancements and specific budget line activity items for transit enhancements. Transit enhancements may exceed the one percent set-aside. However, items that are only eligible as enhancements such as operating costs for historic facilities may only be funded with the enhancement funds.

Recipients of the one percent set-aside enhancement funds shall submit a report to the appropriate FTA regional office listing the projects carried out during the fiscal year with those funds. This report shall be part of the recipient's annual certification to the FTA. If at all possible, the report should be submitted electronically and should utilize the budget line item codes used in the approved project budget.

Under a related provision, projects providing bicycle access to mass transportation funded with the enhancement set-aside shall be funded at a 95 percent Federal share.

E. Proceeds From Sale of Assets

TEA–21 provides an additional option for handling proceeds from the sale of federally-funded assets. This new provision allows the recipient, with FTA approval, to sell, transfer, or lease real property, equipment, or supplies acquired with FTA assistance and no longer needed for transit purposes. The net proceeds of the transaction may then be used to reduce the gross project cost of other Federally-assisted capital transit projects.

If the asset is identified as no longer needed by the grantee for public transportation purposes, and determined by FTA as eligible for disposition, then the new requirements would apply. That is, the proceeds could be retained by the grantee and used to reduce the gross project costs of another Federally-assisted capital transit project prior to applying for Federal financial assistance.

If the asset is to be retained in transit use after being transferred, sold, or leased, such as by another transit provider or in a joint development project, then existing requirements would apply.

Previous provisions continue to allow the recipient of assistance to transfer assets to another public agency to be used for a public purpose. Additional information is available from the appropriate FTA Regional Office.

F. Revenue Bond Proceeds as Local Share

Beginning with fiscal year 1999, and permissible thereafter, a recipient of assistance under the Urbanized Area Formula Program (Section 5307) and the Capital Program (Section 5309), may use as the local share for capital projects the proceeds from the issuance of bonds that are backed by future revenue from the farebox. This provision of TEA–21 is expected to help reduce borrowing costs for transit authorities. Under this

provision, using the proceeds of the revenue bonds as matching share will be approved only if the aggregate amount of financial support from the State and affected local governmental authorities in the urbanized area during the next three fiscal years is not less than the aggregate amount provided by the State and affected local governmental authorities in the urbanized area during the preceding three fiscal years (as is made evident in the State Transportation Improvement Program).

G. Notice of Pre-Award Authority To Incur Project Costs

Since fiscal year 1994, FTA has provided pre-award authority to cover certain planning and capital costs prior to grant award. This automatic pre-award spending authority permits a grantee to incur costs on an eligible transit capital or planning project without prejudice to possible future Federal participation in the cost of the project or projects. Prior to exercising pre-award authority, grantees are strongly encouraged to consult with the appropriate regional office where there could be any question regarding the eligibility of the project for future FTA funds.

Authority to incur costs for fiscal year 1998 Fixed Guideway Modernization, Metropolitan Planning, Urbanized Area Formula, Elderly and Persons with Disabilities, Nonurbanized Area Formula, and State Planning and Research Programs in advance of possible future Federal participation was provided in the December 5, 1997, Federal Register Notice. This pre-award authority now also extends to future formula funds that will be apportioned during the authorization period of TEA–21, 1998–2003. Pre-award authority also applies to Capital Bus funds identified in the December 5, 1997, notice. This pre-award authority also applies to projects intended to be funded with STP or CMAQ funds transferred to FTA in fiscal year 1998. This pre-award authority for STP or CMAQ funds is now extended for the 1998–2003 authorization period of TEA–21. Pre-award authority applies to FTA funds and flexible funds provided the conditions in paragraphs (1) and (2) below are met. The pre-award authority does not apply to Capital New Start funds, or to Capital Bus projects not specified in this or previous notices. Pre-award authority also applies to preventive maintenance costs incurred within a local fiscal year ending during calendar year 1997, or thereafter, under the formula programs cited above.

1. Conditions

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

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

b. All FTA statutory, procedural, and contractual requirements must be met.

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

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

e. 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.

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

2. Environmental, Planning, and Other Federal Requirements

FTA emphasizes that all of the Federal grant requirements must be met for the project to remain eligible for Federal funding. Some of these requirements must be met before pre-award costs are incurred, notably the requirements of the National Environmental Policy Act (NEPA), and the planning requirements. Compliance with NEPA and other environmental laws or executive orders (e.g., protection of parklands, wetlands, historic properties) must be completed before state or local funds are advanced for a project expected to be subsequently funded with FTA funds. Depending on which class the project is included under in FTA's environmental regulations (23 CFR part 771), the grantee may not advance the project beyond planning and preliminary engineering before FTA has approved either a categorical exclusion (refer to 23 CFR part 771.117(d)), a finding of no significant impact, or a final environmental impact statement. The conformity requirements of the Clean Air Act (40 CFR part 51) also must be fully met before the project may be advanced with non-Federal funds.

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

Before an applicant may incur costs either for activities expected to be funded by New Start funds, or for Bus Capital projects not listed in the December 5, 1997, Federal Register Notice, 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.

H. Metropolitan Planning

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

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

incorporate changes to the planning program.

I. New Starts Evaluation and Criteria

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

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

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

VIII. New Programs Authorized by TEA–21

A. Clean Fuels Formula Program

1. Definition and Eligible Projects

The Clean Fuels Formula Program will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses. Clean fuel buses include those powered by compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alchohol-based fuels, hybrid electric, fuel cell and certain clean diesel, and other low or zero emissions technology, and which the Environmental Protection Agency (EPA) has certified sufficiently reduces harmful emissions. Eligible projects include:

a. purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure;

b. constructing or leasing clean fuel buses or electrical recharging facilities and related equipment;

c. improving existing mass transportation facilities to accommodate clean fuel buses;

d. repowering pre-1993 engines with clean fuel technology that meets the current urban bus emission standards;

e. retrofitting or rebuilding pre-1993 engines if before half life to rebuild; and may,

f. at the discretion of the FTA, projects relating to clean fuel, biodiesel, hybrid electric or zero emissions technology vehicles that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.

2. Application and Apportionment Deadlines

Any designated recipient seeking to apply for a grant under this section shall submit an application to FTA no later than January 1 of each fiscal year. No later than February 1 of each fiscal year FTA shall apportion funds to designated recipients who submitted applications. FTA is required to issue regulations to implement this program.

3. Formula for Apportioning Funds

a. Areas 1,000,000 and above. Two thirds of the funds available shall be apportioned to designated recipients with eligible projects in urban areas with a population of 1,000,000 and above. Of this, 50 percent shall be apportioned so that each designated recipient receives a grant in an amount equal to the ratio between:

(1) the number of vehicles in the bus fleet of the eligible project, weighted by the severity of nonattainment for the area in which the eligible project is located; and

(2) the total number of vehicles in the bus fleets of all eligible projects in areas with a population of 1,000,000 and above funded, weighted by the severity of nonattainment for all areas in which those eligible projects are located as provided in c. below. The remaining 50 percent shall be apportioned such that each designated recipient receives a grant in an amount equal to the ratio between:

(a) the number of bus passenger miles of the eligible project of the designated recipient, weighted by the severity of nonattainment of the area in which the eligible project is located as provided in c. below.

(b) the total number of bus passenger miles of all eligible projects in areas with a population of 1,000,000 and above funded, weighted by the severity of nonattainment of all areas in which those eligible projects are located as provided in c. below.

b. Areas under 1,000,000 Population. The formula for areas under 1,000,000 is the same as for areas 1,000,000 and above, except that in areas 1,000,000 and above the formula uses a pool of all eligible projects in areas with a population of 1,000,000 and above and the formula for areas under 1,000,000 uses a pool of all eligible project for areas under 1,000,000.

c. Weighting Factors. The number of clean fuel vehicles in the fleet or the number of passenger miles shall be multiplied by a factor of:

(1) 1.0 if, at the time of the apportionment, the area is a maintenance area for ozone or carbon monoxide;

(2) 1.1 if, at the time of the apportionment, the area is classified as a marginal ozone nonattainment area or a marginal carbon monoxide nonattainment area;

(3) 1.2 if, at the time of the apportionment, the area is classified as a moderate ozone nonattainment area or a moderate carbon monoxide nonattainment area;

(4) 1.3 if, at the time of the apportionment, the area is classified as a serious ozone nonattainment area or a serious carbon monoxide nonattainment area;

(5) 1.4 if, at the time of the apportionment, the area is classified as a severe ozone nonattainment area or a severe carbon monoxide nonattainment area;

(6) 1.5 if, at the time of the apportionment, the area is classified as an extreme ozone nonattainment area or an extreme carbon monoxide nonattainment area;

(7) The fleet and passenger miles for an eligible project shall also be multiplied by a factor of 1.2 in those areas that are both nonattainment for carbon monoxide and are also classified as nonattainment or maintenance for ozone.

Note: Certain of the carbon monoxide categories are inconsistent with the categories established by the Clean Air Act, as amended.

d. Limitation on Use of Funds and Maximum Grant Amounts. The amount of a grant to a designated recipient shall not exceed the lesser of $15,000,000 in areas under 1,000,000 population, or $25,000,000 in areas with a population of 1,000,000 and above, or 80 percent of the total project cost.

No more than $50,000,000 of the amount made available each year may be available to fund clean diesel buses.

No more than five percent of the amount made available may be available to fund retrofitting or replacement of the engines of buses that do not meet the clean air standards of the EPA.

At least five percent of the total program funding must be used for the

purchase or construction of hybrid electric or battery-powered buses or facilities designed to service those buses.

4. Availability of Funds

TEA–21 authorizes $200,000,000 each year for the Clean Fuels Formula Program. However, only $100,000,000 each year is within the guaranteed funding level. Any amount made available shall remain available to a project for one year after the fiscal year for which the amount is made available and any funds that remain unobligated at the end of the second fiscal year shall be added to the amount made available in the following fiscal year.

FTA will issue guidance and application instructions for this program.

B. Job Access and Reverse Commute Program

1. Definition and Eligible Projects

The Job Access and Reverse Commute Program, to develop additional transportation services needed to connect welfare recipients and other low income persons to jobs and needed support services, is authorized at $150 million annually. However, the amounts under the guaranteed funding level start at $50 million in fiscal year 1999 and increases to $150 million in fiscal year 2003.

A Job Access project is a project designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The grants may finance capital projects and operating cost of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote the use of transit by workers with nontraditional work schedules; promote the use by appropriate agencies of transit vouchers for welfare recipients and eligible low-income individuals; and promote the use of employer provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986.

A Reverse Commute project is a project related to the development of transportation services designed to transport residents from urban areas, urbanized areas and nonurbanized areas to suburban employment opportunities. Eligible projects include projects which subsidize the costs associated with adding reverse commute bus, train, carpool, van routes or service from urbanized and nonurbanized areas to suburban work places; subsidize the purchase or lease by a nonprofit organization or public agency of a bus or bus dedicated to shuttling employees from their residences to a suburban work place; or otherwise facilitate the provision of mass transportation services to suburban employment opportunities. Planning and coordination are not eligible activities under this program.

