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Federal Transit Administration

FTA Fiscal Year 2000 Apportionments, Allocations and Program Information; Notice

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 2000 Apportionments, Allocations and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Department of Transportation (DOT) and Related Agencies Appropriations Act for Fiscal Year 2000 (Pub. L. 106–69) was signed into law by President Clinton on October 9, 1999, and provides fiscal year 2000 appropriations for the Federal Transit Administration (FTA) transit assistance programs. Based upon this Act, the Transportation Equity Act for the 21st Century (TEA–21), and 49 U.S.C, Chapter 53, this notice contains a comprehensive list of apportionments and allocations of the various transit programs.

This notice includes the apportionment of fiscal year 2000 funds in the 2000 DOT Appropriations Act for the: Metropolitan Planning Program and State Planning and Research Program; Urbanized Area Formula Program; Nonurbanized Area Formula Program; Rural Transit Assistance Program; Elderly and Persons with Disabilities Program; and the Capital Investment Program for Fixed Guideway Modernization. This notice also contains the allocations of funds for the New Starts and Bus categories under the Capital Investment Program and the Job Access and Reverse Commute Program. It contains general information about other programs established under TEA–21, including the Over-the-Road Bus Accessibility Program and the Clean Fuels Formula Program.

Information regarding TEA–21 funding authorization levels for use in developing Metropolitan Transportation Improvement Programs (TIPs) and State Transportation Improvement Programs (STIPs) is included. For informational purposes, the notice contains the apportionment of fiscal year 2000 funds for the Federal Highway Administration (FHWA) Metropolitan Planning Program and the estimated apportionment of the fiscal year 2000 State Planning and Research Program.

A listing of prior year unobligated allocations for the Section 5309 New Starts and Bus Programs is included, as in previous years. In addition, the FTA policy regarding pre-award authority to incur project costs and the Letter of No Prejudice Policy are provided. The section on pre-award authority has been revised in relation to New Starts preliminary engineering and final design work. Other pertinent program information is also included.

FOR FURTHER INFORMATION CONTACT: The appropriate FTA Regional Administrator for grant-specific information and issues; Patricia Levine, Director, Office of Resource Management and State Programs, (202) 366–2053, for general information about the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, the Rural Transit Assistance Program, the Elderly and Persons with Disabilities Program, the Clean Fuels Formula Program, the Over-the-Road Bus Accessibility Program, or the Capital Investment Program; or 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; or Dr. Lewis P. Clopton, Director, Office of Research Management, (202) 366–9157, for information about the Job Access and Reverse Commute Program.

SUPPLEMENTARY INFORMATION:

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I. Background

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

II. Overview

A. Fiscal Year 2000 Appropriations

The fiscal year 2000 appropriation for the FTA program is $5,797,000,000, the guaranteed funding level under TEA–21. The appropriation for the Metropolitan Planning Program is $49,632,000, and the appropriation for the State Planning and Research Program is $10,368,000. The appropriation for formula grants totals $3,098,000,000. Under statutory authority, the distribution of the total formula funds available is as follows: $4,849,950 is set aside for the Alaska Railroad; $50,000,000 is for the Clean Fuels Formula Program, which was transferred and merged with funding for the Capital Bus Program; and $3,700,000 is for the Over-the-Road Bus Accessibility Program. Of the remaining amount of $3,039,450,050, 91.23 percent ($2,772,890,281) is made available to the Urbanized Area Formula Program, 6.37 percent ($193,612,968) is made available to the Nonurbanized Area Formula Program, and 2.4 percent ($72,946,801) is made available to the Elderly and Persons with Disabilities Program.

The other program appropriations contained in this notice are as follows: $5,250,000 for the Rural Transit Assistance Program (RTAP); and $2,501,000,000 for the Capital Investment Program. Of the Capital Investment Program amount, $980,400,000 is for Fixed Guideway Modernization, $980,400,000 is for New Starts, and $490,200,000 is for Bus Capital. In addition, $50,000,000 of formula funds for Clean Fuels was transferred and merged with the Bus Capital Program increasing that program to $540,200,000. An amount of $75,000,000 is for the Job Access and Reverse Commute Program.

Table 1 displays the amounts appropriated by program, including adjustments and final apportioned and allocated amounts. The following text provides a narrative explanation of the funding levels and other factors affecting the apportionments and allocations.

B. TEA–21 Authorized Program Levels

TEA–21 provides a combination of trust and general fund authorizations that total $6,810,000,000 for the fiscal year 2000 FTA program. Of this amount, $5,797,000,000 is guaranteed under the discretionary spending cap. See Table 11 for fiscal years 1998–2003 guaranteed fund levels by program and Table 11A for the total of guaranteed and non-guaranteed levels by program.

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

C. Project Management Oversight

Section 5327 of 49 U.S.C. allows the Secretary of Transportation to use not more than one-half percent of the funds made available under the Urbanized Area Formula Program and the Nonurbanized Area Formula Program, and three-quarters percent of funds made available under the Capital Investment Program to contract with any person to oversee the construction of any major project under these statutory programs to conduct safety, procurement, management and financial reviews and audits, and to provide technical assistance to correct deficiencies identified in compliance reviews and audits. Therefore, one-half percent of the funds appropriated for the Urbanized Area Formula Program, and the Nonurbanized Area Formula Program for fiscal year 2000, and three-quarters percent of Capital Investment Program funds were reserved for these purposes before funds were apportioned.

III. Fiscal Year 2000 Focus

A. Y2K

FTA began working on the Year 2000 (Y2K) issue as early as 1996. The goal of FTA's efforts is to ensure that transit services are not interrupted by computer failures resulting from Y2K problems. In order to accomplish this, FTA is providing Y2K information, guidance and assistance to the transit community. A series of ''Dear Colleague Letters'' was sent to FTA grantees, which provided guidance on Y2K and a five-phased approach FTA Y2K Management Plan. The five phases were as follows: (1) Assessment; (2) Renovation/Validation; (3) Certifications; (4) Submission of Business Continuity and Contingency Plan (BCCP) or outline of BCCP; and (5) Reporting test results of the BCCP.

In January 1999, FTA Grantees were required to complete the Assessment Phase, and in March 1999, FTA Grantees were required to complete the Renovation/Validation Phase. On June 30, 1999, the FTA grantees were required to certify Y2K compliance or submit an outline of the contingency plan for continuing operations of their systems while repairing or replacing the calendar year 2000 non-compliant elements. The 30 largest grantees were required to submit a copy of the Business Continuity and Contingency Plan. Other transit operators were asked to submit an outline of their BCCP. All grantees are also to submit to FTA the results of their first two tests of the BCCP by October 31, 1999.

As the changeover approaches, FTA will continue to work with grantees to

ensure a smooth transition. FTA will monitor transit activity during the Y2K changeover, with emphasis on the 30 largest operators. FTA will also serve as a clearinghouse for information during the changeover.

B. Disadvantaged Business Enterprise (DBE) Regulation

The Department of Transportation's (DOT's) new regulation implementing the disadvantaged business enterprise (DBE) program was published February 2, 1999, in the **Federal Register** and was effective March 4, 1999. The DBE program is intended to remedy past and current discrimination against disadvantaged business enterprises, ensure a ''level playing field'' and foster equal opportunity in DOT-assisted contracts, improve the flexibility and efficiency of the DBE program, and reduce burdens on small businesses.

FTA grantees were required to submit revised DBE programs by September 1, 1999. FTA has reviewed all programs received. A sample DBE Program has been created for grantees along with DOT approved Q&As for assistance to grant recipients required to submit programs. For more information, contact Arthur Andrew Lopez, Director, Office of Civil Rights, at (202) 366–4018, or Gloria Dixon at (816) 329–3920 or (816) 523–0204, or go to the Office of Small and Disadvantaged Business Utilization website at: [http://osdbuweb.dot.gov/programs/dbe/dbe.htm].

C. Urbanized Area Formula Study

Section 3033 of TEA–21 requires FTA to conduct a study to assess whether the formula for apportioning funds to urbanized areas (at 49 U.S.C. 5336) accurately reflects the transit needs of small urbanized areas that provide an unusually high level of transit service for their size. A **Federal Register** Notice on the commencement of the study was published on July 9, 1999, and numerous comments were received.

In that notice, FTA sought suggestions on conducting the study and comment on the following questions from interested parties: (1) Are population and population density adequate factors for use in apportioning funds to small urbanized areas; (2) Are there specific reasons why other factors should not be applied to these small cities; (3) Should service factors also be applied to small urbanized areas in apportioning formula funds—in particular, should bus revenue vehicle miles be applied to small urbanized areas as well; (4) Should bus passenger miles and operating costs used in the incentive tier be applied to small urbanized areas; (5) Would examining other aid sources available to small urbanized areas be useful and informative; and (6) What other mechanisms besides changing the formula might be practical and useful in order to assist small transit-intensive cities?

The study is to be submitted to Congress by December 31, 1999. For more information, contact Darren Timothy, FTA Office of Policy Development, at (202) 366–0177.

D. Intelligent Transportation Systems (ITS)

Section 5206(e) of TEA–21 requires that Intelligent Transportation Systems (ITS) projects using funds from the Highway Trust Fund (including the Mass Transit Account) conform to the National ITS Architecture and Standards. Interim guidance on conformity with National ITS Performance Standards was issued October 2, 1998, jointly by FTA and FHWA. This document provides guidance for meeting this provision of TEA–21 and is available from FTA regional offices and on the FTA website. These standards and requirements apply to fiscal year 2000 allocations included in this notice that contain ITS components.

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

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

A. Metropolitan Planning Program

The fiscal year 2000 Metropolitan Planning apportionment to states for MPOs' use in urbanized areas totals $49,642,128. This amount includes $49,632,000 in fiscal year 2000 appropriated funds, and $10,128 in prior year deobligated funds available for reapportionment under this program. A basic allocation of 80 percent of this amount ($39,713,702) is distributed to the states based on the state's urbanized area population as defined by the U.S. Census Bureau for subsequent state distribution to each urbanized area, or parts thereof, within each state. A supplemental allocation of the remaining 20 percent ($9,928,426) is also provided to the states based on an FTA administrative formula to address planning needs in the larger, more complex urbanized areas. Table 2 contains the final state apportionments for the combined basic and supplemental allocations. Each state, in cooperation with the MPOs, must develop an allocation formula for the combined apportionment, which distributes these funds to MPOs representing urbanized areas, or parts thereof, within the state. This formula, which must be approved by the FTA, must ensure to the maximum extent practicable that no MPO is allocated less than the amount it received by administrative formula under the Metropolitan Planning Program in fiscal year 1991 (minimum MPO allocation). Each state formula must include a provision for the minimum MPO allocation. Where the state and MPOs desire to use a new formula not previously approved by FTA, it must be submitted to the appropriate FTA Regional Office for prior approval.

B. State Planning and Research Program

The fiscal year 2000 apportionment for the State Planning and Research Program totals $10,374,946. This amount includes $10,368,000 in fiscal year 2000 appropriated funds, and $6,946 in prior year deobligated funds, which have become available for reapportionment under this program. Final state apportionments for this program are also contained on Table 2. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, management training, and cooperative research. In addition, a state may authorize a portion of these funds to be used to supplement planning funds allocated by the state to its urbanized areas, as the state deems appropriate.

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

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

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

For informational purposes, the fiscal year 2000 apportionment for the FHWA Metropolitan Planning Program (PL) and estimated apportionment for fiscal year 2000 State Planning and Research Program (SP&R) are contained in Table 3. These estimates do not include expected SP&R funding increases from the Revenue Budget Aligned Authority authorized in TEA–21, Section 1105.

E. Local Match Waiver for Specified Planning Activities

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

(2) *Contributions to the Development of the Census Transportation Planning Package (CTPP).* In conjunction with the increased emphasis on the use of Census data in the planning process, FTA will permit the waiver of the local match requirement for activities intended to contribute to the development of the CTPP. FHWA PL and SPR funds can be used without match only to purchase the CTPP package through AASHTO.

F. Planning Emphasis Areas for Fiscal Year 2000

The FTA and FHWA cooperatively develop Planning Emphasis Areas (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. Identification as a PEA brings attention to the need for guidance and training for FTA/FHWA, as well as attention to the allocation of planning resources by participants in planning processes. Three planning topics have been identified as PEAs due to their importance in the coming year: Transportation equity/public involvement, the Intelligent Transportation Systems National Architecture, and preparations for the Year 2000 Census. By identifying these as PEAs FTA and FHWA encourage planning organizations to consider expanding and reporting on their work activities on these themes.

(1) Transportation Equity and Public Involvement

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

FTA and FHWA are working jointly to develop guidance to support metropolitan areas and states in their efforts to incorporate considerations of transportation equity in their local planning processes and substantiate compliance through demonstrated actions. States and Metropolitan Planning Organizations in their planning processes are generally advised to expand and document their efforts in two categories of work activity:

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

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

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

(2) Intelligent Transportation Systems (ITS) National Architecture

TEA–21 identifies system management and operation as a focal theme and context for transportation investment nationwide. The Act further identifies the need for integrated planning and application of ITS strategies and the role of the ITS National Architecture as a resource for achieving this functional integration. Section 5206(e) of TEA–21 requires all ITS projects funded through the Highway Trust Fund, including the Mass Transit Account, to be consistent with the National Architecture and Standards.

FTA and FHWA have prepared guidance for developing ITS projects and programs in a coordinated way through metropolitan and statewide planning processes, using the ITS National Architecture. This guidance is being disseminated in a number of ways, including training, technical assistance, and formal regulation. FTA and FHWA will work to provide assistance to participants in planning processes to facilitate attention and response to this requirement.

(3) Preparing for the Year 2000 Census

As with prior decennial censuses, the Year 2000 Census will be an invaluable information resource for transportation planning at both the metropolitan and statewide levels. The journey-to-work and other socioeconomic data from it will provide a key baseline for a wide range of planning activities, including regional transportation equity analyses, job access planning, development and validation of travel demand models, and more. The Year 2000 census will be especially important because it will likely be the last to include a ''long form'' questionnaire to collect the types of detailed household, traveler, and travel information most useful to transportation planning. In future years, the Bureau of the Census will initiate a program to collect such data during the next decade as part of a continuous monthly survey called the American Community Survey. Data from the Year 2000 census will be critical for states and MPOs to make the transition to American Community Survey data.

To leverage use of this important information resource, planning processes need to consider a wide range of ancillary work activities, including:

- Aligning census geography with transportation analysis geography in their areas;
- Conducting origin/destination and home interview travel surveys; and
- Expanding travel monitoring programs to develop comprehensive area-wide and corridor inventories.

G. Federal Planning Certification Reviews

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

Dates for site visits for the TMAs to be reviewed in fiscal year 2000 are being established and will be available on the

FTA website at [http://www.fta.dot.gov/office/planning].

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

H. Consolidated Planning Grant

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

Since the first CPG grant was awarded in April 1997, almost $159 million has been obligated by the pilot states. Of this total, more than $125 million is from FHWA sources. All but one of the participants have elected to amend the original CPG grant to add new fiscal year funds to treat the CPG more like an FTA grant, but with even greater flexibility. Under the multi-year approach option, the CPG grant would stay open for a period of years to be determined by the state (and MPO, jointly, for Metropolitan Planning funds) with the approval of the Federal Government. New apportionments can be added by grant amendment as funds become available. One state has elected to continue the pilot with new, separate CPG grants for each year. This approach treats the CPG much as FHWA funds are treated currently, that is, as basically annual apportionments with a yearly close-out of project activities and a deobligation and reobligation cycle. The obligation pattern so far is somewhat of a hybrid of the two approaches with at least one state starting out with annual grants and switching in later years to the multi-year grant approach. Those with the multi-year grants can close them at any time and begin the next year with either a new multi-year grant or an annual grant. The ease with which a state can opt for the single year or the multi-year approach to the CPG grant is just one example of the flexibility intended for the pilot.

As part of a survey of experiences in the first two years of the pilot, FTA and FHWA have made two pilot-wide changes in response to recommendations from participants. States can now report metropolitan planning expenditures (to comply with the Single Audit Act) for both FTA and FHWA under the Catalogue of Federal Domestic Assistance (CFDA) number for FTA's Metropolitan Planning Program. Additionally, for states with an FHWA Metropolitan Planning fund matching ratio greater than 80 percent, the state (through FTA) can request a waiver of the 20 percent local share requirement in order that all FTA funds used for metropolitan planning in a CPG can be granted at the higher, FHWA rate. For some states, this Federal match rate can exceed 90 percent.

As in previous years, pre-award authority is granted to both of FTA's planning programs as part of this annual notice. This pre-award authority enables states to continue planning program activities from year to year with the assurance that eligible costs can later be converted to a regularly funded Federal project without the need for prior approval or authorization from the granting agency. As part of the pilot, FTA will continue to work with participating states to increase the flexibility and further streamline the consolidated approach to planning grants. For further information on participating in the CPG Pilot, contact Ms. Candace Noonan, Intermodal and Statewide Planning Division, FTA, at (202) 366–1648 or Anthony Solury, Planning and Environment Core Business Unit, FHWA, at (202) 366–5003.

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

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

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

Aside from the formal evaluation and rating of (non-exempt) New Starts projects, the general process for approving entrance into FD and PE is largely consistent with FTA's prior procedures for approving entrance into preliminary engineering. FTA is revising its guidance for evaluating and approving local agency requests for advancing projects in the New Starts project development process. These revised procedures will be available in fiscal year 2000.

V. Section 5307 Urbanized Area Formula Program

A. Total Urbanized Area Formula Apportionments

In addition to the appropriated fiscal year 2000 Urbanized Area Formula funds of $2,772,890,281, the apportionment also includes $4,589,012 in deobligated funds which became available for reapportionment for the Urbanized Area Formula Program as provided by 49 U.S.C. 5336(i).

Table 4 displays the amount apportioned for the Urbanized Area Formula Program. After the one-half percent for oversight is set-aside ($13,864,451), the amount of appropriated funds available for apportionment is $2,759,025,830. The funds to be reapportioned, described in the previous paragraph, are then added and increase the total amount apportioned for this program to $2,763,614,842.

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

$4,825,700 is available for the Alaska Railroad.

Table 12 contains the fiscal year 2000 apportionment formula for the Section 5307 Urbanized Area Formula Program.

B. Data Used for Urbanized Area Formula Apportionments

Data from the 1998 NTD (49 U.S.C. 5335) Report Year submitted in late 1998 and early 1999 have been used to calculate the fiscal year 2000 Urbanized Area Formula apportionments for urbanized areas 200,000 in population and over. The population and population density figures used in calculating the Urbanized Area Formula are from the 1990 Census.

C. Urbanized Area Formula Fiscal Year 2000 Apportionments to Governors

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

D. Transit Enhancements

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

(1) Eligible Enhancements. The following are transit projects and project elements that may be counted to meet the minimum enhancement expenditure requirement:

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

(b) Bus shelters;

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

(d) Public art;

(e) Pedestrian access and walkways;

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

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

(h) Signage; and

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

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

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

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

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

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

(6) *Enhancement Report.* The recipient must submit a report to the appropriate FTA Regional Office listing the projects or elements of projects carried out with those funds during the previous fiscal year and the amount awarded. The report must be submitted in the Federal fiscal year's final quarterly report, in the Transportation Electronic Awards and Management System (TEAM). The report should include the following elements: (a) grantee name, (b) urbanized area name and number, (c) FTA project number, (d) transit enhancement category, (e) brief description of enhancement and progress towards project implementation, (f) activity line item code from the approved budget, and (g) amount awarded by FTA for the enhancement.

E. Fiscal Year 2000 Operating Assistance

Fiscal year 2000 funding for operating assistance is available only to urbanized areas with populations under 200,000. For these areas, there is no limitation on the amount of the state apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50.

TEA–21 provided two exceptions to the prohibition on operating assistance in areas over 200,000 in population. These areas were identified and addressed in fiscal year 1999.

F. Carryover Funds for Operating Assistance

Carryover funds for fiscal years 1997–1998, which were eligible for use as operating assistance are still available for operating assistance. However, the operating assistance limitations remain on the unused fiscal years 1997–1998 funds. These funds continue to be available for obligation at the Federal/local share ratio of 50/50 in fiscal year 2000 and throughout the period of availability. For unused fiscal year 1998 funds for areas under 200,000, operating assistance as a capital project with an 80 percent federal match ratio (without limitation) will continue to be available throughout the period of availability.

G. Designated Transportation Management Areas

All urbanized areas over 200,000 in population have been designated as transportation management areas (TMAs), in accordance with 49 U.S.C. Section 5305. These designations were formally made in a **Federal Register** Notice dated May 18, 1992 (57 FR 21160), signed by the Federal Highway Administrator and the Federal Transit Administrator. Additional areas have been designated as TMAs upon the request of the Governor and the MPO designated for such area or the affected local officials. During fiscal year 1999, one addition to an existing TMA was formally designated: Titusville, Florida,

is included within the boundaries of the Melbourne/Palm Bay, Florida TMA.

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

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

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

H. Urbanized Area Formula Funds Used for Highway Purposes

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

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

I. National Transit Database Internet Reporting

The National Transit Database (NTD) is FTA's national database for statistics on the transit industry. Each year, FTA grantees use diskettes to report on their operating and financial statistics to FTA. These grantees receive formula funds based, in part, on the statistics they submit. NTD data is summarized and used to report to Congress on the performance of the transit industry and to assess whether FTA goals have been met. In addition, a profile report is produced for each transit authority that submits data. NTD profile report data is often used in transit planning. These annual NTD summary reports and profile reports have been available on FTA's website for several years.

During the fall of 1999, FTA will begin testing a new Internet reporting system to replace diskette reporting. A number of agencies have volunteered to test this new system of transit operator data input via the Internet. Internet reporting should speed data collection and validation. Internet reporting is scheduled to begin in the fall of year 2000.

VI. Section 5311 Nonurbanized Area Formula Program and Section 5311(b)(2) Rural Transit Assistance Program (RTAP)

A. Nonurbanized Area Formula Program

The fiscal year 2000 Nonurbanized Area Formula apportionments to the states total $192,717,384 and are displayed in Table 5. Of the $193,612,968 appropriated, one-half percent ($968,065) was reserved for oversight. In addition to the current appropriation, the funds available for apportionment included $72,481 in deobligated funds from fiscal years prior to 2000. The population figures used in calculating these apportionments are from the 1990 Census.

The Nonurbanized Formula Program provides capital, operating and administrative assistance for areas under 50,000 in population. Each state must spend no less than 15 percent of its fiscal year 2000 Nonurbanized Area Formula apportionment for the development and support of intercity bus transportation, unless the Governor certifies to the Secretary that the intercity bus service needs of the state are being adequately met. Fiscal year 2000 Nonurbanized Area Formula grant applications must reflect this level of programming for intercity bus or include a certification from the Governor.

B. Rural Transit Assistance Program (RTAP)

The fiscal year 2000 RTAP apportionments to the states total $4,800,180 and are also displayed on Table 5. This amount includes $4,725,000 in fiscal year 2000 appropriated funds, and $75,180 in prior year deobligated funds, which are available for reapportionment.

Of the total $5,250,000 authorized and appropriated for RTAP in fiscal year 2000, FTA set-aside 10 percent in order to fund RTAP activities carried out at

the national level. Due to the limited amount of discretionary funds available this year in the national planning and research program, FTA elected to fund both state and national components from the RTAP appropriation in order to ensure the continuity of national program activities, such as the Transit Resource Center and production and distribution of training materials that support the various states' RTAP activities.

All states will notice a reduction in their apportionment compared to fiscal year 1999 as a result of the 10 percent takedown. However, the impact on the larger states is proportionately greater because the formula includes a minimum allocation of $65,000 to each state. For most states, however, the fiscal year 2000 allocation is greater than, or only slightly less than, their apportionment in fiscal year 1998.

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

VII. Section 5310 Elderly and Persons With Disabilities Program

A total of $72,986,415 is apportioned to the states for fiscal year 2000 for the Elderly and Persons with Disabilities Program. In addition to the fiscal year 2000 appropriation of $72,946,801, the fiscal year 2000 apportionment also includes $39,614 in prior year unobligated funds, which are available for reapportionment under the Elderly and Persons with Disabilities Program. Table 6 shows each state's apportionment.