2. Factors for Consideration

There will be a competitive grant selection process and TEA–21 contains specific factors for consideration in awarding grants under this program. Factors include:

a. The percentage of the population in the area to be served by the applicant that are welfare recipients;

b. The need for additional transportation services in the area to be served;

c. The extent to which the applicant demonstrates:

(1) Coordination with and the financial commitment of existing transportation service providers; and

(2) Coordination with the State agency that administers the State program funded under part A of Title IV of the Social Security Act;

d. Maximum utilization of existing transportation service providers and expanded transit networks or hours of service,

e. Innovative approach that is responsive to identified service needs;

f. The extent to which the applicant for a Job Access project:

(1) Presents a regional transportation plan for addressing the transportation needs of welfare recipients and eligible low income individuals, and

(2) Identifies long-term financing strategies to support the services;

g. The extent to which the applicant demonstrates that the community to be served has been consulted in the planning process; and

h. For Reverse Commute projects, the need for additional services identified in a regional transportation plan to transport individuals to suburban employment opportunities and the extent to which the proposed services will address these needs.

3. Availability of Funds and Grant Requirements

Of the funds made available under this program, 60 percent shall be allocated for eligible projects in urbanized areas with populations of 200,000 and above. Twenty percent shall be allocated for eligible projects in urbanized areas with populations under 200,000. Twenty percent shall be allocated for eligible projects in nonurbanized areas.

The program has a 50 percent federal share. Certain other Federal funds may be used to meet the 50 percent local match requirement. The requirements of Section 5307, the Urbanized Area Formula Program, apply to these grants. All planning requirements apply to these grants.

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

C. Over-the-Road Bus Accessibility Program

TEA–21 establishes the Rural Transportation Accessibility Incentive Program, hereinafter referred to as the Over-the-Road Bus Accessibility Program. This program is designed to assist operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation's anticipated final rule regarding accessibility of over-the-road buses required by the Americans with Disabilities Act.

Beginning in fiscal year 1999, funding will be available for operators of over-the-road buses in intercity fixed route service, starting with $2 million in fiscal year 1999 and increasing to $5.25 million in fiscal year 2003. In addition, beginning in fiscal year 2000, an additional $6.8 million each year will also be available for operators of other over-the-road bus service, including local commuter service and charter or tour service. Total funding authorized through fiscal year 2003 is $17,500,000 for fixed route over-the-road bus operators and $27,200,000 for operators of other over-the road bus services. (Note: The pending technical correction bill decreases the $6.8 million a year for operators of other over-the-road service to a total of $6.8 million for the four years, fiscal years 2000–2003.)

TEA–21 directs FTA to conduct a national solicitation for applications. FTA must select the recipients of grants on a competitive basis, considering the following criteria:

1. The identified need for over-the-road bus accessibility for persons with disabilities in the areas served by the operator;

2. The extent to which the applicant demonstrates innovative strategies and financial commitment to providing access to over-the-road buses to persons with disabilities;

3. The extent to which the over-the-road bus operator acquires equipment required by the final rule prior to any required timeframe in the final rule;

4. The extent to which financing the costs of complying with the DOT's final rule regarding accessibility of over-the-

road buses presents a financial hardship for the applicant; and

5. The impact of accessibility requirements on the continuation of over-the-road bus service, with particular consideration of the impact of the requirements on service to rural areas and for low-income individuals.

The Federal share shall not exceed 50 percent of the project cost. The grants under this new program will be subject to all of the terms and conditions applicable to intercity bus operators assisted under the nonurbanized formula program and any other terms and conditions FTA prescribes.

FTA will issue implementing guidance.

D. Single State Pilot Program for Intercity Rail Infrastructure Investment

TEA–21 establishes a pilot program to determine the benefits of using transit funds to support intercity passenger rail service in the State of Oklahoma. Any assistance provided to the State of Oklahoma under Sections 5307 and 5311 during fiscal years 1998–2003 may be used for capital improvements to, and operating assistance for, intercity passenger rail service. The Secretary must submit to the House Transportation and Infrastructure Committee and Senate Banking, Housing and Urban Affairs Committee by October 1, 2002, a report which evaluates the pilot program. The evaluation must address the effect of the pilot program on alternative forms of transportation within the State, the effects on operators of mass transportation and their passengers; a calculation of the amount of Federal assistance provided for intercity passenger rail service; and an estimate of the benefits to intercity passenger rail service.

E. State Infrastructure Banks Pilot Program

The State Infrastructure Bank program was first authorized as a pilot program under the National Highway System Designation Act of 1995. TEA–21 provides for a revised pilot program in four states, California, Florida, Missouri and Rhode Island. These four states may enter into new or revised cooperative agreements that specify procedures and guidelines for establishing, operating and providing assistance from the infrastructure bank. These four states may capitalize the infrastructure bank with funds from Section 5307, 5310 and 5311 as well as with Federal highway funds. There is no limitation on the amount of Federal funds that may be used to capitalize the bank as there was under the original pilot program.

TEA–21 specifies that the requirements of Titles 23 and 49, United States Code, shall apply to repayments from non-Federal sources to an infrastructure bank from projects assisted by the bank. Such repayment shall be considered to be Federal funds. Repayments from Federal sources will also be subject to the requirements of Titles 23 and 49. In addition, for transit projects, the requirements for Sections 5307 and 5309 projects will apply.

IX. General Information

For technical assistance purposes, the Fiscal Years 1998–2003 Apportionment Formula for Sections 5307 and 5311 are contained in Table 8. Table 9 displays the FTA Fiscal Years 1998–2003 Apportionment Formula for the Section 5309 Fixed Guideway Modernization Funding. The FTA Fiscal Years 1999–2003 Apportionment Formula for the Section 5308 Clean Fuels Formula Program is shown on Table 10. Displayed on Table 11 are the dollar unit values of data derived from the computations of the fiscal year 1998 revised Urbanized Area Formula Apportionment and the Fixed Guideway Modernization Apportionment.

This Notice is included on the FTA Home Page and may be accessed at www.fta.dot.gov.

Issued on: June 18, 1998.

Gordon J. Linton,

Administrator.

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TABLE 1

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED APPROPRIATIONS AND FUNDS AVAILABLE FOR GRANT PROGRAMS

SOURCES OF FUNDS	FY 1998 APPROPRIATIONS/ FUNDS AVAILABLE
SECTION 5307 URBANIZED AREA FORMULA PROGRAM AND SECTION 5311 NONURBANIZED AREA FORMULA PROGRAM	$2,437,780,611
SECTION 5307 URBANIZED AREA FORMULA PROGRAM	$2,303,702,677
94.5% of Total Available for Urbanized Area Formula and Nonurbanized Area Formula Programs	
Less Oversight (.32343056 of 1 percent of total)	(7,450,879)
Set-Aside for Alaska Railroad ($4,849,950 less $15,686 for Oversight)	(4,834,264)
Reapportioned Funds Added	*7,162,381*
Total Apportioned	$2,298,579,915
Alaska Railroad	4,834,264
Total Section 5307	$2,303,414,179
SECTION 5311 NONURBANIZED AREA FORMULA PROGRAM	$134,077,934
5.5% of Total Available for Urbanized Area Formula and Nonurbanized Area Formula Programs	
Less Oversight (.32343056 of 1 percent)	(433,649)
Reapportioned Funds Added	*1,174,760*
Total Apportioned	$134,819,045
SECTION 5311(b) RTAP PROGRAM	$4,500,000
Reapportioned Funds Added	178,778
Total Apportioned	$4,678,778
SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM	$62,219,389
Reapportioned Funds Added	2,272
Total Apportioned	$62,221,661
SECTION 5309 CAPITAL PROGRAM	$2,000,000,000
SECTION 5309 FIXED GUIDEWAY MODERNIZATION	$800,000,000
Less Oversight (.32343056 of 1 percent)	(2,587,445)
Total Apportioned	$797,412,555
SECTION 5309 NEW STARTS	$800,000,000
Less Oversight (.32343056 of 1 percent)	(2,587,445)
Total Allocated	$797,412,555
SECTION 5309 BUS	$400,000,000
Less Oversight (.32343056 of 1 percent)	(1,293,722)
Reprogrammed Funds	975,000
Total Allocated	$399,681,278
SECTION 5303 METROPOLITAN PLANNING PROGRAM	$39,500,000
Reapportioned Funds Added	125,587
Total Apportioned	$39,625,587
SECTION 5313(b) STATE PLANNING AND RESEARCH PROGRAM	$8,250,000
Reapportioned Funds Added	222,086
Total Apportioned	$8,472,086
TOTAL APPROPRIATIONS (Above Grant Programs)	$4,552,250,000

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TABLE 2

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 ONE PERCENT TRANSIT ENHANCEMENT	FY 1998 REVISED APPORTIONMENT
OVER 1,000,000 IN POPULATION	16,915,485	$1,691,548,492
200,000-1,000,000 IN POPULATION	3,860,366	386,036,619
50,000-200,000 IN POPULATION		225,829,068
NATIONAL TOTAL	$20,775,851	$2,303,414,179

URBANIZED AREA/STATE	FY 1998 ONE PERCENT TRANSIT ENHANCEMENT	FY 1998 REVISED APPORTIONMENT
Amounts Apportioned to Urbanized Areas Over 1,000,000 in Population:		
Atlanta, GA	$334,930	$33,493,001
Baltimore, MD	279,074	27,907,447
Boston, MA	638,661	63,866,105
Chicago, IL-Northwestern IN	1,522,302	152,230,242
Cincinnati, OH-KY	114,004	11,400,403
Cleveland, OH	198,520	19,852,012
Dallas-Fort Worth, TX	309,500	30,949,974
Denver, CO	205,394	20,539,442
Detroit, MI	275,688	27,568,753
Ft Lauderdale-Hollywood-Pompano Beach, FL.	156,565	15,656,545
Houston, TX	340,340	34,033,956
Kansas City, MO-KS	78,320	7,831,983
Los Angeles, CA	1,551,560	155,155,958
Miami-Hialeah, FL	300,216	30,021,632
Milwaukee, WI	144,271	14,427,089
Minneapolis-St. Paul, MN	206,959	20,695,944
New Orleans, LA	129,044	12,904,375
New York, NY-Northeastern NJ	4,919,344	491,934,425
Norfolk-Virginia Beach-Newport News, VA	100,956	10,095,642
Philadelphia, PA-NJ	874,764	87,476,360
Phoenix, AZ	182,638	18,263,751
Pittsburgh, PA	249,265	24,926,498
Portland-Vancouver, OR-WA	186,261	18,626,103
Riverside-San Bernardino, CA	138,401	13,840,060
Sacramento, CA	106,213	10,621,336
San Antonio, TX	150,993	15,099,333
San Diego, CA	317,163	31,716,311
San Francisco-Oakland, CA	896,465	89,646,535
San Jose, CA	236,699	23,669,888
San Juan, PR	251,421	25,142,051
Seattle, WA	427,397	42,739,668
St. Louis, MO-IL	196,932	19,693,219
Tampa-St. Petersburg-Clearwater, FL	134,799	13,479,853
Washington, DC-MD-VA	760,426	76,042,598
TOTAL.....	$16,915,483	$1,691,548,492