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

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

While the assistance is intended primarily for private non-profit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state that there are no non-profit organizations in the area that are readily available to carry out the service, may receive these funds.

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

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

A. Transfer Process

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

Effective October 1, 1999, new procedures were implemented to accommodate this change for fiscal year 2000 and subsequent years. The transfer process is described below.

Transfer from FHWA to FTA. Flexible funds designated for use in transit projects must result from the metropolitan and state planning and programming process, and must be included in an approved State Transportation Improvement Program (STIP) before the funds can be transferred. To initiate the process the grantee must submit a completed application to the FTA regional office and notify the State Highway Agency that it has submitted an application that requires a transfer of funds. By letter, the State Highway Agencies (SHA) request the transfer of highway funds for a transit project(s) through their FHWA Division. The letter should specify the project, amount to be transferred, apportionment year, State, federal aid apportionment category (i.e. Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Interstate Substitute, or Other—Earmarks), and a description of the project as contained in the STIP.

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

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

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

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

For information regarding these procedures, please contact Kristen D. Clarke, FTA Budget Division at (202) 366–2918 or Fred Gessler, FHWA Finance Division at (202) 366–2847.

B. Matching Share for Flexible Funds

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

There are three instances in which a higher than 80 percent Federal share would be maintained. First, in states with large areas of Indian and certain public domain lands, and national forests, parks and monuments, the local share for highway projects is determined by a sliding scale rate, calculated based on the percentage of public lands within that state. This sliding scale, which permits a greater

Federal share, but not to exceed 95 percent, is applicable to transit projects funded with flexible funds in these public land states. FHWA develops the sliding scale matching ratios for the increased Federal share.

Secondly, commuter carpooling and vanpooling projects and transit safety projects using flexible funds administered by FTA may retain the same 100 percent Federal share that would be allowed for ride-sharing or safety projects administered by the FHWA.

The third instance includes the 100 percent Federal safety projects; however, these are subject to a nationwide 10 percent program limitation.

IX. Section 5309 Capital Investment Program

A. Fixed Guideway Modernization

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

Table 7 displays the fiscal year 2000 Fixed Guideway Modernization apportionments. Fixed Guideway Modernization funds apportioned for this section must be used for capital projects to maintain, modernize, or improve fixed guideway systems.

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

For fiscal year 2000, $980,400,000 was appropriated for fixed guideway modernization. After deducting the three-fourth percent for oversight ($7,353,000), $973,047,000 is available for apportionment to the specified urbanized areas.

Each year, the new fixed guideway modernization formula will allocate funds by seven tiers. A listing of the tiers and the funds available under each are delineated in Table 13. For tiers 5, 6, and 7, 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.

B. New Starts

The fiscal year 2000 appropriation for New Starts is $980,400,000, which was fully allocated in the fiscal year 2000 DOT Appropriations Act. However, by statute, this amount is reduced by three-fourth percent ($7,353,000) for oversight activities, leaving $973,047,000 available for allocations to projects. The oversight reduction was applied on a pro-rata basis to all projects specified in the fiscal year 2000 DOT Appropriations Act, yielding the final allocation for each project as shown in Table 8 of this notice. Prior year unobligated appropriations for New Starts in the amount of $542,823,668 remain available for obligation in fiscal year 2000. These carryover amounts are displayed in Table 8A.

C. Bus

The fiscal year 2000 appropriation for Bus is $490,200,000 for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. TEA–21 established a $100,000,000 Clean Fuels Formula Program under Section 5308. The program is authorized to be funded with $50,000,000 from the Bus category of the Capital Investment Program, and $50,000,000 from the Formula Program. However, the fiscal year 2000 DOT Appropriations Act directs FTA to transfer $50,000,000 appropriated under the Formula Program to and merge it with funding provided for the Bus category of the Capital Investment Program. Thus, $540,200,000 of funds appropriated in fiscal year 2000 are available for funding the Bus category of the Capital Program. After deducting the three-fourth percent for oversight ($4,051,500) the amount of fiscal year 2000 appropriated funds available for allocation is $536,148,500. Prior year unobligated funds directed by Congress to be reallocated in the amount of $1,199,750 are then added and increase the total amount allocated to $537,348,250 under the Bus category.

The 2000 DOT Appropriations Act allocated all of the fiscal year 2000 Bus funds to specified states or localities for bus and bus-related projects.

Because the three-fourth percent for oversight was subtracted from the amount appropriated in the DOT Appropriations Act and not the reallocated funds, each bus project receives less than the funding level contained in the DOT Appropriations Act. No funds remain available for discretionary allocation by the Federal Transit Administrator. Table 9 displays the allocations of the fiscal year 2000 Bus funds by area.

Prior year unobligated appropriations for Bus Program earmarks in the amount of $472,955,785 remain available for obligation in fiscal year 2000, and are displayed in Table 9A.

For Section 5309 projects funding battery electric, hybrid electric or fuel cell vehicles, FTA intends to ask for additional information as part of project quarterly progress reports. Grantees will be advised of the specifics of this at a later date. See section XII, Clean Fuels Formula Program, for a discussion of this proposal.

X. Job Access and Reverse Commute Program

The fiscal year 2000 appropriation for the Job Access and Reverse Commute Program is $75,000,000. Of this amount $49,570,000 has been allocated to projects specified in the fiscal year 2000 Conference report. These allocations are listed in Table 10.

This program, established under TEA–21, provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those which transport welfare recipients and low-income individuals in urban, suburban, or rural areas to and from jobs and activities related to their employment. Reverse Commute projects provide transportation services for the general public from urban, suburban, and rural areas to suburban employment opportunities. A total of $10 million from the appropriation can be used for Reverse Commute Projects.

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

program is making the most efficient use of existing public, nonprofit and private transportation service providers.

In fiscal year 1999, FTA undertook a national solicitation of applications for this program and established a competitive process to review all applications. As a result of this process, FTA selected 179 different projects in agencies and organizations in 42 states for funding.

A separate **Federal Register** Notice providing program guidance and application procedures for fiscal year 2000 will be issued for the program. The notice will be also available on the FTA website.

XI. Over-the-Road Bus Accessibility Program

The amount available for the Over-the-Road Bus Accessibility (OTRB) Program in fiscal year 2000 is $3,710,000. In addition to $3,700,000 appropriated for fiscal year 2000, $10,000 remaining from the fiscal year 1999 appropriation is available for award in fiscal year 2000. Of the $3,710,000 available for the program, $2,010,000 is available to providers of intercity fixed-route service, and $1,700,000 is available to other providers of the over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service.

The Over-the-road Bus (OTRB) Accessibility program authorizes FTA to make grants to operators of over-the-road buses to help finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, published in a **Federal Register** Notice on September 24, 1998. FTA conducts a national solicitation of applications and grantees are selected on a competitive basis.

In fiscal year 1999, the first year in which the program was implemented, a total of $2 million was available to intercity fixed-route providers. FTA selected 11 applicants from among the 20 applications submitted for funding incremental capital and training costs.

A separate **Federal Register** Notice providing program guidance and application procedures for fiscal year 2000 will be issued for this program. The notice will be available on the FTA website.

XII. Clean Fuels Formula Program

TEA–21 established a $100,000,000 Clean Fuels Formula Grant Program under Section 5308 to assist non-attainment and maintenance areas in achieving or maintaining attainment status and to support markets for emerging clean fuel technologies. Under the program, public transit agencies in maintenance and non-attainment areas (as defined by the EPA) were to apply for formula funds to acquire clean fuel vehicles, to repower or retrofit engines for clean fuels operation, and to construct or improve facilities to support clean fuel vehicles. The legislation specified the program to be funded with $50,000,000 from the Bus category of the Capital Investment Program, and $50,000,000 from the Formula Program. The fiscal year 2000 DOT Appropriations Act transfers $50,000,000 appropriated under the Formula Program to and merges it with funding provided for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus related facilities under the Bus category of the Capital Investment Program. In addition, in fiscal years 1999 and 2000 Congress allocated the entire Bus category, including the $100,000,000, which TEA–21 provides for funding of the Clean Fuels Formula Program. The appropriation actions of Congress override the provisions established in TEA–21 for the Clean Fuels Formula Program. Therefore, FTA cannot implement this new program in fiscal year 2000. The fiscal year 2000 Bus Allocations on Table 9 include the funding which would have been available for the Clean Fuels Formula Program under TEA–21.

While the Clean Fuels Formula Program was not funded by Congress in fiscal year 2000, as in fiscal year 1999, FTA supports the objectives of the program and is interested in collecting relevant information on the operations and performance of clean fuel technology buses in revenue service to help assess the reliability, benefits, and costs of these technologies compared to conventional vehicle technologies, and to provide more accurate information to transit agencies for future clean fuel and advanced propulsion vehicle purchases. It was FTA's intent to require grantees receiving Clean Fuels Formula funds for projects to purchase or lease buses powered by advanced propulsion technologies (e.g. battery electric, hybrid electric and fuel cell powered vehicles) to provide information to FTA on the operations, performance and maintenance of those vehicles. Since the Clean Fuels Formula Program was not funded in fiscal year 2000, but rather funds were allocated as part of the capital program for bus, FTA intends to require grantees receiving capital funds to purchase or lease buses powered by advanced propulsion technologies (battery electric, hybrid electric, and fuel cell) to report to FTA information that will further the state of the industry's knowledge about operation of these advanced technologies. Grantees receiving funds to purchase or lease alternative fuel technologies such as CNG or LNG may voluntarily provide similar information. Grantees will be advised of the new reporting requirements for the Section 5309 program for these specific bus technologies in the near future.

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

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

XIV. Period of Availability of Funds

The funds apportioned under the Metropolitan Planning Program and the State Planning and Research Program, the Urbanized Area Formula Program, and the Fixed Guideway Modernization Program, in this notice, will remain available to be obligated by FTA to recipients for three fiscal years following fiscal year 2000. Any of these apportioned funds unobligated at the close of business on September 30, 2003 will revert to FTA for reapportionment under these respective programs.

Funds apportioned to nonurbanized areas under the Nonurbanized Area Formula Program, including RTAP funds, will remain available for two fiscal years following fiscal year 2000. Any such funds remaining unobligated at the close of business on September 30, 2002, will revert to FTA for reapportionment among the states under the Nonurbanized Area Formula Program. Funds allocated to states under the Elderly and Persons with Disabilities Program in this notice must be obligated by September 30, 2000. Any such funds remaining unobligated as of this date will revert to FTA for reapportionment among the states under the Elderly and Persons with Disabilities Program. The fiscal year 2000 DOT Appropriations Act includes a provision requiring that fiscal year 2000 New Starts and Bus funds not obligated for their original purpose as of September 30, 2002, shall be made

available for other discretionary projects within the respective categories of the Capital Investment Program.

XV. Automatic Pre-Award Authority To Incur Project Costs

A. Policy

FTA provides blanket or automatic pre-award authority to cover certain program areas described below. This pre-award authority allows grantees to incur project costs prior to grant approval and retain their eligibility for subsequent reimbursement after grant approval. The grantee assumes all risk and is responsible for ensuring that all conditions, which are described below, are met to retain eligibility. This automatic pre-award spending authority permits a grantee to incur costs on an eligible transit capital or planning project without prejudice to possible future Federal participation in the cost of the project or projects. Prior to exercising pre-award authority, grantees must comply with the conditions and Federal requirements outlined in paragraphs B and C immediately below. Failure to do so will render an otherwise eligible project ineligible for FTA financial assistance. In addition, grantees are strongly encouraged to consult with the appropriate regional office if there could be any question regarding the eligibility of the project for future FTA funds or the applicability of the conditions and Federal requirements.

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

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

B. Conditions

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

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

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

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

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

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

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

C. Environmental, Planning, and Other Federal Requirements

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

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

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

D. Extension of Pre-Award Authority to New Start Projects Approved for Preliminary Engineering and/or Final Design

New Starts Projects are required to follow a federally defined planning process. This process includes, among other things, FTA approval of entry of a project into preliminary engineering and approval to enter final design. The grantee requests for entry into preliminary engineering and the request for entry into final design both document the project and how it meets the New Starts criteria in detail. With FTA approval to enter preliminary engineering, and subsequently approval to enter final design, FTA will automatically extend pre-award authority to that phase of project development. The pre-award authority

to incur costs for final design is strictly limited to design work. No capital items or right of way acquisition is included in this blanket pre-award authority.

This is a new provision and is intended to streamline and eliminate duplicative and unnecessary paperwork and reinforce the importance of these new starts approval actions. New Starts construction or right-of-way acquisition as well as New Starts planning funded with Section 5309 funds not covered by preliminary engineering or final design approval still need to request letters of no prejudice as described below.

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

A. Policy

Letter of No Prejudice (LONP) Policy authority allows an applicant to incur costs on a future project utilizing non-Federal resources with the understanding that the costs incurred subsequent to the issuance of the LONP may be reimbursable as eligible expenses or eligible for credit toward the local match should the FTA approve the project at a later date. LONPs are applicable to projects not covered by automatic pre-award authority. The majority of LONPs will be for Section 5309 New Starts funds not covered under a full funding grant agreement or for Section 5309 Bus funds not yet appropriated by Congress. At the end of an authorization period, there may be LONPs for formula funds beyond the life of the current authorization.

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

B. Conditions

The following conditions apply to all LONPs.

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

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

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

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

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

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

C. Environmental, Planning, and Other Federal Requirements

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

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

D. Request for LONP

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

XVII. FTA Home Page on the Internet

FTA provides extended customer service by making available transit information on the FTA website, including this Apportionment Notice. Also posted on the website are FTA program Circulars: C9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998; C9040.1E, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, dated October 1, 1998; C9070.1E, The Elderly and Persons with Disabilities Program Guidance and Application Instructions, dated October 1, 1998; C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998; 4220.1D, Third Party Contracting Requirements, dated April 15, 1996; C5010.1C, Grant Management Guidelines, dated October 1, 1998; and C8100.1B, Program Guidance and Application Instructions for Metropolitan Planning Program Grants, dated October 25, 1996. The fiscal year 2000 Annual List of Certifications and Assurances is also posted on the FTA website. Other documents on the FTA website of particular interest to public transit providers and users include the 1998 Statistical Summaries of FTA Grant Assistance Programs, and the National Transit Database Profiles.

The FTA Home Page may be accessed at: [http://www.fta.dot.gov]. FTA circulars are listed at: [http://www.fta.dot.gov/fta/library/admin/checklist/circulars.htm]. Other guidance of interest to Grantees can be found at: [http://www.fta.dot.gov/grantees/index.html].

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

XVIII. FTA Fiscal Year 2000 Annual List of Certifications and Assurances

The Fiscal Year 2000 Annual List of Certifications and Assurances is published in conjunction with the Apportionments, as per 49 U.S.C. section 5307(k). It appears as a separate

Part of the **Federal Register** on the same date whenever possible. The fiscal year 2000 list contains several changes to the previous year's **Federal Register** publication. As in previous years, the grant applicant should certify electronically. Under certain circumstances the Applicant may enter its PIN number in lieu of an electronic signature provided by its Attorney, provided the Applicant has on file the current Affirmation of its Attorney in writing dated this Federal fiscal year. The applicant is advised to contact the appropriate FTA Regional Office for electronic procedure information.

The fiscal year 2000 Annual List of Certifications and Assurances is accessible on the Internet at: *http://www.fta.dot.gov/.* Any questions regarding this document may be addressed to the appropriate Regional Office.

XIX. Grant Application Procedures

All applications for FTA funds should be submitted to the appropriate FTA Regional Office. FTA utilizes an electronic grant application system known as TEAM and all applications should be filed electronically. FTA has provided exceptions to the requirement for electronic filing of applications for certain new, non-traditional grantees in the Job Access and Reverse Commute and Over the Road Bus programs as well as to a few grantees who have not successfully connected to or accessed TEAM. Formula and Capital Investment grant applications should be prepared in conformance with the following FTA Circulars: Program Guidance and Application Instructions for Metropolitan Planning Program Grants—C8100.1B, October 25, 1996; Urbanized Area Formula Program: Grant Application Instructions—C9030.1C, October 1, 1998; Nonurbanized Area Formula Program Guidance and Grant Application Instructions—C9040.1E, October 1, 1998; Section 5310 Elderly and Persons with Disabilities Program Guidance and Application Instructions C9070.1E, October 1, 1998; and Section 5309 Capital Program: Grant Application Instructions—C9300.1A, October 1, 1998. Guidance on preparation of applications for State Planning and Research funds may be obtained from each FTA Regional Office. Copies of circulars are available from FTA Regional Offices as well as the FTA Home Page on the Internet.

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

Issued on: October 21, 1999.

Gordon J. Linton,

Administrator.

BILLING CODE 4910–57–P

TABLE 1

FEDERAL TRANSIT ADMINISTRATION

FY 2000 APPROPRIATIONS FOR GRANT PROGRAMS

SOURCE OF FUNDS	APPROPRIATION	
TRANSIT PLANNING AND RESEARCH PROGRAMS		
Planning		
Section 5303 Metropolitan Planning Program	$49,632,000	
Reapportioned Funds Added	10,128	
Total Apportioned	$49,642,128	
Section 5313(b) State Planning and Research Program	$10,368,000	
Reapportioned Funds Added	6,946	
Total Apportioned	$10,374,946	
Research		
Section 5311(b)(2) Rural Transit Assistance Program (RTAP)	$5,250,000	
Less 10 percent for RTAP National Program	(525,000)	
Reapportioned Funds Added	75,180	
Total Apportioned	$4,800,180	
FORMULA PROGRAMS	$3,098,000,000	
Alaska Railroad (Section 5307)	4,849,950	
Less Oversight (one-half percent)	(24,250)	
Total Available	4,825,700	
Section 5308 Clean Fuels Formula Program	(50,000,000)	a/
Over-the-Road Bus Accessibility Program	3,700,000	
Section 5307 Urbanized Area Formula Program		
91.23% of Total Available for Sections 5307, 5311, and 5310	$2,772,890,281	
Less Oversight (one-half percent)	(13,864,451)	
Reapportioned Funds Added	4,589,012	
Total Apportioned	$2,763,614,842	
Section 5311 Nonurbanized Area Formula Program		
6.37% of Total Available for Sections 5307, 5311, and 5310	$193,612,968	
Less Oversight (one-half percent)	(968,065)	
Reapportioned Funds Added	72,481	
Total Apportioned	$192,717,384	
Section 5310 Elderly and Persons with Disabilities Formula Program		
2.4% of Total Available for Sections 5307, 5311, and 5310	$72,946,801	
Reapportioned Funds Added	39,614	
Total Apportioned	$72,986,415	
CAPITAL INVESTMENT PROGRAM	$2,501,000,000	
Section 5309 Fixed Guideway Modernization	$980,400,000	
Less Oversight (three-fourth percent)	(7,353,000)	
Total Apportioned	$973,047,000	
Section 5309 New Starts	$980,400,000	
Less Oversight (three-fourth percent)	(7,353,000)	
Total Allocated	$973,047,000	
Section 5309 Bus	$540,200,000	b/
Less Oversight (three-fourth percent)	(4,051,500)	
Reallocated Funds Added	1,199,750	c/
Total Allocated	$537,348,250	
JOB ACCESS AND REVERSE COMMUTE PROGRAM (Section 3037, TEA-21)	$75,000,000	
TOTAL APPROPRIATION (Above Grant Programs)	**$5,689,250,000**	

a/ The FY 2000 Appropriations Act transfers $50 million appropriated for Clean Fuels to the Bus Category.

b/ Includes $490,200,000 plus $50 million transferred from the Cleans Fuels Program.

c/ Conference Report approximated Bus recoveries at $1,470,000. The amount of Bus recoveries made available for reallocation is $1,199,750.

TABLE 2

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5303 METROPOLITAN PLANNING PROGRAM AND SECTION 5313(b) STATE PLANNING AND RESEARCH PROGRAM APPORTIONMENTS

STATE	SECTION 5303 APPORTIONMENT	SECTION 5313(b) APPORTIONMENT
Alabama	$434,813	$113,592
Alaska	198,569	51,875
Arizona	790,795	163,970
Arkansas	198,569	51,875
California	8,463,459	1,572,168
Colorado	645,896	146,797
Connecticut	580,320	151,605
Delaware	198,569	51,875
District of Columbia	267,707	51,875
Florida	2,706,938	628,325
Georgia	958,264	201,301
Hawaii	198,569	51,875
Idaho	198,569	51,875
Illinois	2,900,719	523,440
Indiana	704,204	166,235
Iowa	222,764	58,196
Kansas	257,521	62,884
Kentucky	308,461	78,828
Louisiana	533,037	137,549
Maine	198,569	51,875
Maryland	1,152,512	221,105
Massachusetts	1,405,704	292,035
Michigan	1,810,929	358,838
Minnesota	735,337	146,372
Mississippi	198,569	51,875
Missouri	813,010	171,795
Montana	198,569	51,875
Nebraska	198,569	51,875
Nevada	215,306	56,247
New Hampshire	198,569	51,875
New Jersey	2,461,011	409,281
New Mexico	198,569	51,875
New York	4,997,493	871,467
North Carolina	593,830	155,134
North Dakota	198,569	51,875
Ohio	1,710,750	410,974
Oklahoma	320,052	83,612
Oregon	359,506	87,669
Pennsylvania	2,218,797	444,961
Puerto Rico	538,076	131,205
Rhode Island	198,569	51,875
South Carolina	337,161	88,081
South Dakota	198,569	51,875
Tennessee	524,150	136,931
Texas	3,373,131	702,076
Utah	311,831	81,464
Vermont	198,569	51,875
Virginia	1,109,510	236,432
Washington	884,320	198,465
West Virginia	198,569	51,875
Wisconsin	619,141	152,162
Wyoming	198,569	51,875
TOTAL	$49,642,128	$10,374,946

TABLE 3

FEDERAL HIGHWAY ADMINISTRATION

FY 2000 METROPOLITAN PLANNING PROGRAM (PL)
AND ESTIMATED STATE PLANNING AND RESEARCH (SP&R) PROGRAM APPORTIONMENTS

STATE	PL APPORTIONMENT	EST. TOTAL SP&R APPORTIONMENT	EST. SP&R PLANNING APPORTIONMENT a/
Alabama	$2,096,066	$9,179,493	$6,884,620
Alaska	943,920	6,127,679	4,595,759
Arizona	3,025,679	8,616,667	6,462,500
Arkansas	943,920	6,590,979	4,943,234
California	29,010,697	46,860,901	35,145,676
Colorado	2,708,783	5,974,979	4,481,234
Connecticut	2,797,499	7,639,218	5,729,414
Delaware	943,920	2,318,434	1,738,826
District of Columbia	943,920	1,987,701	1,490,776
Florida	11,594,222	24,687,572	18,515,679
Georgia	3,714,519	17,674,140	13,255,605
Hawaii	943,920	2,571,856	1,928,892
Idaho	943,920	3,710,965	2,783,224
Illinois	9,658,814	16,636,692	12,477,519
Indiana	3,067,463	11,948,882	8,961,662
Iowa	1,073,859	6,034,459	4,525,844
Kansas	1,160,381	5,862,661	4,396,996
Kentucky	1,454,577	8,213,697	6,160,273
Louisiana	2,538,130	7,921,564	5,941,173
Maine	943,920	2,664,230	1,998,173
Maryland	4,079,956	8,139,229	6,104,422
Massachusetts	5,388,792	9,197,062	6,897,797
Michigan	6,621,497	16,439,466	12,329,600
Minnesota	2,700,940	7,344,562	5,508,422
Mississippi	943,920	6,196,025	4,647,019
Missouri	3,170,060	12,402,732	9,302,049
Montana	943,920	5,233,995	3,925,496
Nebraska	943,920	4,051,156	3,038,367
Nevada	1,037,908	3,720,638	2,790,479
New Hampshire	943,920	2,519,838	1,889,879
New Jersey	7,552,289	13,271,150	9,953,363
New Mexico	943,920	4,991,975	3,743,981
New York	16,080,818	25,065,498	18,799,124
North Carolina	2,862,626	13,775,016	10,331,262
North Dakota	943,920	3,419,340	2,564,505
Ohio	7,583,541	17,034,360	12,775,770
Oklahoma	1,542,851	7,863,098	5,897,324
Oregon	1,617,714	5,985,581	4,489,186
Pennsylvania	8,210,690	21,735,865	16,301,899
Rhode Island	943,920	3,089,561	2,317,171
South Carolina	1,625,323	8,598,240	6,448,680
South Dakota	943,920	3,601,039	2,700,779
Tennessee	2,526,726	10,528,697	7,896,523
Texas	12,955,120	39,077,701	29,308,276
Utah	1,503,216	4,028,067	3,021,050
Vermont	943,920	2,353,427	1,765,070
Virginia	4,362,791	13,055,828	9,791,871
Washington	3,662,189	8,803,505	6,602,629
West Virginia	943,920	4,039,926	3,029,945
Wisconsin	2,807,779	10,047,107	7,535,330
Wyoming	943,920	3,619,011	2,714,258
TOTAL	$188,784,075	$502,451,464	$376,838,605