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 ONE PERCENT TRANSIT ENHANCEMENT	FY 1998 REVISED APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in Population:		
Akron, OH	$48,310	$4,831,036
Albany-Schenectady-Troy, NY	54,098	5,409,805
Albuquerque, NM	43,406	4,340,612
Allentown-Bethlehem-Easton, PA-NJ	37,264	3,726,366
Anchorage, AK	18,901	1,890,085
Ann Arbor, MI	28,692	2,869,196
Augusta, GA-SC	14,473	1,447,316
Austin, TX	97,953	9,795,312
Bakersfield, CA	28,448	2,844,765
Baton Rouge, LA	24,070	2,407,003
Birmingham, AL	33,480	3,347,977
Bridgeport-Milford, CT	50,003	5,000,337
Buffalo-Niagara Falls, NY	97,728	9,772,805
Canton, OH	14,564	1,456,355
Charleston, SC	23,320	2,332,023
Charlotte, NC	47,032	4,703,240
Chattanooga, TN-GA	19,683	1,968,330
Colorado Springs, CO	32,522	3,252,161
Columbia, SC	21,932	2,193,173
Columbus, GA-AL	13,589	1,358,890
Columbus, OH	88,768	8,876,807
Corpus Christi, TX	30,765	3,076,548
Davenport-Rock Island-Moline, IA-IL	23,180	2,317,969
Dayton, OH	92,374	9,237,379
Daytona Beach, FL	26,650	2,664,984
Des Moines, IA	20,577	2,057,734
Durham, NC	26,063	2,606,340
El Paso, TX-NM	70,024	7,002,439
Fayetteville, NC	13,406	1,340,597
Flint, MI	30,546	3,054,570
Fort Myers-Cape Coral, FL	17,619	1,761,935
Fort Wayne, IN	15,683	1,568,287
Fresno, CA	42,501	4,250,142
Grand Rapids, MI	32,146	3,214,573
Greenville, SC	14,590	1,458,960
Harrisburg, PA	17,894	1,789,394
Hartford-Middletown, CT	69,489	6,948,867
Honolulu, HI	166,775	16,677,525
Indianapolis, IN	73,957	7,395,703
Jackson, MS	15,974	1,597,449
Jacksonville, FL	63,246	6,324,563
Knoxville, TN	19,323	1,932,290
Lansing-East Lansing, MI	25,969	2,596,937
Las Vegas, NV	113,267	11,326,725
Lawrence-Haverhill, MA-NH	26,329	2,632,923
Lexington-Fayette, KY	15,536	1,553,575
Little Rock-North Little Rock, AR	23,106	2,310,607
Lorain-Elyria, OH	$10,789	$1,078,858
Louisville, KY-IN	82,663	8,266,281
Madison, WI	37,283	3,728,264

TABLE 2

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 ONE PERCENT TRANSIT ENHANCEMENT	FY 1998 REVISED APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in Population (Continued):		
McAllen-Edinburg-Mission, TX	11,176	1,117,649
Melbourne-Palm Bay, FL	27,953	2,795,295
Memphis, TN-AR-MS	73,959	7,395,899
Mobile, AL	17,011	1,701,090
Modesto, CA	23,295	2,329,490
Montgomery, AL	10,780	1,077,956
Nashville, TN	43,568	4,356,814
New Haven-Meriden, CT	79,668	7,966,809
Ogden, UT	24,829	2,482,937
Oklahoma City, OK	40,171	4,017,053
Omaha, NE-IA	45,872	4,587,183
Orlando, FL	112,780	11,277,956
Oxnard-Ventura, CA	57,422	5,742,242
Pensacola, FL	15,572	1,557,185
Peoria, IL	15,601	1,560,098
Providence-Pawtucket, RI-MA	129,256	12,925,564
Provo-Orem, UT	23,995	2,399,506
Raleigh, NC	24,305	2,430,500
Reno, NV	28,311	2,831,102
Richmond, VA	47,851	4,785,067
Rochester, NY	57,639	5,763,858
Rockford, IL	14,842	1,484,223
Salt Lake City, UT	102,074	10,207,372
Sarasota-Bradenton, FL	31,709	3,170,934
Scranton-Wilkes-Barre, PA	26,562	2,656,153
Shreveport, LA	21,860	2,186,047
South Bend-Mishawaka, IN-MI	17,952	1,795,191
Spokane, WA	48,177	4,817,707
Springfield, MA-CT	49,911	4,991,120
Stockton, CA	29,179	2,917,921
Syracuse, NY	37,772	3,777,219
Tacoma, WA	81,548	8,154,822
Toledo, OH-MI	40,518	4,051,783
Trenton, NJ-PA	40,383	4,038,250
Tucson, AZ	68,177	6,817,668
Tulsa, OK	36,881	3,688,140
West Palm Beach-Boca Raton-Delray Bch, FL	114,610	11,460,999
Wichita, KS	25,638	2,563,834
Wilmington, DE-NJ-MD-PA	49,733	4,973,257
Worcester, MA-CT	35,695	3,569,542
Youngstown-Warren, OH	20,172	2,017,172
TOTAL	$3,860,367	$386,036,619

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population:	
ALABAMA:	$4,146,301
Anniston, AL	399,939
Auburn-Opelika, AL	320,871
Decatur, AL	366,213
Dothan, AL	307,590
Florence, AL	428,521
Gadsden, AL	378,741
Huntsville	1,202,290
Tuscaloosa, AL	742,136
ALASKA:	$4,834,264
Alaska Railroad	4,834,264
ARIZONA:	$1,085,318
Flagstaff, AZ	426,966
Yuma, AZ-CA (AZ)	658,352
ARKANSAS:	$1,584,185
Fayetteville-Springdale, AR	437,207
Fort Smith, AR-OK (AR)	595,158
Pine Bluff, AR	402,196
Texarkana, TX-AR (AR)	149,624
CALIFORNIA:	$24,266,106
Antioch-Pittsburg, CA	1,372,307
Chico, CA	599,177
Davis, CA	727,363
Fairfield, CA	883,409
Hemet-San Jacinto, CA	737,024
Hesperia-Apple Valley-Victorville, CA	940,228
Indio-Coachella, CA	445,659
Lancaster-Palmdale, CA	1,581,489
Lodi, CA	619,145
Lompoc, CA	380,251
Merced, CA	676,012
Napa, CA	706,359
Palm Springs, CA	880,005
Redding, CA	508,833
Salinas, CA	1,339,007
San Luis Obispo, CA	634,106
Santa Barbara, CA	2,071,506
Santa Cruz, CA	1,071,152
Santa Maria, CA	974,545
Santa Rosa, CA	1,889,534
Seaside-Monterey, CA	1,269,728
Simi Valley, CA	1,201,888
Vacaville, CA	729,634
Visalia	833,402
Watsonville, CA	459,136

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
CALIFORNIA (Continued):	
Yuba City, CA	732,599
Yuma, AZ-CA (CA)	2,608
COLORADO:	$4,471,268
Boulder, CO	994,924
Fort Collins, C0	828,677
Grand Junction, CO	471,816
Greeley, CO	662,789
Longmont, CO	603,993
Pueblo, CO	909,069
CONNECTICUT:	$14,671,901
Bristol, CT	704,740
Danbury, CT-NY (CT)	2,455,481
New Britain, CT	1,319,620
New London-Norwich, CT	1,061,907
Norwalk, CT	2,602,463
Stamford, CT-NY (CT)	3,311,389
Waterbury, CT	3,216,301
DELAWARE:	$337,324
Dover, DE	337,324
FLORIDA:	$10,280,902
Deltona, FL	341,836
Fort Pierce, F	818,861
Fort Walton Beach, FL	793,779
Gainesville, FL	1,017,278
Kissimmee, FL	473,817
Lakeland, FL	1,039,968
Naples, FL	684,440
Ocala, FL	459,770
Panama City, FL	689,989
Punta Gorda, FL	451,211
Spring Hill, FL	344,927
Stuart, FL	601,839
Tallahassee, FL	1,159,646
Titusville, FL.	331,958
Vero Beach, FL	420,412
Winter Haven, FL.	651,171
GEORGIA:	$4,501,240
Albany, GA.	557,535
Athens, GA.	534,548
Brunswick, GA	307,614
Macon, GA.	999,295
Rome, GA.	313,596
Savannah, GA	1,307,471
Warner Robins, GA	481,181

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
HAWAII:	$1,196,310
Kailua, HI	1,196,310
IDAHO:	$2,367,713
Boise City, ID	1,448,837
Idaho Falls, ID	519,380
Pocatello, ID	399,496
ILLINOIS:	$10,845,318
Alton, IL	586,114
Aurora, IL	1,641,532
Beloit, WI-IL (IL)	74,910
Bloomington-Normal, IL	944,231
Champaign-Urbana, IL	1,332,493
Crystal Lake, IL	535,011
Decatur, IL	750,065
Dubuque, IA-IL (IL)	17,472
Elgin, IL	1,184,121
Joliet, IL	1,369,188
Kankakee, IL.	537,367
Round Lake Beach-McHenry, IL-WI (IL)	779,770
Springfield, IL.	1,093,044
INDIANA:	$6,325,458
Anderson, IN	511,277
Bloomington, IN	762,951
Elkhart-GosheN, IN	764,670
Evansville, IN-KY (IN)	1,416,545
Kokomo, IN	514,874
Lafayette-West Lafayette, IN	1,023,600
Muncie, IN	752,475
Terre Haute, IN	579,066
IOWA:	$3,443,507
Cedar Rapids, IA	1,070,127
Dubuque, IA-IL (IA)	520,871
Iowa City, IA	616,580
Sioux City, IA-NE-SD (IA)	569,473
Waterloo-Cedar Falls, IA	666,456
KANSAS:	$1,671,930
Lawrence, KS	633,125
St. Joseph, MO-KS (KS)	5,226
Topeka, KS	1,033,579
KENTUCKY:	$1,317,754
Clarksville, TN-KY (KY)	160,793
Evansville, IN-KY (KY)	197,450
Huntington-Ashland, WV-KY-OH ((KY)	393,748
Owensboro, KY	565,763

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
LOUISIANA:	$3,902,650
Alexandria, LA	569,508
Houma, LA	400,591
Lafayette, LA	985,386
Lake Charles, LA	791,544
Monroe, LA	752,638
Slidell, LA	402,983
MAINE:	$1,698,504
Bangor, ME	349,014
Lewiston-Auburn, ME	405,549
Portland, ME	867,157
Portsmouth-Dover-Rochester, NH-ME (ME)	76,784
MARYLAND:	$1,888,818
Annapolis, MD	615,191
Cumberland, MD-WV (MD)	327,192
Frederick, MD	443,891
Hagerstown, MD-PA-WV (MD)	502,544
MASSACHUSETTS:	$7,480,587
Brockton, MA	1,366,481
Fall River, MA-RI (MA)	1,332,763
Fitchburg-Leominster, MA	540,095
Hyannis, MA	385,685
Lowell, MA-NH (MA)	1,691,488
New Bedford, MA	1,465,758
Pittsfield, MA	349,135
Taunton, MA	349,182
MICHIGAN:	$6,383,634
Battle Creek, MI	533,154
Bay City, MI	595,618
Benton Harbor, MI	430,826
Holland, MI	483,524
Jackson, MI	595,291
Kalamazoo, MI	1,285,504
Muskegon, MI	784,104
Port Huron, MI	516,035
Saginaw, MI	1,159,578
MINNESOTA:	$2,274,940
Duluth, MN-WI (MN)	553,591
Fargo-Moorhead, ND-MN (MN)	320,091
Grand Forks, ND-MN (MN)	70,153
La Crosse, WI-MN (MN)	34,365
Rochester, MN	624,395
St. Cloud, MN	672,345
MISSISSIPPI:	$1,953,082
Biloxi-Gulfport, MS	1,209,209
Hattiesburg, MS	376,875

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
MISSISSIPPI (Continued):	
Pascagoula, MS	366,998
MISSOURI:	$2,691,374
Columbia, MO	531,346
Joplin, MO	373,152
Springfield, MO	1,253,505
St. Joseph, MO-KS (MO)	533,371
MONTANA:	$1,791,651
Billings, MT	690,968
Great Falls, MT	644,341
Missoula, MT	456,342
NEBRASKA:	$1,991,766
Lincoln, NE	1,905,605
Sioux City, IA-NE-SD (NE)	86,161
NEVADA:	$0
NEW HAMPSHIRE:	$2,418,722
Lowell, MA-NH (NH)	4,951
Manchester, NH	1,013,966
Nashua, NH	810,836
Portsmouth-Dover-Rochester, NH-ME (NH)	588,969
NEW JERSEY:	$1,832,628
Atlantic City, NJ	1,320,904
Vineland-Millville, NJ	511,724
NEW MEXICO:	$997,966
Las Cruces, NM	554,374
Santa Fe, NM	443,592
NEW YORK:	$5,537,029
Binghamton, NY	1,389,815
Danbury, CT-NY (NY)	18,838
Elmira, NY	570,703
Glens Falls, NY	392,463
Ithaca, NY	396,104
Newburgh, NY	514,354
Poughkeepsie, NY	1,080,468
Stamford, CT-NY (NY)	128
Utica-Rome, NY	1,174,156
NORTH CAROLINA:	$8,988,841
Asheville, NC	693,824
Burlington, NC	503,310
Gastonia, NC	736,967
Goldsboro, NC	382,725
Greensboro, NC	1,585,070
Greenville, NC	440,666

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
NORTH CAROLINA (Continued):	
Hickory, NC	420,274
High Point, NC	708,738
Jacksonville, NC	684,259
Kannapolis, NC	493,976
Rocky Mount, NC	394,874
Wilmington, NC	645,870
Winston-Salem, NC	1,298,288
NORTH DAKOTA:	$1,746,517
Bismarck, ND	503,622
Fargo-Moorhead, ND-MN (ND)	728,366
Grand Forks, ND-MN (ND)	514,529
OHIO:	$4,802,112
Hamilton, OH	992,554
Huntington-Ashland, WV-KY-OH (OH)	252,757
Lima, OH	542,463
Mansfield, OH	523,726
Middletown, OH	682,435
Newark, OH	415,800
Parkersburg, WV-OH (OH)	61,570
Sharon, PA-OH (OH)	40,601
Springfield, OH	789,393
Steubenville-Weirton, OH-WV-PA (OH)	283,994
Wheeling, WV-OH (OH)	216,819
OKLAHOMA:	$747,423
Fort Smith, AR-OK (OK)	13,112
Lawton, OK	734,311
OREGON:	$3,897,790
Eugene-Springfield, OR	1,834,775
Longview, WA-OR (OR)	12,202
Medford, OR	567,030
Salem, OR	1,483,783
PENNSYLVANIA:	$10,189,517
Altoona, PA	696,086
Erie, PA	1,790,665
Hagerstown, MD-PA-WV (PA)	6,134
Johnstown, PA	641,900
Lancaster, PA	1,618,993
Monessen, PA	440,592
Pottstown, PA	418,098
Reading, PA	1,889,891
Sharon, PA-OH (PA)	292,708
State College, PA	609,195
Steubenville-Weirton, OH-WV-PA (PA)	2,128
Williamsport, PA	510,669
York, PA	1,272,458

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
PUERTO RICO:	$9,412,961
Aguadilla, PR	823,507
Arecibo, PR	769,464
Caguas, PR	2,015,118
Cayey, PR	595,796
Humacao, PR	515,649
Mayaguez, PR	1,107,872
Ponce, PR	2,465,353
Vega Baja-Manati, PR	1,120,202
RHODE ISLAND:	$599,161
Fall River, MA-RI (RI)	137,353
Newport, RI	461,808
SOUTH CAROLINA:	$2,537,384
Anderson, SC	341,258
Florence, SC	351,010
Myrtle Beach, SC	368,100
Rock Hill, SC	390,843
Spartanburg, SC	681,326
Sumter, SC	404,847
SOUTH DAKOTA:	$1,259,884
Rapid City, SD	401,254
Sioux City, IA-NE-SD (SD)	11,250
Sioux Falls, SD	847,380
TENNESSEE:	$1,949,898
Bristol, TN-Bristol, VA (TN)	182,257
Clarksville, TN-KY (TN)	444,373
Jackson, TN	336,348
Johnson City, TN	512,704
Kingsport, TN-VA (TN)	474,216
TEXAS:	$18,054,256
Abilene, TX	640,536
Amarillo, TX	1,188,051
Beaumont, TX	$817,120
Brownsville, TX	1,187,656
Bryan-College Station, TX	795,538
Denton, TX	429,728
Galveston, TX	455,843
Harlingen, TX	583,701
Killeen, TX	1,116,459
Laredo, TX	1,410,048
Lewisville, TX	496,084
Longview, TX	488,084
Lubbock, TX	1,390,037
Midland, TX	609,045
Odessa, TX	675,652
Port Arthur, TX	737,034

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
TEXAS (Continued):	
San Angelo, TX	633,331
Sherman-Denison, TX	317,023
Temple, TX	359,909
Texarkana, TX-AR (TX)	290,418
Texas City, TX	771,986
Tyler, TX	603,672
Victoria, TX	418,479
Waco, TX	911,669
Wichita Falls, TX	727,153
UTAH:	$360,848
Logan, UT	360,848
VERMONT:	$633,181
Burlington, VT	633,181
VIRGINIA:	$4,203,025
Bristol, TN-Bristol, VA (VA)	129,754
Charlottesville, VA	604,352
Danville, VA	343,200
Fredericksburg, VA	402,925
Kingsport, TN-VA (VA)	24,497
Lynchburg, VA	574,951
Petersburg, VA	728,880
Roanoke, VA	1,394,466
WASHINGTON:	$3,971,930
Bellingham, WA	467,971
Bremerton, WA	906,548
Longview, WA-OR (WA)	395,979
Olympia, WA	705,301
Richland-Kennewick-Pasco, WA	735,786
Yakima, WA	760,345
WEST VIRGINIA	$3,052,631
Charleston, WV	1,228,023
Cumberland, MD-WV (WV)	14,687
Hagerstown, MD-PA-WV (WV)	3,709
Huntington-Ashland, WV-KY-OH (WV)	689,460
Parkersburg, WV-OH (WV)	443,412
Steubenville-Weirton, OH-WV-PA (WV)	190,775
Wheeling, WV-OH (WV)	482,565
WISCONSIN:	$8,356,695
Appleton-Neenah, WI	1,530,258
Beloit, WI-IL (WI)	328,014
Duluth, MN-WI (WI)	143,679
Eau Claire, WI	599,382
Green Bay, WI	1,162,241
Janesville, WI	441,111
Kenosha, WI	803,178

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	FY 1998 REVISED APPORTIONMENT
WISCONSIN (Continued):	
La Crosse, WI-MN (WI)	637,630
Oshkosh, WI	556,472
Racine, WI	1,240,509
Round Lake Beach-McHenry, IL-WI (WI)	465
Sheboygan, WI	524,297
Wausau, WI	389,459
WYOMING:	$874,864
Casper, WY	401,322
Cheyenne, WY	473,542
TOTAL	$225,829,068

TABLE 3

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

AREA	FY 1998 REVISED APPORTIONMENT
AZ Phoenix	$887,899
CA Los Angeles	11,547,934
CA Sacramento	1,243,297
CA San Diego	3,611,481
CA San Francisco	51,503,932
CA San Jose	4,930,084
CO Denver	869,435
CT Hartford	596,259
CT Southwestern Connecticut	32,379,650
DE Wilmington	420,810
DC Washington	22,127,637
FL Ft. Lauderdale	1,481,500
FL Jacksonville	48,569
FL Miami	4,331,551
FL Tampa	36,644
FL West Palm Beach	1,159,570
GA Atlanta	9,555,673
HI Honolulu	337,024
IL Chicago/Northwestern Indiana	107,422,925
LA New Orleans	2,181,084
MD Baltimore	3,348,633
MD Baltimore Commuter Rail	13,587,812
MA Boston	53,922,300
MA Lawrence-Haverhill	641,111
MI Detroit	190,384
MN Minneapolis	2,025,018
MO St. Louis	1,395,477
NJ Northeastern New Jersey	67,917,222
NJ Trenton	679,377
NY Buffalo	544,733
NY New York	271,981,250
OH Cleveland	11,432,982
OH Dayton	2,013,320
PA Philadelphia/Southern New Jersey	76,425,562
PA Pittsburgh	18,804,966
PR San Juan	812,274
OR Portland	1,462,315
RI-MA- Providence	1,173,919
TN Chattanooga	36,803
TX Dallas	357,512
TX Houston	2,825,004
VA Norfolk	464,097
WA Seattle	7,909,822
WA Tacoma	464,764
WI Madison	322,940
TOTAL	$797,412,555

TABLE 4

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1998 REVISED ALLOCATIONS
ALABAMA		
Birmingham/Jefferson County	Buses	$2,931,588
Birmingham	Downtown intermodal transportation facility, phase 2	5,863,178
Gadsden	Buses and vans	97,745
Huntsville	Intermodal center, phase 1	4,885,981
Mobile	Southern market historic intermodal center	977,196
Mobile	Municipal pier intermodal waterfront access rehabilitation project	977,196
Mobile	Bus replacement	1,465,794
Mobile	Intermodal facility	5,374,579
Montgomery	Bus replacement	1,465,794
Tuscaloosa	Bus replacement	977,196
ARIZONA		
Phoenix	Buses and bus facilities	4,397,383
Tuscon	Intermodal center	977,196
CALIFORNIA		
Folsom	Multimodal facility	1,465,794
Foothill	Transit bus maintenance facility	8,794,766
I-5 Consortium Cities Joint Powers Authority	Facilities	4,885,981
Inglewood	Transit center project	488,598
Lake Tahoe	Intermodal center	977,196
Long Beach	Buses and bus facilities	1,465,794
Marina/Ft. Ord	Buses and multimodal center	977,196
Mendocino County	Buses	781,757
Modesto	Bus maintenance facility	1,710,093
Rialto	Metrolink depot	1,074,916
Riverside County	Buses and bus facility	2,296,411
Riverside County	Transit vehicle ITS communications	977,196
Sacramento	Bus facility	977,196
San Joaquin (Stockton)	Bus facilities	1,954,393
Santa Clara	Buses	2,442,991
Santa Cruz Metropolitan Transit District	Buses and bus facility	977,196
San Ysidro Border	Intermodal center	488,598
Solano County	Buses and bus-related equipment	1,172,636
Sonoma County	Bus facilities	977,196
Unitrans	Maintenance facility	977,196
Woodland	Transfer facility	195,439
Yolo County	Buses and paratransit vehicles	977,196
Yosemite area	Regional transportation solution	488,598
COLORADO	Buses and bus facilities	5,374,579
CONNECTICUT		
Bridgeport	Buses and bus facilities	1,954,393
Bridgeport	Intermodal center	3,664,486
New Haven	Bus facility	1,172,636
DELAWARE	New Castle bus facility	1,465,794
FLORIDA		
Daytona Beach	Intermodal facility	1,954,393
Florida Citrus Connection	Buses	1,465,794
Lakeland	Transit buses	977,196
Lakeworth	Buses and bus facilities	977,196
LYNX	Buses and bus facilities	2,931,589
Metro-Dade County	Buses and bus facilities	4,885,981
Orlando	Intermodal facility	977,196
Palm Beach County	Buses and bus facilities	1,954,393
Tampa (Hillsborough County)	HARTline buses and bus facilities	1,465,794
Volusia County	Buses and bus facilities	1,954,393