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

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT
OVER 1,000,000 IN POPULATION	$20,258,039	$2,025,803,872
200,000-1,000,000 IN POPULATION	4,693,144	469,314,428
50,000-200,000 IN POPULATION	----------	268,496,542
NATIONAL TOTAL	$24,951,183	$2,763,614,842

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT
Amounts Apportioned to Urbanized Areas 1,000,000 and Over in Population:		
Atlanta, GA	$390,464	$39,046,432
Baltimore, MD	325,674	32,567,432
Boston, MA	783,137	78,313,708
Chicago, IL-Northwestern IN	1,787,419	178,741,915
Cincinnati, OH-KY	140,266	14,026,602
Cleveland, OH	240,763	24,076,342
Dallas-Fort Worth, TX	401,670	40,167,021
Denver, CO	253,879	25,387,948
Detroit, MI	353,322	35,332,248
Ft Lauderdale-Hollywood-Pompano Beach, FL.	213,610	21,360,999
Houston, TX	432,549	43,254,860
Kansas City, MO-KS	96,806	9,680,601
Los Angeles, CA	1,887,969	188,796,855
Miami-Hialeah, FL	363,636	36,363,571
Milwaukee, WI	183,303	18,330,290
Minneapolis-St. Paul, MN	245,019	24,501,851
New Orleans, LA	155,262	15,526,242
New York, NY-Northeastern NJ	5,750,117	575,011,773
Norfolk-Virginia Beach-Newport News, VA	123,898	12,389,808
Philadelphia, PA-NJ	994,941	99,494,051
Phoenix, AZ	218,885	21,888,483
Pittsburgh, PA	292,821	29,282,128
Portland-Vancouver, OR-WA	229,168	22,916,766
Riverside-San Bernardino, CA	170,474	17,047,416
Sacramento, CA	130,824	13,082,376
San Antonio, TX	181,354	18,135,401
San Diego, CA	400,072	40,007,176
San Francisco-Oakland, CA	1,097,316	109,731,573
San Jose, CA	283,893	28,389,252
San Juan, PR	279,876	27,987,618
Seattle, WA	524,574	52,457,436
St. Louis, MO-IL	232,853	23,285,342
Tampa-St. Petersburg-Clearwater, FL	156,427	15,642,708
Washington, DC-MD-VA	935,796	93,579,648
TOTAL	$20,258,038	$2,025,803,872

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population		
Akron, OH	$56,283	$5,628,302
Albany-Schenectady-Troy, NY	60,601	6,060,114
Albuquerque, NM	50,191	5,019,072
Allentown-Bethlehem-Easton, PA-NJ	47,093	4,709,294
Anchorage, AK	24,165	2,416,472
Ann Arbor, MI	31,484	3,148,399
Augusta, GA-SC	17,074	1,707,442
Austin, TX	112,833	11,283,287
Bakersfield, CA	33,488	3,348,750
Baton Rouge, LA	29,347	2,934,746
Birmingham, AL	37,882	3,788,211
Bridgeport-Milford, CT	66,832	6,683,156
Buffalo-Niagara Falls, NY	112,711	11,271,082
Canton, OH	29,007	2,900,692
Charleston, SC	29,586	2,958,637
Charlotte, NC	59,426	5,942,586
Chattanooga, TN-GA	21,603	2,160,327
Colorado Springs, CO	36,551	3,655,098
Columbia, SC	25,437	2,543,677
Columbus, GA-AL	15,298	1,529,796
Columbus, OH	105,130	10,512,991
Corpus Christi, TX	34,545	3,454,532
Davenport-Rock Island-Moline, IA-IL	26,122	2,612,168
Dayton, OH	110,820	11,082,007
Daytona Beach, FL	29,413	2,941,272
Des Moines, IA	31,947	3,194,707
Durham, NC	31,309	3,130,919
El Paso, TX-NM	75,158	7,515,810
Fayetteville, NC	16,900	1,690,046
Flint, MI	45,639	4,563,910
Fort Myers-Cape Coral, FL	24,931	2,493,140
Fort Wayne, IN	18,590	1,859,045
Fresno, CA	51,064	5,106,436
Grand Rapids, MI	38,732	3,873,229
Greenville, SC	13,298	1,329,753
Harrisburg, PA	30,493	3,049,277
Hartford-Middletown, CT	93,019	9,301,886
Honolulu, HI	224,512	22,451,206
Indianapolis, IN	87,101	8,710,107
Jackson, MS	18,062	1,806,204
Jacksonville, FL	71,351	7,135,108
Knoxville, TN	24,119	2,411,894
Lansing-East Lansing, MI	31,532	3,153,242
Las Vegas, NV	141,519	14,151,912
Lawrence-Haverhill, MA-NH	31,706	3,170,554
Lexington-Fayette, KY	19,370	1,936,953

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population (continued)		
Little Rock-North Little Rock, AR	26,857	2,685,661
Lorain-Elyria, OH	13,663	1,366,277
Louisville, KY-IN	104,245	10,424,528
Madison, WI	45,104	4,510,388
McAllen-Edinburg-Mission, TX	13,438	1,343,765
Melbourne-Palm Bay, FL	30,952	3,095,167
Memphis, TN-AR-MS	88,440	8,844,028
Mobile, AL	19,871	1,987,093
Modesto, CA	27,379	2,737,937
Montgomery, AL	12,021	1,202,063
Nashville, TN	50,699	5,069,927
New Haven-Meriden, CT	109,799	10,979,867
Ogden, UT	30,576	3,057,602
Oklahoma City, OK	47,696	4,769,610
Omaha, NE-IA	53,467	5,346,660
Orlando, FL	139,209	13,920,892
Oxnard-Ventura, CA	65,124	6,512,436
Pensacola, FL	19,613	1,961,267
Peoria, IL	20,235	2,023,545
Providence-Pawtucket, RI-MA	155,761	15,576,051
Provo-Orem, UT	29,383	2,938,314
Raleigh, NC	29,150	2,915,009
Reno, NV	31,795	3,179,497
Richmond, VA	60,381	6,038,138
Rochester, NY	68,651	6,865,124
Rockford, IL	18,217	1,821,740
Salt Lake City, UT	117,076	11,707,570
Sarasota-Bradenton, FL	37,250	3,724,967
Scranton-Wilkes-Barre, PA	29,910	2,991,033
Shreveport, LA	24,850	2,484,956
South Bend-Mishawaka, IN-MI	30,097	3,009,660
Spokane, WA	55,842	5,584,196
Springfield, MA-CT	56,911	5,691,096
Stockton, CA	35,381	3,538,091
Syracuse, NY	42,926	4,292,606
Tacoma, WA	104,779	10,477,857
Toledo, OH-MI	46,650	4,664,987
Trenton, NJ-PA	41,780	4,177,974
Tucson, AZ	76,279	7,627,905
Tulsa, OK	44,221	4,422,131
West Palm Beach-Boca Raton-Delray Bch, FL	149,532	14,953,208
Wichita, KS	29,653	2,965,322
Wilmington, DE-NJ-MD-PA	69,254	6,925,397
Worcester, MA-CT	41,988	4,198,768
Youngstown-Warren, OH	23,767	2,376,670
TOTAL	$4,693,146	$469,314,428

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population	
ALABAMA:	$4,985,156
Anniston, AL	480,853
Auburn-Opelika, AL	385,788
Decatur, AL	440,303
Dothan, AL	369,820
Florence, AL	515,217
Gadsden, AL	455,365
Huntsville	1,445,530
Tuscaloosa, AL	892,280
ALASKA:	$0
ARIZONA:	$1,304,894
Flagstaff, AZ	513,348
Yuma, AZ-CA (AZ)	791,546
ARKANSAS:	$1,904,687
Fayetteville-Springdale, AR	525,660
Fort Smith, AR-OK (AR)	715,567
Pine Bluff, AR	483,565
Texarkana, TX-AR (AR)	179,895
CALIFORNIA:	$29,175,484
Antioch-Pittsburg, CA	1,649,944
Chico, CA	720,399
Davis, CA	874,519
Fairfield, CA	1,062,135
Hemet-San Jacinto, CA	886,135
Hesperia-Apple Valley-Victorville, CA	1,130,450
Indio-Coachella, CA	535,822
Lancaster-Palmdale, CA	1,901,446
Lodi, CA	744,407
Lompoc, CA	457,181
Merced, CA	812,779
Napa, CA	849,265
Palm Springs, CA	1,058,042
Redding, CA	611,778
Salinas, CA	1,609,906
San Luis Obispo, CA	762,395
Santa Barbara, CA	2,490,601
Santa Cruz, CA	1,287,861
Santa Maria, CA	1,171,709
Santa Rosa, CA	2,271,814
Seaside-Monterey, CA	1,526,612
Simi Valley, CA	1,445,047
Vacaville, CA	877,250
Visalia	1,002,011
Watsonville, CA	552,025
Yuba City, CA	880,815
Yuma, AZ-CA (CA)	3,136

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
COLORADO:	$5,375,868
Boulder, CO	1,196,211
Fort Collins, C0	996,330
Grand Junction, CO	567,271
Greeley, CO	796,881
Longmont, CO	726,189
Pueblo, CO	1,092,986
CONNECTICUT:	$20,431,625
Bristol, CT	847,319
Danbury, CT-NY (CT)	3,654,719
New Britain, CT	1,586,597
New London-Norwich, CT	1,276,746
Norwalk, CT	3,825,289
Stamford, CT-NY (CT)	4,677,640
Waterbury, CT	4,563,315
DELAWARE:	$405,570
Dover, DE	405,570
FLORIDA:	$12,360,871
Deltona, FL	410,994
Fort Pierce, F	984,528
Fort Walton Beach, FL	954,371
Gainesville, FL	1,223,087
Kissimmee, FL	569,676
Lakeland, FL	1,250,368
Naples, FL	822,912
Ocala, FL	552,788
Panama City, FL	829,583
Punta Gorda, FL	542,498
Spring Hill, FL	414,710
Stuart, FL	723,599
Tallahassee, FL	1,394,259
Titusville, FL.	399,118
Vero Beach, FL	505,468
Winter Haven, FL.	782,912
GEORGIA:	$5,411,902
Albany, GA.	670,332
Athens, GA.	642,694
Brunswick, GA	369,849
Macon, GA.	1,201,466
Rome, GA.	377,040
Savannah, GA	1,571,991
Warner Robins, GA	578,530
HAWAII:	$1,438,341
Kailua, HI	1,438,341

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
IDAHO:	$2,846,734
Boise City, ID	1,741,957
Idaho Falls, ID	624,457
Pocatello, ID	480,320
ILLINOIS:	$13,039,478
Alton, IL	704,693
Aurora, IL	1,973,637
Beloit, WI-IL (IL)	90,065
Bloomington-Normal, IL	1,135,262
Champaign-Urbana, IL	1,602,075
Crystal Lake, IL	643,251
Decatur, IL	901,814
Dubuque, IA-IL (IL)	21,007
Elgin, IL	1,423,686
Joliet, IL	1,646,194
Kankakee, IL.	646,084
Round Lake Beach-McHenry, IL-WI (IL)	937,528
Springfield, IL.	1,314,182
INDIANA:	$7,605,189
Anderson, IN	614,716
Bloomington, IN	917,307
Elkhart-GosheN, IN	919,374
Evansville, IN-KY (IN)	1,703,133
Kokomo, IN	619,041
Lafayette-West Lafayette, IN	1,230,688
Muncie, IN	904,711
Terre Haute, IN	696,219
IOWA:	$4,140,175
Cedar Rapids, IA	1,286,628
Dubuque, IA-IL (IA)	626,250
Iowa City, IA	741,322
Sioux City, IA-NE-SD (IA)	684,685
Waterloo-Cedar Falls, IA	801,290
KANSAS:	$2,010,184
Lawrence, KS	761,215
St. Joseph, MO-KS (KS)	6,283
Topeka, KS	1,242,686
KENTUCKY:	$1,584,353
Clarksville, TN-KY (KY)	193,324
Evansville, IN-KY (KY)	237,396
Huntington-Ashland, WV-KY-OH ((KY)	473,409
Owensboro, KY	680,224
LOUISIANA:	$4,692,211
Alexandria, LA	684,727
Houma, LA	481,636
Lafayette, LA	1,184,744
Lake Charles, LA	951,685
Monroe, LA	904,907
Slidell, LA	484,512