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1998 REVISED ALLOCATIONS
GEORGIA		
Chatham	Bus facility	$3,908,785
MARTA	Buses	4,885,981
HAWAII: Honolulu	Buses and bus facilities	4,885,981
ILLINOIS	Buses and bus facilities	4,397,383
INDIANA		
Indianapolis	Buses	1,954,393
South Bend	Intermodal facility	1,954,393
IOWA		
Statewide	Buses and bus facilities	2,687,290
Sioux City	Park and ride facility	1,221,495
KANSAS	Johnson County bus maintenance/operations facility	977,196
LOUISIANA	Statewide buses and bus facilities	
Baton Rouge	Bus related facilities	586,318
Jefferson Parish	Buses	1,172,636
Lafayette	Bus-related facility	732,897
Lake Charles	Buses	146,579
LA DOTD	Vans and equipment	684,037
Monroe	Buses and bus-related equipment	781,757
New Orleans	Buses and bus-related facilities	8,794,766
Shreveport	Buses and bus-related facility	390,879
St. Tammany Parish	Bus and bus-related facility	293,159
MARYLAND	Buses and bus facilities	7,817,570
MASSACHUSETTS		
Franklin RTA	Buses	488,598
Greenfield Montague Transportation Area	Buses	684,037
South Station	Intermodal transportation center	977,196
Springfield	Intermodal center	977,196
Worcester	Union station	2,931,589
MICHIGAN	Buses and bus facilities	7,328,971
MINNESOTA		
Metropolitan Council transit Operations	Buses and bus facilities	8,794,766
St. Paul	Snelling bus garage	1,465,794
MISSISSIPPI	Jackson bus facility	1,954,393
MISSOURI		
Kansas City	Buses and fare box collection system	3,420,187
Kansas City	Union Station intermodal center	4,397,383
State of Missouri	Buses and bus facilities	7,817,570
NEVADA		
Clark County	Buses	7,817,570
Reno, Washoe County Regional Transportation Commission	Buses and bus facilities	1,465,794
NEW JERSEY	NJ Transit alternative fuel buses	5,863,178
NEW MEXICO		
Albuquerque	Uptown transit center	977,196
	Demo of universal electric transportation subsystems (DUETS)	977,196
Las Cruces, Santa Fe and Albuquerque	Park and ride	977,196
Santa Fe	Buses and bus facilities	977,196
Statewide	Buses and bus facilities	3,664,486
NEW YORK		
Nassau County and Long Island	Buses and bus facilities (Goodwill Games)	977,196
Nassau County	Natural gas buses	4,885,981
New Rochelle	Intermodal facility	1,465,794
New York City	Natural gas buses	7,328,971
NFTA	HUBLINK program	977,196
Poughkeepsie	Intermodal facility	1,954,393
Rensselaer County	Intermodal facility	1,832,243
Staten Island/Brooklyn	Mobility project	977,196

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1998 REVISED ALLOCATIONS
NEW YORK (cont'd)		
Suffolk County	Buses	$2,100,972
Syracuse	Buses	4,201,944
Westchester County	Buses	4,885,981
Yonkers	Intermodal facility	1,954,393
NORTH CAROLINA		
Chapel Hill University of North Carolina	Buses	977,196
Statewide	Buses and bus facilities	4,885,981
OHIO	Buses and bus facilities	12,214,953
OREGON		
Eugene-Springfield-Land County	Buses and bus facilities	977,196
Lane Transit District	Bus system	977,196
Salem and Corvallis	Buses and bus facilities	977,196
PENNSYLVANIA		
Allegheny County	Buses	977,196
Armstrong Mid-County	Buses and bus facility	195,439
Berks Area Reading	Transit intermodal facility	488,598
Cambria County	Buses and bus facilities	781,757
Fayette and Somerset	Buses, vans, and bus facilities	586,318
Indiana County	Buses	488,598
Lackawanna County	Paratransit vans	293,159
Lawrence County	Buses	977,196
Lehigh and Northampton	Buses	977,196
Mid Mon Valley transit authority	Buses	732,897
New Castle area transit authority	Buses	732,897
North Philadelphia	Intermodal facility	977,196
Philadelphia Eastwick	Intermodal center	977,196
Schuykill County	Buses	195,439
Scranton	Buses and bus facility	1,465,794
SEPTA	Buses	7,328,972
Towanda Borough	Intermodal bus facility	1,954,393
Wilkes-Barre	Intermodal facility	1,465,794
Williamsport	Buses and bus facility	1,221,495
Statewide	Bus and bus facilities projects	3,908,785
SOUTH CAROLINA		
Columbia	Buses and facility	1,954,393
Pee Dee Regional Planning Authority	Buses and facilities	2,931,588
Virtual Transit Enterprise	Integration of transit information processing systems	977,196
SOUTH DAKOTA	Statewide bus and bus facilities	2,198,692
TENNESSEE	Buses and bus facilities	7,817,570
TEXAS		
Austin	Buses	2,931,588
Brazos Transit Authority	Transit facilities and buses	2,931,588
Corpus Christi	Bus facilities	1,905,533
El Paso	Buses	977,196
Fort Worth	Buses	1,465,794
Galveston	Alternatively fueled vehicles	1,954,393
Rural Texas	Bus replacement program	2,442,991
UTAH		
Utah Transit Authority Olympic	Park and ride lots	1,954,393
Park City Transit	Buses	390,879
Utah Transit Authority	Bus acquisition	1,954,393
Utah Transit Authority Olympic	Intermodal transportation centers	2,442,991
Statewide	Buses and bus facilities	1,954,393

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FEDERAL TRANSIT ADMINISTRATION

FY 1998 REVISED SECTION 5309 BUS ALLOCATIONS

STATE/AREA	PROJECT	FY 1998 REVISED ALLOCATIONS
VERMONT		
Burlington	Multimodal center	$1,465,794
Statewide	Bus and bus facilities	977,196
VIRGINIA		
Clarendon canopy project		244,299
Falls Church	Electric buses	390,879
Dulles corridor	Buses and bus facilities	2,442,991
Richmond	Multimodal center	2,442,991
WASHINGTON		
Bremerton	Buses and transportation center	977,196
Chelan- Douglas	Multimodal center	977,196
Community Transit	Kasch Park facility	1,465,794
Everett	Intermodal center	2,442,991
King County	Multimodal facility	977,196
King County	Metro commuter intermodal connector	1,465,794
King County	Park and ride lots	4,885,981
Olympic Peninsula International Gateway	Transportation Center	977,196
Snohomish County	Buses	2,442,991
Tacoma Dome station project		1,465,794
Thurston County	Intercity buses	977,196
Whatcom Transportation Authority	Facilities	1,465,794
WEST VIRGINIA		
Huntington	Intermodal Facility and buses	6,840,374
Statewide	Buses and bus facilities, communications and computer systems	9,039,066
WISCONSIN		
Milwaukee	Rail station rehabilitation	977,196
Wisconsin Transit System	Buses	12,703,550
	Fuel cell powered transit bus program and Intermodal transportation fuel cell bus maintenance facility	4,850,000
	Bus testing facility	3,000,000
TOTAL		$399,681,278

TABLE 5

FEDERAL TRANSIT ADMINISTRATION

TEA-21 AUTHORIZATION LEVELS (GUARANTEED FUNDING ONLY)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	18-Jun-98 Total
Urbanized Area Formula (Section 5307)	2,298,852,727	2,548,190,791	2,768,237,551	2,992,663,351	3,215,948,776	3,441,286,876	17,265,180,070
Nonurbanized Area Formula (Section 5311)	134,077,934	177,923,658	193,288,098	208,958,298	224,548,873	240,282,773	1,179,079,635
Elderly and Persons with Disabilities (Section 5310)	62,219,389	67,035,601	72,824,401	78,728,401	84,602,401	90,530,401	455,940,595
Clean Fuels Formula Program (Section 5308)	0	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000
Over the Road Bus Accessibility Program (new)	0	2,000,000	8,800,000	9,800,000	12,050,000	12,050,000	44,700,000
Alaska Railroad (Section 5307)	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	29,099,700
Bus and Bus Related (Section 5309)	400,000,000	451,400,000	490,200,000	529,200,000	568,200,000	607,200,000	3,046,200,000
Fixed Guideway Modernization (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	6,092,400,000
New Starts (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	6,092,400,000
Job Access and Reverse Commute Program (new)	0	50,000,000	75,000,000	100,000,000	125,000,000	150,000,000	500,000,000
Metropolitan Planning (Section 5303)	39,498,800	44,668,800	47,977,600	52,940,800	54,595,200	59,558,400	299,239,600
State Planning & Research (Section 5313(b))	8,251,200	9,331,200	10,022,400	11,059,200	11,404,800	12,441,600	62,510,400
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	5,316,000,000	5,795,000,000	6,272,000,000	6,746,000,000	7,225,000,000	35,997,738,000

The FY 1998 total excludes $250,000 provided in Section 3032 of TEA-21.
The FY 1999 Clean Fuels Formula Program does not include $50,000,000 from Bus and Bus Related category.

Table 5 - revised

TABLE 5A

FEDERAL TRANSIT ADMINISTRATION

TEA-21 AUTHORIZATION LEVELS (GUARANTEED AND NONGUARANTEED FUNDING)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	18-Jun-98 Total
Urbanized Area Formula (Section 5307)	2,298,852,727	2,698,190,791	2,918,237,551	3,142,663,351	3,365,948,776	3,591,286,876	18,015,180,072
Nonurbanized Area Formula (Section 5311)	134,077,934	177,923,658	193,288,098	208,958,298	224,548,873	240,282,773	1,179,079,634
Elderly and Persons with Disabilities (Section 5310)	62,219,389	67,035,601	72,824,401	78,728,401	84,602,401	90,530,401	455,940,594
Clean Fuels Formula Program (Section 5308)	0	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	750,000,000
Over the Road Bus Accessibility Program (new)	0	2,000,000	8,800,000	9,800,000	12,050,000	12,050,000	44,700,000
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	1,502,800,000	1,590,400,000	1,678,400,000	1,766,400,000	1,844,400,000	9,182,400,000
Job Access and Reverse Commute Program (new)	0	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	750,000,000
Metropolitan Planning (Section 5303)	39,498,800	71,139,200	75,275,200	81,065,600	83,547,200	89,337,600	439,863,600
State Planning & Research (Section 5313(b))	8,251,200	14,860,800	15,724,800	16,934,400	17,452,800	18,662,400	91,886,400
National Planning & Research (Section 5314)	32,750,000	58,500,000	60,500,000	62,500,000	64,500,000	65,500,000	344,250,000
Rural Transit Assistance (Section 5311(b)(2))	4,500,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	30,750,000
Transit Cooperative Research (Section 5313(a))	4,000,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	45,250,000
National Transit Institute (Section 5315)	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	23,000,000
University Transportation Centers (Section 5317(b))	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	36,000,000
Administrative Expenses	45,738,000	67,000,000	74,000,000	80,000,000	84,000,000	91,000,000	441,738,000
FEDERAL TRANSIT ADMINISTRATION TOTAL:	4,643,738,000	6,542,000,000	7,008,000,000	7,475,000,000	7,936,000,000	8,393,000,000	41,997,738,000

The FY 1998 total excludes $250,000 provided in Section 3032 of TEA-21.
The FY 1999 Clean Fuels Formula Program does not include $50,000,000 from Bus and Bus Related category.

Table 5A - revised

Table 6

FEDERAL TRANSIT ADMINISTRATION

TEA-21 - NEW START PROJECT AUTHORIZATIONS

TPM-10

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION

	State	Area	Project	Amount
1	AK	Hollis-Ketchikan	Hollis-Ketchikan Ferry	
2	AZ	Phoenix	Fixed Guideway	
3	AR	Little Rock	River Rail	
4	CA	Sacramento	Placer County Corridor	
5	CA	San Jose	Tasman Corridor Light Rail	
6	CA	Los Angeles	Metrolink [Union Station-Fullerton]	
7	CA	Sacramento	Folsom Extension	
8	CA	San Francisco	Bayshore Corridor	
9	CA	Los Angeles	MOS-3	
10	CA	Stockton	Altamont Commuter Rail	
11	CA	Los Angeles	Santa Monica Busway	
12	CA	Monterey County	Monterey County Commuter Rail	
13	CA	San Francisco	BART to San Francisco International Airport Extension	
14	CA	San Diego	Oceanside-Escondido Corridor	
15	CA	Orange County	Fullerton-Irvine Corridor	
16	CA	San Joaquin	Regional Transit Corridor	
17	CA	Sacramento	South Corridor	
18	CA	Los Angeles	Metrolink San Bernardino Line	
19	CA	San Diego	Mission Valley East	325,000,000
20	CA	San Diego	Mid-Coast LRT Corridor	
21	CO	Denver	Southwest LRT	
22	CO	Colorado	Roaring Fork Valley Rail	40,000,000
23	CO	Denver	East Corridor [Airport]	
24	CO	Denver	Southeast LRT [I-25 between 6th & Lincoln]	10,000,000
25	CO	Denver	West Corridor LRT	
26	CT	Hartford	Griffin Line	33,000,000
27	DC/MD	Washington, DC	Largo Extension	
28	FL	Tampa Bay	Regional Rail	2,000,000
29	FL	Miami	Palmetto Metrorail	8,000,000
30	FL	Fort Lauderdale	Fort Lauderdale-West Palm Beach- Miami Tri-County Commuter Rail	20,000,000
31	FL	Orlando	Central Florida Light Rail System	100,000,000
32	FL	Miami	East-West Multimodal Corridor	20,000,000
33	FL	Miami	North 27th Avenue Corridor	
34	FL	Miami	South Busway Extension	
35	GA	Atlanta-Griffin	Atlanta-Griffin Commuter Rail	
36	GA	Atlanta-Athens	Atlanta-Athens Commuter Rail	
37	GA	Atlanta	North Line Extension	
38	IL	Chicago	Douglas Branch	315,000,000
39	IL	Chicago	Navy Pier-McCormick Place Busway	
40	IL	Chicago	North Central Upgrade Commuter Rail	
41	IL	Chicago	Ravenswood Line Extension	

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION *CONTINUED*

	State	Area	Project	Amount
42	IL	Chicago	Southwest Extension	
43	IL	Chicago	West Line Extension	
44	IL	E. St. Louis-St. Clair County	Mid-America Airport Corridor	
45	IN	Northern Indiana	Westlake Commuter Rail Link	
46	KY	Louisville	Jefferson County Corridor	
47	LA	New Orleans	Canal Streetcar	
48	MD	Maryland	Light Rail Double Track	
49	MD	Baltimore/Wash	MARC Commuter Rail Improvements	185,000,000
50	MD	Baltimore	Central LRT Extension to Glen Burnie	
51	MA	Boston	Massport Airport Intermodal Transit Connector	
52	MA	Boston	South Boston Piers Transitway	
53	MA	Boston	North-South Rail Link	
54	MA	Boston	North Shore Corridor & Blue Line Extension to Beverly	50,000,000
55	MN	Twin Cities	Northstar Corridor [Downtown Minneapolis - Anoka County-St. Cloud]	6,000,000
56	MN	Twin Cities	Transitways Corridors	120,000,000
57	MO	St. Louis	Cross County Corridor	
58	MO	Kansas City	Southtown Corridor	
59	MO/KS	Kansas City	I-35 Commuter Rail	30,000,000
60	NV	Las Vegas	Las Vegas Corridor	155,000,000
61	NJ	New Jersey	Urban Core	
62	NJ	New Jersey	New York, Susquehanna & Western Commuter Rail	
63	NJ	West Trenton-Newark	West Trenton Line [West Trenton-Newark]	
64	NJ	Northwest NJ	Northeast Rail Corridor	
65	NM	Albuquerque	High Capacity Corridor	
66	NY	New York	Long Island Railroad East Side Access	353,000,000
67	NY	New York	New York-Staten Island Ferry-Whitehall Intermodal Terminal	40,000,000
68	NY	New York	8th Avenue Subway Connection	
69	NY	New York	New York-Brooklyn-Staten Island Ferry	
70	NH/MA	Nashua,NH/Lowell,MA	Nashua,NH-Lowell, MA Commuter Rail	
71	NC	Southeast North Carolina	Southeastern North Carolina Corridor	
72	NC	Raleigh-Durham	Regional Transit Plan	
73	NC	Charlotte	South Corridor Transitway	
74	OH	Cleveland	Cleveland-Akron-Canton Commuter Rail	
75	OH	Cleveland	Waterfront Line Extension	
76	OH	Cleveland	I-90 Corridor to Ashtabula County	
77	OH	Cleveland	Berea Metroline Extension	
78	OH	Cleveland	Euclid Corridor Extension	
79	OH	Cleveland	Blue Line Extension	
80	OR	Portland	Westside-Hillsboro Corridor	
81	OR	Portland	South-North Corridor	25,000,000
82	PA	Pittsburgh	North Shore-Central Business District	20,000,000
83	PA	Pittsburgh	MLK Busway Extension	
84	PA	Pittsburgh	Airborne Shuttle System	
85	PA	Philadelphia	Schuylkill Valley Metro	75,000,000
86	PA	Pittsburgh	Stage II Light Rail	
87	PR	San Juan	Tren Urbano Extension to Minillas	

I- AUTHORIZED FOR FINAL DESIGN & CONSTRUCTION ***CONTINUED***

	State	Area	Project	Amount
88	PR	San Juan	Tren Urbano	
89	TN	Nashville	Commuter Rail	
90	TN	Memphis	Medical Center Extension	
91	TX	Houston	Regional Bus Plan- Phase I	
92	TX	Austin	NW/North Central/SE - Airport LRT	
93	TX	Dallas/Fort Worth	RAILTRAN [Phase II]	
94	TX	Galveston	Trolley Extension	
95	TX	Dallas	North Central Extension	200,000,000
96	UT	Santa Cruz	Fixed Guideway	
97	UT	Salt Lake City	Light Rail [Airport to University of Utah]	
98	UT	Salt Lake City	Salt Lake City-Ogden-Provo Commuter Rail	
99	UT	Salt Lake City	South LRT	
100	VA	Wash,DC-Richmond,VA	Washington-Richmond Rail Corridor Improvements	
101	VA	Wash,DC/VA	Dulles Corridor Extension	100,000,000
102	VA	Norfolk	Norfolk-Virginia Beach Corridor	
103	WA	Spokane	South Valley Corridor Light Rail	
104	WA	Seattle	Sound Move Corridor [Earmarked funds for Commuter Rail]	40,000,000
105	WA	Seattle	Southworth High Speed Ferry	
106	WV	Morgantown	Personal Rapid Transit	
107	WI	Milwaukee	East-West Corridor	
108	WI	Kenosha-Racine- Milwaukee	Kenosha-Racine-Milwaukee Rail Extension	
		Total- Final Design & Construction		**2,272,000,000**

II- AUTHORIZED FOR ALTERNATIVES ANALYSIS & PRELIMINARY ENGINEERING

	State	Area	Project	Amount
1	AL	Birmingham	Transit Corridor	87,500,000
2	CA	Oakland	Oakland Airport-BART Corridor	
3	CA	Los Angeles	MOS-4 East Side Extension (II)	
4	CA	Los Angeles	MOS-4 San Fernando Valley East-West	
5	CA	Los Angeles	LOSSAN- [Del Mar - San Diego]	
6	CA	Fremont	South Bay Corridor	
7	CA	Marin/Sonoma Counties	North Bay Commuter Rail	
8	CA	Los Angeles Area	Riverside-Perris Rail Passenger Service	
9	CA	Los Angeles Area	Redlands-San Bernardino Transportation Corridor	
10	CA	San Francisco-San Jose	Caltrain Extension to Hollister	
11	CO	Colorado	North Front Range Corridor [Fort Collins-Denver]	
12	DC	Washington, DC	Georgetown-Ft. Lincoln	
13	FL	St. Petersburg	Pinellas County- Mobility Initiative	
14	FL	Miami	Northeast Corridor	
15	FL	Miami	Kendall Corridor	
16	FL	Jacksonville	Fixed Guideway Corridor	
17	GA	Atlanta	MARTA Extension [S. DeKalb - Lindbergh]	
18	GA	Atlanta	Georgia 400 Multimodal Corridor	
19	GA	Atlanta	MARTA I-285 Transit Corridor	
20	GA	Atlanta	MARTA Marietta-Lawrenceville Corridor	
21	GA	Atlanta	MARTA South DeKalb Comprehensive Transit Program	
22	IL	Chicago	Comisky Park Station	
23	IL	Chicago	Inner Circumferential Commuter Rail	
24	IN	Indianapolis	Northeast Indianapolis Corridor	
25	LA	New Orleans	Desire Streetcar	
26	LA	New Orleans	Airport- CBD Commuter Rail	
27	ME	Maine	High Speed Ferry Service	
28	MD	Wash,DC/MD	Maryland Route 5 Corridor	
29	MD	Baltimore	People Mover	
30	MD	Baltimore	Metropolitan Rail Corridor	
31	MA	Boston	Urban Ring	
32	MN	Twin Cities	Washington County Corridor [Hastings-St. Paul]	
33	NJ	Northern NJ	Union Township Station [Raritan Valley Line]	
34	NJ	Bergen County	Bergen County Cross County Light Rail	5,000,000
35	NJ	North. NJ	Trans-Hudson Midtown Corridor	5,000,000
36	NY	New York	St. George's Ferry Intermodal Terminal	20,000,000
37	NY	New York	Queens West Light Rail Link	
38	NY	Philadelphia	Lower Merion Township	
39	NY	Newburgh	LRT System	
40	NY	New York	Midtown West Intermodal [Ferry] Terminal	16,300,000
41	NY	New York	Nassau Hub	10,000,000
42	NY	New York	North Shore Railroad	
43	NY	New York	Manhattan East Side Link [Second Avenue Subway]	5,000,000
44	NY	New York	Lower Manhattan Access	
45	NY	New York	Brooklyn-Manhattan Access	
46	NY	New York	Broadway-Lafayette & Bleeker Street Transfer	
47	NY	New York	Astoria-East Elmhurst Extension	