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
MAINE:	$2,042,136
Bangor, ME	419,625
Lewiston-Auburn, ME	487,597
Portland, ME	1,042,595
Portsmouth-Dover-Rochester, NH-ME (ME)	92,319
MARYLAND:	$2,270,953
Annapolis, MD	739,653
Cumberland, MD-WV (MD)	393,387
Frederick, MD	533,696
Hagerstown, MD-PA-WV (MD)	604,217
MASSACHUSETTS	$8,994,014
Brockton, MA	1,642,939
Fall River, MA-RI (MA)	1,602,399
Fitchburg-Leominster, MA	649,363
Hyannis, MA	463,715
Lowell, MA-NH (MA)	2,033,701
New Bedford, MA	1,762,301
Pittsfield, MA	419,770
Taunton, MA	419,826
MICHIGAN:	$7,675,133
Battle Creek, MI	641,018
Bay City, MI	716,120
Benton Harbor, MI	517,989
Holland, MI	581,348
Jackson, MI	715,727
Kalamazoo, MI	1,545,579
Muskegon, MI	942,740
Port Huron, MI	620,436
Saginaw, MI	1,394,176
MINNESOTA:	$2,735,192
Duluth, MN-WI (MN)	665,591
Fargo-Moorhead, ND-MN (MN)	384,849
Grand Forks, ND-MN (MN)	84,346
La Crosse, WI-MN (MN)	41,318
Rochester, MN	750,719
St. Cloud, MN	808,369
MISSISSIPPI:	$2,348,217
Biloxi-Gulfport, MS	1,453,849
Hattiesburg, MS	453,122
Pascagoula, MS	441,246
MISSOURI:	$3,235,877
Columbia, MO	638,845
Joplin, MO	448,646
Springfield, MO	1,507,106
St. Joseph, MO-KS (MO)	641,280

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
MONTANA:	$2,154,127
Billings, MT	830,760
Great Falls, MT	774,700
Missoula, MT	548,667
NEBRASKA:	$2,394,728
Lincoln, NE	2,291,136
Sioux City, IA-NE-SD (NE)	103,592
NEVADA:	$0
NEW HAMPSHIRE:	$2,908,063
Lowell, MA-NH (NH)	5,952
Manchester, NH	1,219,106
Nashua, NH	974,879
Portsmouth-Dover-Rochester, NH-ME (NH)	708,126
NEW JERSEY:	$2,203,394
Atlantic City, NJ	1,588,141
Vineland-Millville, NJ	615,253
NEW MEXICO:	$1,199,868
Las Cruces, NM	666,532
Santa Fe, NM	533,336
NEW YORK:	$6,657,249
Binghamton, NY	1,670,995
Danbury, CT-NY (NY)	22,649
Elmira, NY	686,164
Glens Falls, NY	471,864
Ithaca, NY	476,242
Newburgh, NY	618,415
Poughkeepsie, NY	1,299,062
Stamford, CT-NY (NY)	154
Utica-Rome, NY	1,411,704
NORTH CAROLINA:	$10,807,407
Asheville, NC	834,195
Burlington, NC	605,137
Gastonia, NC	886,065
Goldsboro, NC	460,155
Greensboro, NC	1,905,751
Greenville, NC	529,819
Hickory, NC	505,301
High Point, NC	852,125
Jacksonville, NC	822,694
Kannapolis, NC	593,914
Rocky Mount, NC	474,762
Wilmington, NC	776,539
Winston-Salem, NC	1,560,950

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
NORTH DAKOTA:	$2,099,863
Bismarck, ND	605,512
Fargo-Moorhead, ND-MN (ND)	875,726
Grand Forks, ND-MN (ND)	618,625
OHIO:	$5,773,649
Hamilton, OH	1,193,362
Huntington-Ashland, WV-KY-OH (OH)	303,894
Lima, OH	652,210
Mansfield, OH	629,684
Middletown, OH	820,501
Newark, OH	499,922
Parkersburg, WV-OH (OH)	74,027
Sharon, PA-OH (OH)	48,815
Springfield, OH	949,098
Steubenville-Weirton, OH-WV-PA (OH)	341,451
Wheeling, WV-OH (OH)	260,685
OKLAHOMA:	$898,637
Fort Smith, AR-OK (OK)	15,765
Lawton, OK	882,872
OREGON:	$4,686,368
Eugene-Springfield, OR	2,205,976
Longview, WA-OR (OR)	14,671
Medford, OR	681,748
Salem, OR	1,783,973
PENNSYLVANIA:	$12,250,998
Altoona, PA	836,913
Erie, PA	2,152,942
Hagerstown, MD-PA-WV (PA)	7,375
Johnstown, PA	771,765
Lancaster, PA	1,946,538
Monessen, PA	529,730
Pottstown, PA	502,685
Reading, PA	2,272,243
Sharon, PA-OH (PA)	351,927
State College, PA	732,444
Steubenville-Weirton, OH-WV-PA (PA)	2,558
Williamsport, PA	613,984
York, PA	1,529,894
PUERTO RICO:	$11,317,330
Aguadilla, PR	990,114
Arecibo, PR	925,138
Caguas, PR	2,422,805
Cayey, PR	716,333
Humacao, PR	619,973
Mayaguez, PR	1,332,011
Ponce, PR	2,964,121
Vega Baja-Manati, PR	1,346,835

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
RHODE ISLAND:	$720,380
Fall River, MA-RI (RI)	165,142
Newport, RI	555,238
SOUTH CAROLINA:	$3,050,731
Anderson, SC	410,299
Florence, SC	422,024
Myrtle Beach, SC	442,572
Rock Hill, SC	469,916
Spartanburg, SC	819,167
Sumter, SC	486,753
SOUTH DAKOTA:	$1,514,777
Rapid City, SD	482,434
Sioux City, IA-NE-SD (SD)	13,526
Sioux Falls, SD	1,018,817
TENNESSEE:	$2,344,389
Bristol, TN-Bristol, VA (TN)	219,130
Clarksville, TN-KY (TN)	534,276
Jackson, TN	404,396
Johnson City, TN	616,431
Kingsport, TN-VA (TN)	570,156
TEXAS:	$21,706,886
Abilene, TX	770,125
Amarillo, TX	1,428,410
Beaumont, TX	982,435
Brownsville, TX	1,427,936
Bryan-College Station, TX	956,487
Denton, TX	516,668
Galveston, TX	548,067
Harlingen, TX	701,792
Killeen, TX	1,342,335
Laredo, TX	1,695,320
Lewisville, TX	596,449
Longview, TX	586,831
Lubbock, TX	1,671,261
Midland, TX	732,263
Odessa, TX	812,346
Port Arthur, TX	886,146
San Angelo, TX	761,463
Sherman-Denison, TX	381,161
Temple, TX	432,724
Texarkana, TX-AR (TX)	349,173
Texas City, TX	928,170
Tyler, TX	725,803
Victoria, TX	503,143
Waco, TX	1,096,112
Wichita Falls, TX	874,266

TABLE 4

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
UTAH:	$433,852
Logan, UT	433,852
VERMONT:	$761,283
Burlington, VT	761,283
VIRGINIA:	$5,053,357
Bristol, TN-Bristol, VA (VA)	156,005
Charlottesville, VA	726,621
Danville, VA	412,634
Fredericksburg, VA	484,443
Kingsport, TN-VA (VA)	29,453
Lynchburg, VA	691,272
Petersburg, VA	876,343
Roanoke, VA	1,676,586
WASHINGTON:	$4,775,510
Bellingham, WA	562,649
Bremerton, WA	1,089,956
Longview, WA-OR (WA)	476,091
Olympia, WA	847,994
Richland-Kennewick-Pasco, WA	884,646
Yakima, WA	914,174
WEST VIRGINIA	$3,670,219
Charleston, WV	1,476,469
Cumberland, MD-WV (WV)	17,659
Hagerstown, MD-PA-WV (WV)	4,460
Huntington-Ashland, WV-KY-OH (WV)	828,947
Parkersburg, WV-OH (WV)	533,119
Steubenville-Weirton, OH-WV-PA (WV)	229,371
Wheeling, WV-OH (WV)	580,194
WISCONSIN:	$10,047,371
Appleton-Neenah, WI	1,839,851
Beloit, WI-IL (WI)	394,376
Duluth, MN-WI (WI)	172,747
Eau Claire, WI	720,646
Green Bay, WI	1,397,379
Janesville, WI	530,354
Kenosha, WI	965,672
La Crosse, WI-MN (WI)	766,630
Oshkosh, WI	669,054
Racine, WI	1,491,481
Round Lake Beach-McHenry, IL-WI (WI)	559
Sheboygan, WI	630,370
Wausau, WI	468,252
WYOMING:	$1,051,862
Casper, WY	482,515
Cheyenne, WY	569,347
TOTAL	$268,496,542

TABLE 5

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5311 NONURBANIZED AREA FORMULA APPORTIONMENTS, AND SECTION 5311(b) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) ALLOCATIONS

STATE	SECTION 5311 APPORTIONMENT	SECTION 5311(b) APPORTIONMENT
Alabama	$4,603,405	$99,521
Alaska	686,467	70,148
America Samoa	97,843	10,734
Arizona	2,015,250	80,112
Arkansas	3,680,231	92,598
California	8,982,245	132,357
Colorado	1,917,350	79,378
Connecticut	1,739,218	78,042
Delaware	433,893	68,254
Florida	5,774,183	108,300
Georgia	6,730,668	115,473
Guam	278,536	12,089
Hawaii	755,415	70,665
Idaho	1,524,027	76,429
Illinois	6,175,012	111,306
Indiana	5,964,922	109,731
Iowa	3,836,697	93,771
Kansas	3,051,970	87,887
Kentucky	5,038,137	102,781
Louisiana	4,166,904	96,247
Maine	2,010,694	80,078
Maryland	2,510,254	83,824
Massachusetts	2,690,230	85,174
Michigan	7,285,603	119,634
Minnesota	4,192,444	96,439
Mississippi	4,091,281	95,680
Missouri	4,883,117	101,618
Montana	1,234,582	74,258
Nebraska	1,862,828	78,969
Nevada	608,185	69,561
New Hampshire	1,610,315	77,076
New Jersey	2,302,409	82,266
New Mexico	1,810,042	78,573
New York	8,104,755	125,777
North Carolina	8,609,644	129,563
North Dakota	913,029	71,847
Northern Marianas	90,672	10,680
Ohio	8,765,216	130,730
Oklahoma	3,747,039	93,099
Oregon	2,975,182	87,311
Pennsylvania	9,777,689	138,323
Puerto Rico	2,921,881	86,911
Rhode Island	374,298	67,807
South Carolina	4,309,170	97,314
South Dakota	1,112,911	73,346
Tennessee	5,562,645	106,714
Texas	11,744,291	153,070
Utah	843,648	71,326
Vermont	995,038	72,462
Virgin Islands	212,971	11,597
Virginia	4,931,824	101,984
Washington	3,455,667	90,914
West Virginia	2,938,313	87,034
Wisconsin	5,077,060	103,073
Wyoming	710,084	70,325
TOTAL	$192,717,384	$4,800,180