II- AUTHORIZED FOR ALTERNATIVES ANALYSIS & PRELIMINARY ENG. *CONTINUED*

	State	Area	Project	Amount
48	OH	Cleveland	Northeast Ohio- Commuter Rail	
49	OH	Toledo	CBD to Zoo	
50	OH	Cleveland	Lorain-Cleveland Commuter Rail	
51	OH	Dayton	Regional Riverfront Corridor	
52	OH/KY	Cincinnati	Cincinnati/Northern Kentucky Corridor	65,000,000
53	PA	Philadelphia	Broad Street Line Extension	
54	PA	Philadelphia	Cross County Metro	
55	PA	Scranton	Laurel Line Intermodal Corridor	
56	PA	Harrisburg	Cumberland/Dauphin County Corridor 1 Commuter Rail	20,000,000
57	RI	Providence	Providence-Pawtucket Corridor	
58	SC	Charleston	Monobeam	
59	TN	Knoxville	Electric Transit	
60	TN	Memphis	Regional Rail Plan	
61	TX	Dallas	DART LRT Extensions	
			Southeast Extension	20,000,000
			Northeast Extension	12,000,000
62	TX	Dallas	Las Colinas Corridor	
63	TX	El Paso	International Fixed Guideway [El Paso-Juarez]	
64	TX	Houston	Advanced Transit Program	
65	UT	Salt Lake City	Draper Light Rail Extension	
66	UT	Salt Lake City	West Jordan Light Rail Extension	
67	VA	Tidewater Virginia	Williamsburg-Newport News-Hampton LRT	
68	WA		SEATAC- Personal Rapid Transit	
		Total- Alternatives Analysis & Preliminary Engineering		**265,800,000**

III- AUTHORIZED [*]

	State	Area	Project	Amount
1	CT	Bridgeport	Intermodal Corridor	34,000,000
2	CT	New London	Waterfront Access	15,000,000
3	CT	Hartford	Old Saybrook-Hartford Rail Extension	5,000,000
4	CT	Stamford	Fixed Guideway Connector	18,000,000
5	IN	Indianapolis	Indianapolis Region Commuter Rail	10,000,000
6	IA	Sioux City	Light Rail	10,000,000
7	MD	Baltimore	Light Rail Double Track	120,000,000
9	NM	Santa Fe	Santa Fe-El Dorado Rail Link	10,000,000
10	NM	Albuquerque	Albuquerque Alvarado Intermodal Center	5,000,000
12	PA	Allegheny County	Allegheny County Stage II Light Rail	100,200,000
12	PA	Philadelphia-Pittsburgh	Philadelphia-Pittsburgh High Speed Rail	10,000,000
13	RI	Providence	Providence-Boston Commuter Rail	10,000,000
14	NM	Albuquerque	Albuquerque Light Rail	90,000,000
15	RI	Rhode Island	Integrated Intermodal Transportation	25,000,000

[*] Lists those projects not also included in the (1) Final Design & Construction; and (2) Alternatives Analysis & Preliminary Engineering lists

Total- Authorized	**462,200,000**

Total Specified Amounts Authorized for New Starts Projects	**3,000,000,000**

IV- SPECIFIC AMOUNTS TO BE MADE AVAILABLE- FERRY PROJECTS

	State		Amount
1	AK/HI	New Systems- Ferry Projects [$10.4 million per year- FY 1999 thru FY 2003]- Guaranteed	52,000,000
2	AK/HI	New Systems- Ferry Projects [$3.6 million per year- FY 1999 thru FY 2003] - Non-Guaranteed	18,000,000

Total Specific Amounts to be made Available- Ferry Projects	**70,000,000**

TABLE 7

FEDERAL TRANSIT ADMINISTRATION

TEA 21 AUTHORIZED BUS CAPITAL PROJECTS

	STATE	PROJECT	FY 1999	FY 2000
1	AL	Birmingham-Jefferson County, buses	1,250,000	1,250,000
2	AL	Pritchard, bus transfer facility	500,000	
3	AL	Tuscaloosa, AL Intermodal Center	1,000,000	
4	AR	Arkansas Highway and Transit Department buses	200,000	2,000,000
5	AR	Fayetteville, University of Arkansas Transit System buses	500,000	500,000
6	AR	Hot Springs, Transportation Depot and Plaza	560,000	560,000
7	AR	Little Rock, Central Arkansas Transit buses	300,000	300,000
8	CA	Culver City, CityBus buses	1,250,000	1,250,000
9	CA	Davis, Unitrans transit maintenance facility	625,000	625,000
10	CA	Healdsburg, Intermodal Facility	1,000,000	1,000,000
11	CA	Humboldt, Intermodal Facility	1,000,000	
12	CA	Livermore, automatic vehicle locator	1,000,000	1,000,000
13	CA	Los Angeles County, Foothill Transit buses	1,625,000	1,250,000
14	CA	Los Angeles, San Fernando Valley smart shuttle buses	300,000	
15	CA	Los Angeles, Union Station Gateway Intermodal Transit Center	1,250,000	1,250,000
16	CA	Modesto, bus maintenance facility	625,000	625,000
17	CA	Monterey, Monterey-Salinas buses	625,000	625,000
18	CA	Morango Basin, Transit Authority bus facility	650,000	
20	CA	Perris, bus maintenance facility	1,250,000	1,250,000
21	CA	Sacramento, CNG buses	1,250,000	1,250,000
22	CA	San Francisco, Islais Creek Maintenance Facility	1,250,000	1,250,000
23	CA	Santa Clarita, facilities and buses	1,250,000	1,250,000
24	CA	Santa Cruz, bus facility	625,000	625,000
25	CA	Santa Rosa/Cotati, Intermodal Transportation Facilities	750,000	750,000
26	CA	Ukiah, Transportation Center	500,000	
27	CA	Windsor, Intermodal Facility	750,000	750,000
28	CA	Woodland Hills, Warner Center Transportation Hub	325,000	625,000
29	CO	Boulder/Denver, RTD buses	625,000	625,000
30	CO	Denver, Stapleton Intermodal Center	1,250,000	1,250,000
31	CT	Hartford, Transportation Access Project	800,000	
32	CT	New Haven, bus facility	2,250,000	2,250,000
33	CT	Norwich, buses	2,250,000	2,250,000
34	CT	Waterbury, bus facility	2,250,000	2,250,000
35	DC	Washington, D.C. Intermodal Transportation Center	2,500,000	2,500,000
36	FL	Broward County, buses	1,000,000	
37	FL	Daytona, Intermodal Center	2,500,000	2,500,000
38	FL	Lakeland, Citrus Connection transit vehicles and related equipment	1,250,000	1,250,000
39	FL	Miami Beach, Electric Shuttle Service	750,000	750,000
40	FL	Miami-Dade, buses	2,250,000	2,250,000
41	FL	Orlando, Downtown Intermodal Facility	2,500,000	2,500,000
42	GA	Atlanta, MARTA buses	9,000,000	13,500,000
43	HI	Honolulu, bus facility and buses	2,250,000	2,250,000
44	IA	Fort Dodge, Intermodal Facility (Phase II)	885,000	885,000

TABLE 7

FEDERAL TRANSIT ADMINISTRATION

TEA 21 AUTHORIZED BUS CAPITAL PROJECTS

STATE	PROJECT	FY 1999	FY 2000
45 IA	Iowa/Illinois Transit Consortium bus safety and security	1,000,000	1,000,000
46 IL	Illinois statewide buses and bus-related equipment	6,800,000	8,200,000
47 IN	Gary, Transit Consortium buses	1,250,000	1,250,000
48 IN	Indianapolis, buses	5,000,000	5,000,000
49 IN	South Bend, Urban Intermodal Transportation Facility	1,250,000	1,250,000
50 MA	New Bedford/Fall River Mobile Access to health care	250,000	
51 MA	Springfield, Union Station	1,250,000	1,250,000
52 MA	Worcester, Union Station Intermodal Transportation Center	2,500,000	2,500,000
53 MD	Maryland statewide bus facilities and buses	7,000,000	11,500,000
54 MI	Lansing, CATA bus technology improvements	600,000	
55 MI	Michigan statewide buses	10,000,000	13,500,000
56 MN	Duluth, Transit Authority community circulation vehicles	1,000,000	1,000,000
57 MN	Duluth, Transit Authority intelligent transportation systems	500,000	500,000
58 MN	Duluth, Transit Authority Transit Hub	500,000	500,000
59 MN	Northstar Corridor, Intermodal Facilities and buses	6,000,000	10,000,000
60 MO	St. Louis, Bi-state Intermodal Center	1,250,000	1,250,000
61 NC	Greensboro, Multimodal Center	3,340,000	3,339,000
62 NC	Greensboro, Transit Authority buses	1,500,000	1,500,000
63 NC	Greensboro, Transit Authority small buses and vans	321,000	
64 NJ	New Jersey Transit jitney shuttle buses	1,750,000	1,750,000
65 NJ	Newark, Morris & Essex Station access and buses	1,250,000	1,250,000
66 NJ	South Amboy, Regional Intermodal Transportation Initiative	1,250,000	1,250,000
67 NM	Albuquerque, buses	1,250,000	1,250,000
68 NV	Clark County, Regional Transportation Commission buses	1,250,000	1,250,000
69 NV	Washoe County, transit improvements	2,250,000	2,250,000
70 NY	Babylon, Intermodal Center	1,250,000	1,250,000
71 NY	Brookhaven Town, elderly and disabled buses and vans	225,000	
72 NY	Brooklyn-Staten Island, Mobility Enhancement buses	800,000	
63 NY	Buffalo, Auditorium Intermodal Center	2,000,000	2,000,000
74 NY	Buffalo, Crossroads Intermodal Station	1,000,000	
75 NY	Dutchess County, Loop System buses	521,000	521,000
76 NY	East Hampton, elderly and disabled buses and vans	100,000	
77 NY	Ithaca, TCAT bus technology improvements	1,250,000	1,250,000
78 NY	Long Island, CNG transit vehicles and facilities	1,250,000	1,250,000
79 NY	Mineola/Hicksville, LIRR Intermodal Centers	1,250,000	1,250,000
80 NY	Rensselaer, C108NY Rensslaer Intermodal Bus Facility	1,000,000	6,000,000
81 NY	Riverhead, elderly and disabled buses and vans	125,000	
82 NY	Rome, Intermodal Center	400,000	
83 NY	Shelter Island, elderly and disabled buses and vans	100,000	
84 NY	Smithtown, elderly and disabled buses and vans	125,000	
85 NY	Southampton, elderly and disabled buses and vans	125,000	
86 NY	Southold, elderly and disabled buses and vans	100,000	
87 NY	Suffolk County, elderly and disabled buses and vans	100,000	