TABLE 6

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES APPORTIONMENTS

STATE	APPORTIONMENT
Alabama	$1,263,045
Alaska	191,890
America Samoa	52,634
Arizona	1,112,627
Arkansas	880,019
California	6,878,982
Colorado	861,153
Connecticut	987,989
Delaware	293,852
District of Columbia	291,611
Florida	4,639,244
Georgia	1,640,232
Guam	133,760
Hawaii	376,045
Idaho	385,025
Illinois	2,996,023
Indiana	1,568,010
Iowa	946,671
Kansas	792,307
Kentucky	1,210,112
Louisiana	1,214,053
Maine	483,465
Maryland	1,219,834
Massachusetts	1,760,613
Michigan	2,562,126
Minnesota	1,237,149
Mississippi	854,719
Missouri	1,590,250
Montana	352,572
Nebraska	556,193
Nevada	411,680
New Hampshire	388,463
New Jersey	2,115,374
New Mexico	488,168
New York	4,912,556
North Carolina	1,866,530
North Dakota	298,904
Northern Marianas	52,406
Ohio	3,127,059
Oklahoma	1,043,154
Oregon	969,236
Pennsylvania	3,750,831
Puerto Rico	919,030
Rhode Island	429,419
South Carolina	1,008,050
South Dakota	323,437
Tennessee	1,492,836
Texas	3,874,080
Utah	454,360
Vermont	265,950
Virgin Islands	136,122
Virginia	1,553,327
Washington	1,392,260
West Virginia	734,389
Wisconsin	1,421,596
Wyoming	224,993
TOTAL	$72,986,415

TABLE 7

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

STATE	AREA	APPORTIONMENT
AZ	Phoenix	$1,526,094
CA	Los Angeles	16,061,063
CA	Sacramento	2,547,302
CA	San Diego	7,171,934
CA	San Francisco	59,418,714
CA	San Jose	10,232,718
CO	Denver	1,219,287
CT	Hartford	1,093,013
CT	Southwestern Connecticut	35,804,354
DC	Washington	46,383,358
DE	Wilmington	755,391
FL	Ft. Lauderdale	2,849,955
FL	Jacksonville	70,241
FL	Miami	8,670,657
FL	Tampa	55,068
FL	West Palm Beach	2,177,666
GA	Atlanta	17,521,698
HI	Honolulu	625,993
IL	Chicago/Northwestern Indiana	121,618,120
IN	South Bend	543,128
LA	New Orleans	2,709,022
MD	Baltimore	6,625,409
MD	Baltimore Commuter Rail	16,006,620
MA	Boston	61,234,103
MA	Lawrence-Haverhill	1,300,607
MI	Detroit	440,130
MN	Minneapolis	2,874,132
MO	Kansas City	22,090
MO	St. Louis	1,860,740
NJ	Northeastern New Jersey	76,326,308
NJ	Trenton	1,132,579
NY	Buffalo	1,092,589
NY	New York	315,681,131
OH	Cleveland	12,079,312
OH	Dayton	3,463,546
PA	Harrisburg	414,023
PA	Philadelphia/Southern New Jersey	84,711,646
PA	Pittsburgh	19,675,690
PR	San Juan	1,968,870
OR	Portland	2,868,068
RI/MA	Providence	2,146,509
TN	Chattanooga	71,083
TX	Dallas	732,151
TX	Houston	4,406,131
VA	Norfolk	987,183
WA	Seattle	14,551,881
WA	Tacoma	680,570
WI	Madison	639,123
	TOTAL	$973,047,000

TABLE 8

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
AK/HI	Alaska or Hawaii Ferry Projects	$10,322,000
AK	Girdwood, Alaska Commuter Rail Project	9,925,000
AL	Birmingham- Transit Corridor	2,977,500
AZ	Phoenix- Metropolitan Area Transit Project	4,962,500
CA	Sacramento- South Corridor LRT Project	24,812,500
CA	San Francisco- BART Extension to the Airport Project	64,512,500
CA	San Jose- Tasman West Light Rail Project	19,850,000
CA	San Diego- Mission Valley East Light Rail Transit Project	19,850,000
CA	San Diego- Mid-Coast Corridor Project	4,962,500
CA	San Diego- Oceanside-Escondido Light Rail System	1,985,000
CA	Los Angeles- North Hollywood Extension Project	49,625,000
CA	Los Angeles- Mid-City and East Side Corridors Projects	3,970,000
CA	Los Angeles-San Diego LOSSAN Corridor Project	992,500
CA	Orange County-Transitway Project	992,500
CA	Stockton- Altamont Commuter Rail Project	992,500
CA	San Bernardino- Metrolink Extension Project	992,500
CO	Denver- Southwest Corridor Project	34,737,500
CO	Denver- Southeast Corridor Project	2,977,500
CO	Roaring Fork Valley Project	992,500
CT	Stamford- Fixed Guideway Connector	992,500
DE	Wilmington- Downtown Transit Connector	992,500
FL	Fort Lauderdale- Tri-County Commuter Rail Project	9,925,000
FL	Palm Beach, Broward and Miami-Dade Counties Rail Corridor	496,250
FL	Miami Metro-Dade Transit East-West Corridor Project	1,488,750
FL	Tampa Bay- Regional Rail Project	992,500
FL	Pinellas County- Mobility Initiative Project	2,481,250
FL	Orlando- Lynx Light Rail Project [Phase 1]	4,962,500
GA	Atlanta- South DeKalb-Lindbergh Corridor Project	992,500
GA	Atlanta-North Line Extension Project	44,803,440
IL	Chicago- Metra Commuter Rail Project	24,812,500
IL	Chicago- CTA Douglas Branch Line Project	3,473,750
IL	Chicago- CTA Ravenswood Branch Line Project	3,473,750
IN	Indianapolis- Northeast Downtown Corridor Project	992,500
IN	Northern Indiana- South Shore Commuter Rail Project	3,970,000
KS/MO	Kansas City Area- Johnson County, KS, I-35 Commuter Rail Project	992,500
LA	New Orleans- Canal Street Corridor Project	992,500
ME	Calais- Branch Rail Line Regional Transit Program	496,250
MA	Boston- South Boston Piers Transitway	53,490,785
MA	Boston- Urban Ring Project	992,500
MA	Boston- North Shore Corridor Project	992,500
MA/NH	Lowell, MA - Nashua, NH Commuter Rail Project	992,500
MD	MARC Commuter Rail Project	697,730
MD	MARC- Expansion Projects- Silver Spring Intermodal and Penn-Camden Rail Connection	1,488,750
MD	Baltimore- Central LRT Double Track Project	4,714,380
MD	Wash.DC/MD- Washington Metro- Blue Line Extension- Addision Road (Largo) Project	4,714,380

TABLE 8

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
MN	Twin Cities- Transitways Projects	2,977,500
MN	Twin Cities- Transitways- Hiawatha Corridor Project	42,479,000
MO/IL	St. Louis- St. Clair MetroLink Light Rail (Phase II) Extension Project	49,625,000
MO	St. Louis- MetroLink Cross County Corridor Project	2,481,250
NC	Charlotte- North-South Corridor Transitway Project	3,970,000
NC	Raleigh-Durham-Chapel Hill- Triangle Transit Project	7,940,000
NJ	Newark Rail Link MOS-1 Project	11,910,000
NJ	New Jersey Hudson-Bergen LRT Project	98,257,500
NJ/NY	Trans-Hudson Midtown Corridor	4,962,500
NJ	West Trenton Rail Project	992,500
NM	Greater Albuquerque Mass Transit Project	6,947,500
NM	Santa Fe/El Dorado Rail Link	2,977,500
NV	Las Vegas- Clark County, Nevada Fixed Guideway Project	3,473,750
NY	New York- Whitehall Ferry Terminal Reconstruction Project	1,985,000
NY	New York- LIRR East Side Access Project	1,985,000
OH	Dayton- Light Rail Study	992,500
OH	Cincinnati- Northeast/Northern Kentucky Corridor Project	992,500
OH	Cleveland- Euclid Corridor Improvement Project	992,500
OH	Canton-Akron-Cleveland Commuter Rail Project	2,481,250
OR	Portland- Westside-Hillsboro Project	10,979,040
OR	Portland- Wilsonville to Washington County, OR Connection to Westside	496,250
PA	Harrisburg- Capitol Area Transit/Corridor One Commuter Rail Project	496,250
PA	Pittsburgh- Stage II Light Rail Project	7,940,000
PA	Pittsburgh- North Shore Central Business District Corridor Project	9,925,000
PA	Philadelphia- SEPTA Cross County Metro	992,500
PA	Philadelphia-Reading -SEPTA Schuylkill Valley Metro Project	3,970,000
PR	San Juan- Tren Urbano Project	31,760,000
SC	Charleston- Monobeam Corridor Project	2,481,250
TN	Memphis- Medical Center Rail Extension Project	2,481,250
TN	Knoxville-MemphisCommuter Rail Feasibility Study	496,250
TN	Nashville- Commuter Rail Project	992,500
TX	Austin- Capital Metro Northwest/north Central Corridor Project	992,500
TX	Dallas- North Central Light Rail Extension Project	49,625,000
TX	Galveston- Rail Trolley Extension Project	1,488,750
TX	Houston- Regional Bus Project	52,374,205
TX	Houston- Advanced Transit Program	2,977,500
UT	Salt Lake City- North/South Light Rail Project	37,643,540
UT	Salt Lake City- Olympic Transportation Infrastructure Investments	9,925,000
VA	Norfolk-Virginia Beach Corridor Project	992,500
VA	Dulles Corridor Project	24,812,500
VA	Virginia Railway Express Commuter Rail Project	2,183,500
WA	Seattle- Puget Sound RTA Link Light Rail Project	24,812,500
WA	Seattle- Puget Sound RTA Sounder Commuter Rail Project	4,962,500
WA	Spokane- South Valley Corridor Light Rail Project	1,985,000
WI	Kenosha-Racine-Milwaukee Rail Extension Project	992,500
	TOTAL ALLOCATION	$973,047,000

a/ An additional $1,488,750 in lapsed FY 1995 New Starts funds is made available to the Clark County, Nevada Fixed Guideway Project IAW Public Law 106-69.

TABLE 8A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 1998 CARRYOVER	FY 1999 CARRYOVER	UNOBLIGATED ALLOCATION
AK/HI	Alaska-Hawaii Ferry Projects	0	10,322,550	10,322,550
AL	Birmingham- Alternatives Analysis & Preliminary Eng.	0	992,550	992,550
AR	Little Rock- River Rail Project	0	992,550	992,550
AZ	Phoenix- Metropolitan Area Transit	0	4,962,765	4,962,765
CA	Los Angeles- Mid-City and East Side Projects	0	420	420
CA	San Bernardino- Metrolink Extension	996,766	992,550	1,989,316
CA	Riverside County- San Jacinto Branch Line Project	0	496,280	496,280
CA	Orange County- Transitway Project	0	2,481,380	2,481,380
CA	San Diego Mission Valley East Extension	996,766	1,488,830	2,485,596
CA	San Diego Mid-Coast Extension	1,495,150	1,985,100	3,480,250
CA	San Diego Oceanside-Escondido Light Rail System	2,990,300	2,977,660	5,967,960
CO	Denver- Southeast Multimodal Corridor Project	0	496,280	496,280
CO	North Front Range Corridor Feasibility Study	0	496,280	496,280
CO	Roaring Fork Valley Rail Project	793,530	0	793,530
CT	Hartford- Griffin Light Rail Project	0	0	993,023
CT	Hartford- Light Rail Project	0	1,488,830	1,488,830
CT	Hartford- Old Saybrook Project	0	496,280	496,280
CT	New London- Waterfront Access Project	0	496,280	496,280
CT	Stamford- Fixed Guideway Connector	0	992,550	992,550
FL	Miami- North 27th Avenue Project	0	2,977,660	2,977,660
FL	Miami- Metro Dade East-West Corridor Project	0	2,977,660	2,977,660
FL	Fort Lauderdale- Tri-County Commuter Rail	0	3,970,210	3,970,210
GA	Atlanta- South DeKalb- Lindbergh Corridor Project	0	992,550	992,550
GA	Savannah- Water Taxi	0	496,280	496,280
HI	Honolulu- Major Investment Analysis of Transit Alternatives	0	2,977,660	2,977,660
IA	Sioux City- Micro Rail Trolley System	0	248,140	248,140
IL	Chicago- Metra Commuter Rail Extensions & Upgrades	0	5,955,320	5,955,320
KS/MO	Johnson County, KS, I-35 Commuter Rail Project	0	992,550	992,550
LA	New Orleans- Canal Street Corridor Project	5,980,594	21,836,160	35,760,937
LA	New Orleans- Desire Streetcar Project	1,993,530	1,985,100	3,978,630
MA	Boston- South Boston Piers Transitway	1	53,580,975	53,580,976
MA	Boston- Urban Ring Project	2	3	5
MA	Boston- North Shore Corridor Project	0	2	2
MA	Boston- North-South Rail Link	0	496,280	496,280
MD	Baltimore- Central Downtown Transit Alternatives MIS	0	496,280	496,280
MD	Largo Blue Line Extension Project	0	992,550	992,550
MD	Route 5 Corridor Study	0	992,550	992,550
MI	Southeast Michigan- Commuter Rail Viability Project	0	198,510	198,510
MN	Twin Cities- Transitways- Hiawatha Corridor Project	122,188	16,873,400	16,995,588
MO	St. Louis-Jefferson City-Kansas City Commuter Rail Project	0	496,280	496,280
MS	Jackson- Intermodal Corridor	2,990,300	0	2,990,300
NC	Charlotte- North-South Corridor	0	2,977,660	2,977,660
NC	Research Triangle Park- Regional Transit Plan	11,961,188	9,925,525	21,886,713
NE	Omaha- Trolley System	0	992,550	992,550
NJ	Hudson-Bergen Project	0	69,478,700	69,478,700
NJ	Newark- Elizabeth Rail Link	0	5,955,320	5,955,320
NJ	West Trenton Rail Project	0	992,550	992,550
NM	Albuquerque- Light Rail Project	0	4,962,765	4,962,765
NV	Las Vegas, Clark County Fixed Guideway Project	0	3,970,210	3,970,210
NY	New York- St. George Ferry	2,491,914	0	2,491,914