TABLE 7

FEDERAL TRANSIT ADMINISTRATION

TEA 21 AUTHORIZED BUS CAPITAL PROJECTS

	STATE	PROJECT	FY 1999	FY 2000
88	NY	Utica and Rome, bus facilities and buses	500,000	
89	NY	Utica, Union Station	2,100,000	2,100,000
90	NY	Westchester County, Bee-Line transit system fareboxes	979,000	979,000
91	NY	Westchester County, Bee-Line transit system shuttle buses	1,000,000	1,000,000
92	NY	Westchester County, DOT articulated buses	1,250,000	1,250,000
93	NY	New York, West 72nd St. Intermodal Station	1,750,000	1,750,000
93	NY	Cleveland, OH Triskett Garage bus maintenance facility	625,000	625,000
94	OH	Dayton, OH Multimodal Transportation Center	625,000	625,000
95	OK	Oklahoma statewide bus facilities and buses	5,000,000	5,000,000
96	OR	Lane County, Bus Rapid Transit	4,400,000	4,400,000
97	OR	Portland, Tri-Met buses	1,750,000	1,750,000
98	PA	Allegheny County, PA buses	0	1,500,000
99	PA	Altoona, Metro Transit Authority buses and transit system improvements	842,000	842,000
100	PA	Altoona, Metro Transit Authority Logan Valley Mall Suburban Transfer Center	80,000	
101	PA	Altoona, Metro Transit Authority Transit Center improvements	424,000	
102	PA	Altoona, Pedestrian Crossover	800,000	
103	PA	Armstrong County-Mid-County, PA bus facilities and buses	150,000	150,000
104	PA	Bradford County, Endless Mountain Transportation Authority buses	1,000,000	
105	PA	Cambria County, bus facilities and buses	575,000	575,000
106	PA	Centre Area, Transportation Authority buses	1,250,000	1,250,000
107	PA	Chambersburg, Transit Authority buses	300,000	
108	PA	Chambersburg, Transit Authority Intermodal Center	1,000,000	
109	PA	Chester County, Paoli Transportation Center	1,000,000	1,000,000
110	PA	Crawford Area, Transportation buses	500,000	
111	PA	Erie, Metropolitan Transit Authority buses	1,000,000	1,000,000
112	PA	Fayette County, Intermodal Facilities and buses	1,270,000	1,270,000
113	PA	Lackawanna County, Transit System buses	600,000	600,000
114	PA	Mercer County, buses	750,000	
115	PA	Monroe County, Transportation Authority buses	1,000,000	
116	PA	Philadelphia, Frankford Transportation Center	5,000,000	5,000,000
117	PA	Philadelphia, Intermodal 30th Street Station	1,250,000	1,250,000
118	PA	Philadelphia, Regional Transportation System for Elderly and Disabled	750,000	
119	PA	Reading, BARTA Intermodal Transportation Facility	1,750,000	1,750,000
120	PA	Red Rose, Transit Bus Terminal	1,000,000	
121	PA	Robinson, Towne Center Intermodal Facility	1,500,000	1,500,000
122	PA	Somerset County, bus facilities and buses	175,000	175,000
123	PA	Towamencin Township, Intermodal Bus Transportation Center	1,500,000	1,500,000
124	PA	Washington County, Intermodal Facilities	630,000	630,000
125	PA	Westmoreland County, Intermodal Facility	200,000	200,000
126	PA	Wilkes-Barre, Intermodal Facility	1,250,000	1,250,000
127	PA	Williamsport, Bus Facility	1,200,000	1,200,000

TABLE 7

FEDERAL TRANSIT ADMINISTRATION

TEA 21 AUTHORIZED BUS CAPITAL PROJECTS

	STATE	PROJECT	FY 1999	FY 2000
128	PR	San Juan, Puerto Rico Intermodal access	600,000	600,000
129	RI	Providence, RI buses and bus maintenance facility	2,250,000	3,294,000
130	SC	South Carolina statewide Virtual Transit Enterprise	1,220,000	1,220,000
131	SD	South Dakota statewide bus facilities and buses	1,500,000	1,500,000
132	TX	Austin, buses	1,250,000	1,250,000
133	TX	Texas statewide small urban and rural buses	4,000,000	4,500,000
134	UT	Ogden, Intermodal Center	800,000	800,000
135	UT	Utah Transit Authority, UT Intermodal Facilities	1,500,000	1,500,000
136	UT	Utah Transit Authority/Park City Transit, UT buses	6,500,000	6,500,000
137	VA	Alexandria, bus maintenance facility	1,000,000	1,000,000
138	VA	Alexandria, King Street Station access	1,100,000	
139	VA	Harrisonburg, buses	200,000	
140	VA	Lynchburg, buses	200,000	
141	VA	Richmond, GRTC bus maintenance facility	1,250,000	1,250,000
142	VA	Roanoke, buses	200,000	
143	WA	Everett, Multimodal Transportation Center	1,950,000	1,950,000
144	WA	Grant County, buses and vans	600,000	
145	WA	Mount Vernon, Multimodal Center	1,750,000	1,750,000
146	WA	Seattle, Intermodal Transportation Terminal	1,250,000	1,250,000
147	WI	Milwaukee County, buses	4,000,000	6,000,000
148	WI	Wisconsin statewide bus facilities and buses	8,000,000	12,000,000
149	WV	Huntington, Intermodal Facility	8,000,000	12,000,000
150	WV	West Virginia statewide Intermodal Facility and buses	5,000,000	5,000,000
151		Fuel cell bus and bus maintenance facility	4,850,000	4,850,000
152		Bus testing facilities program	3,000,000	3,000,000
		SUBTOTAL	**239,247,000**	**256,390,000**
1	NY	Broome County, Buses and Related Equipment	2,700,000	2,700,000
2	NY	Long Beach, Central Bus Facility	750,000	750,000
3	NY	Long Island, Vehicles and Facilities	3,050,000	3,050,000
3	NY	Rennslear, Intermodal Bus Facility	4,000,000	
4	NY	Rochester, Central Bus Facility	12,500,000	12,500,000
6	WA	Everett, Multimodal Transportation Center	1,000,000	1,000,000
		SUBTOTAL	**24,000,000**	**20,000,000**
		TOTAL	**263,247,000**	**276,390,000**

TABLE 8

FEDERAL TRANSIT ADMINISTRATION - Fiscal Years 1998-2003 Apportionment Formula for Sections 5307 and 5311 Formula Programs

Percent of Funds and Weighting Factors

Section 5311 Non-urbanized Areas (Allocated to states based on each state's nonurbanized area population)
5.50%

Section 5307 Urbanized Areas
94.50%

(UZA) Population

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

>200,000 90.68%
(Apportioned to UZAs)
- 33.29% ("Fixed Guideway" Tier*)
  - 95.61% [at least 0.75% of these funds for each UZA with commuter rail & pop. > 750,000]
    - 60% - fixed guideway revenue vehicle miles
    - 40% - fixed guideway route miles
  - 4.39% ("Incentive" Portion of Tier) [at least 0.75% of these funds for each UZA with commuter rail & pop. > 750,000]
    - -- fixed guideway passenger miles x fixed guideway passenger miles / operating cost
- 66.71% ("Bus" Tier)
  - 90.8%
    - 73.39% for UZAs with pop. >1,000,000
      - 50% - bus revenue vehicle miles
      - 25% - population
      - 25% - population x density
    - 26.61% for UZAs pop. < 1,000,000
      - 50% - bus revenue vehicle miles
      - 25% - population
      - 25% - population x density
  - 9.2% ("Incentive" Portion of Tier)
    - -- bus passenger miles x bus passenger miles / operating cost

(FORMULS9/804A)

*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.

TABLE 9

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

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

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

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

Tier 3 — Next $5,700,00 as follows: Pittsburgh 61.76%; Cleveland 10.73%; New Orleans 5.79% and 21.72% is allocated to all other areas in Tier 2(B) by the same fixed guideway tier formula factors used in fiscal year 1997.

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

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

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

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

TABLE 10
FEDERAL TRANSIT ADMINSTRATION - Fiscal Years 1999-2003
Apportionment Formula for the Section 5308 Clean Fuels Formula Program

Percent of Funds and Factors:

2/3 to areas ≥ 1,000,000 population

50% apportioned to each eligible applicant based on an amount equal to the ratio between:

Number of vehicles in bus fleet of eligible applicant
(weighted by severity of nonattainment area), and

Total number of vehicles in bus fleets of all eligible projects (weighted by average severity of nonattainment of all areas with eligible projects)

50% apportioned to each eligible applicant in an amount based on the ratio between :

Number of bus passenger miles of eligible applicant
(weighted by severity of nonattainment area), and

Total number of bus passenger miles of all eligible projects (weighted by severity of nonattainment of all areas with eligible projects)

1/3 to areas < 1,000,000 population

50% apportioned to each eligible applicant in an amount equal to the ratio between:

Number of vehicles in bus fleet of eligible applicant
(weighted by severity of nonattainment area), and

The number of vehicles in bus fleets of all eligible projects
(weighted by severity of nonattainment of all areas with eligible projects)

50% apportioned to each eligible applicant in an amount equal to the ratio between:

Number of bus passenger miles of designated recipient
(weighted by severity of nonattainment area), and

Total number of passenger miles of all eligible projects
(weighted by severity of nonattainment of all areas)

Weighting Severity Factors

1.0 maintenance area for ozone or carbon monoxide
1.1 marginal ozone nonattainment area or marginal carbon monoxide nonattainment area
1.2 moderate ozone nonattainment area or moderate carbon monoxide nonattainment area
1.3 serious ozone nonattainment area or serious carbon monoxide nonattainment area
1.4 severe ozone nonattainment area or severe carbon monoxide nonattainment area
1.5 extreme ozone nonattainment area or extreme carbon monoxide nonattainment area

Additional adjustment for carbon monoxide:
1.2 If nonattainment or maintenance for ozone *and* nonattainment for carbon monoxide

Additional formula limitation

Areas ≥ 1,000,000 population, grants cannot exceed $25,000,000
Areas < 1,000,000 population, grants cannot exceed $15,000,000
5% must be apportioned for purchase or construction of hybrid electric or battery-powered buses, or facilities designed to service them.

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TABLE 11

FEDERAL TRANSIT ADMINISTRATION - Unit Values of Data
Fiscal Year 1998 Revised Formula Grant Apportionments

		FY 1998 REVISED APPORTIONMENTS
Section 5307 Urbanized Area Formula Program - Bus Tier		
Urbanized Areas Over 1,000,000:		
Population		$2.43230127
Population x Density		$0.00062384
Bus Revenue Vehicle Mile		$0.34399714
Urbanized Areas Under 1,000,000:		
Population		$2.19812693
Population x Density		$0.00096805
Bus Revenue Vehicle Mile		$0.42187650
Bus Incentive (PM denotes Passenger Mile):		
Bus PM x Bus PM = Operating Cost		$0.00412001
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier		
Fixed Guideway Revenue Vehicle Mile		$0.46437788
Fixed Guideway Route Mile		$26,371
- Commuter Rail Floor	$4,975,646	
Fixed Guideway Incentive:		
Fixed Guideway PM x Fixed Guideway PM = Operating Cost		$0.00039880
- Commuter Rail Incentive Floor	$228,460	
Section 5307 Urbanized Area Formula Program - Areas Under 200,000		
Population		$3.96867133
Population x Density		$0.00198314
Section 5311 Nonurbanized Area Formula Program		
Areas Under 50,000		
Population		$1.46340428

Section 5309 Capital Program - Fixed Guideway Modernization

	Tier 2	Tier 3	Tier 4	Tier 5
Legislatively Specified Areas:			All Areas:	
Revenue Vehicle Mile	$0.03043443		$1.13683131	$0.02123520
Route Mile	$2,122.43		$7,832.52	$1,511.88
Other Areas:				
Revenue Vehicle Mile	$0.16377360	$0.00579309		$0.08319803
Route Mile	$4,772.78	$168.83		$3,123.10

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