TABLE 8A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 1998 CARRYOVER	FY 1999 CARRYOVER	UNOBLIGATED ALLOCATION
NY	New York- Nassau Hub Rail Link EIS	498,383	0	498,383
OH	Cincinnati- NE/N. KY Rail Line Project	0	1,786,595	1,786,595
OH	Cleveland- Euclid Corridor Improvement Project	0	1,985,100	1,985,100
OH	Cleveland- Berea Red Line Extension to Airport	697,736	992,550	1,690,286
OH	Canton-Akron-Cleveland Commuter Rail	0	2,183,615	2,183,615
OR	Portland- Westside-Hillsboro Extension	0	3,000,000	3,000,000
PA	Philadelphia-Reading- SEPTA Schuylkill Valley Metro Proj.	0	2,977,660	2,977,660
PA	Philadelphia- SEPTA Cross County Metro	0	752,550	752,550
PA	Pittsburgh- Airport Busway Phase I	4,983,828	0	4,983,828
PA	Pittsburgh- Stage II Light Rail Project	0	3,970,210	3,970,210
PA	Pittsburgh- North Shore CBD Corridor Project	0	992,550	992,550
PA	Harrisburg- Capital Area Transit/Corridor One Project	0	992,550	992,550
PA	Scranton- Laurel Rail Line Project	498,383	0	498,383
SC	Charleston Monobeam Project	0	2,183,615	2,183,615
TN	Knoxville- Electric Transit Project	0	808,830	808,830
TN	Memphis- Medical Center Rail Extension	2	2,183,615	2,183,617
TN	Nashville- Regional Commuter Rail Project	0	992,550	992,550
TX	Austin- Capital Metro Project	996,766	992,550	1,989,316
TX	Dallas- North Central Light Rail Extension	0	3	3
TX	Dallas- Ft. Worth RAILTRAN	7,974,126	11,910,635	19,884,761
TX	Galveston- Rail Trolley System Project	1,993,530	0	1,993,530
TX	Houston- Regional Bus Plan	50,934,727	59,225,625	110,160,352
UT	Salt Lake City- Airport to University (West/East) Light Rail Proj.	0	4,962,765	4,962,765
UT	Salt Lake City- Regional Commuter Rail	2,787,062	0	2,787,062
VA	Dulles Corridor Project	0	16,873,400	16,873,400
VA	Virginia Railway Express- Commuter Rail Project	1,993,530	1,985,100	6,257,699
VT	Burlington-Essex Commuter Rail	4,843,828	1,985,100	6,828,928
WA	Seattle- Puget Sound RTA- Sounder Commuter Rail Project	0	40,694,660	40,694,660
WA	King County- Water Taxi	0	248,140	248,140
WA	Spokane- South Valley Corridor Light Rail	0	992,550	992,550
WV	Morgantown- Fixed Guideway Modernization Project	0	3,970,210	3,970,210
	TOTAL UNOBLIGATED ALLOCATION	$111,014,130	$420,593,263	$542,823,668

a/ Total carryover includes FY 97 funds for the following projects which were extended for obligation by the FY 2000 Appropriations Conference Report: New Orleans- Canal Street Corridor project ($7,944,183); Hartford, CT- Griffin Line Project ($993,023); and the Virginia Railway Express Quantico Bridge Project ($2,279,069).

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
AK	Anchorage Ship Creek intermodal facility	4,466,325
AK	Fairbanks intermodal rail/bus transfer facility	1,985,033
AK	Juneau downtown mass transit facility	1,488,775
AK	North Star Borough-Fairbanks intermodal facility	2,977,550
AK	Wasilla intermodal facility	992,517
AK	Whittier intermodal facility and pedestrian overpass	1,146,357
AL	Alabama statewide rural bus needs	2,481,292
AL	Baldwin Rural Area Transportation System buses	992,517
AL	Birmingham intermodal facility	1,985,033
AL	Birmingham-Jefferson County buses	1,240,646
AL	Cullman, buses	496,258
AL	Dothan Wiregrass Transit Authority vehicles and transit facility	992,517
AL	Escambia County buses and bus facility	99,252
AL	Gees Bend Ferry facilities, Wilcox County	99,252
AL	Huntsville Airport international intermodal center	3,473,808
AL	Huntsville, intermodal facility	1,240,646
AL	Huntsville Space and Rocket Center intermodal center	3,473,808
AL	Jasper buses	49,626
AL	Jefferson State Community College/University of Montevallo pedestrian walkway	198,503
AL	Marshall County, buses	496,258
AL	Mobile waterfront terminal complex	4,962,583
AL	Montgomery Union Station intermodal center and buses	3,473,808
AL	Valley bus and bus facilities	109,177
AR	Arkansas Highway and Transit Department buses	1,985,033
AR	Arkansas state safety and preventative maintenance facility	794,013
AR	Fayetteville, University of Arkansas Transit System buses	496,258
AR	Hot Springs, transportation depot and plaza	1,548,326
AR	Little Rock, Central Arkansas Transit buses	297,755
AZ	Phoenix bus and bus facilities	3,721,937
AZ	Phoenix South Central Avenue transit facility	496,258
AZ	San Luis, bus	69,476
AZ	Tucson buses	2,535,880
AZ	Yuma paratransit buses	124,065
CA	California Mountain Area Regional Transit Authority fueling stations	79,401
CA	Contra Costa County Connection buses	248,129
CA	Culver City, CityBus buses	1,240,646
CA	Davis, Unitrans transit maintenance facility	620,323
CA	Healdsburg, intermodal facility	992,517
CA	I-5 Corridor intermodal transit centers	1,240,646
CA	Livermore automatic vehicle locator program	992,517
CA	Lodi, multimodal facility	843,639
CA	Los Angeles County Metropolitan transportation authority buses	2,977,550
CA	Los Angeles County Foothill Transit buses and HEV vehicles	1,736,904
CA	Los Angeles Municipal Transit Operators Coalition	2,233,162
CA	Los Angeles, Union Station Gateway Intermodal Transit Center	1,240,646
CA	Maywood, Commerce, Bell, Cudahy, California buses and bus facilities	794,013
CA	Modesto, bus maintenance facility	620,323
CA	Monterey, Monterey-Salinas buses	620,323
CA	Orange County, bus and bus facilities	1,985,033
CA	Perris bus maintenance facility	1,240,646

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
CA	Redlands, trolley project	794,013
CA	Sacramento CNG buses	1,240,646
CA	San Bernardino Valley, CNG buses	992,517
CA	San Bernardino train station	2,977,550
CA	San Diego North County buses and CNG fueling station	2,977,550
CA	San Francisco, Islais Creek maintenance facility	1,240,646
CA	Santa Barbara buses and bus facility	1,736,904
CA	Santa Clarita bus maintenance facility	1,240,646
CA	Santa Cruz buses and bus facilities	1,741,867
CA	Santa Maria Valley/Santa Barbara County, buses	238,204
CA	Santa Rosa/Cotati, Intermodal Transportation Facilities	744,387
CA	Westminster senior citizen vans	148,877
CA	Windsor, Intermodal Facility	744,387
CA	Woodland Hills, Warner Center Transportation Hub	620,323
CO	Boulder/Denver, RTD buses	620,323
CO	Colorado Association of Transit Agencies	7,940,133
CO	Denver, Stapleton Intermodal Center	1,240,646
CT	New Haven bus facility	2,233,162
CT	Norwich buses	2,233,162
CT	Waterbury, bus facility	2,233,162
DC	Fuel cell bus and bus facilities program, Georgetown University	4,813,706
DC	Washington, D.C. Intermodal Transportation Center, District	2,481,292
DE	Delaware buses and bus facility	496,258
DE	New Castle County buses and bus facilities	1,985,033
FL	Daytona Beach, Intermodal Center	2,481,292
FL	Gainesville hybrid-electric buses and facilities	496,258
FL	Jacksonville buses and bus facilities	992,517
FL	Lakeland, Citrus Connection transit vehicles and related equipment	1,240,646
FL	Miami Beach, electric shuttle service	744,387
FL	Miami-Dade Transit buses	2,729,421
FL	Orlando, Lynx buses and bus facilities	1,985,033
FL	Orlando, Downtown Intermodal Facility	2,481,292
FL	Palm Beach, buses	992,517
FL	Tampa HARTline buses	496,258
GA	Atlanta, MARTA buses	13,398,973
GA	Chatham Area Transit Bus Transfer Center and buses	3,473,808
GA	Georgia Regional Transportation Authority buses	1,985,033
GA	Georgia statewide buses and bus-related facilities	2,729,421
HI	Hawaii buses and bus facilities	2,233,162
HI	Honolulu, bus facility and buses	1,985,033
IA	Ames transit facility expansion	694,762
IA	Cedar Rapids intermodal facility	3,473,808
IA	Clinton transit facility expansion	496,258
IA	Fort Dodge, Intermodal Facility (Phase II)	878,377
IA	Iowa City intermodal facility	1,488,775
IA	Iowa statewide buses and bus facilities	2,481,292
IA	Iowa/Illinois Transit Consortium bus safety and security	992,517
IL	East Moline transit center	645,136

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
IL	Illinois statewide buses and bus-related equipment	8,138,636
IN	Gary, Transit Consortium buses	1,240,646
IN	Indianapolis buses	4,962,583
IN	South Bend Urban Intermodal Transportation Facility	1,240,646
IN	West Lafayette bus transfer station/terminal (Wabash Landing)	1,736,904
KS	Girard, buses and vans	694,762
KS	Girard Southeast Kansas Community Action Agency maintenance facility	476,408
KS	Johnson County, farebox equipment	248,129
KS	Kansas City buses	744,387
KS	Kansas Public Transit Association buses and bus facilities	1,488,775
KS	Topeka Transit downtown transfer facility	595,510
KS	Wichita, buses and bus facilities	2,481,292
KY	Kentucky (southern and eastern) transit vehicles	992,517
KY	Lexington (LexTran), maintenance facility	992,517
KY	River City, buses	1,488,775
KY	Transit Authority of Northern Kentucky (TANK) buses	2,481,292
LA	Louisiana statewide buses and bus-related facilities	4,962,583
MA	Attleboro intermodal transit facility	496,258
MA	Brockton intermodal transportation center	1,091,768
MA	Greenfield Montague, buses	496,258
MA	Merrimack Valley Regional Transit Authority bus facilities	464,002
MA	Montachusett, bus and park-and-ride facilities	1,240,646
MA	Pioneer Valley, alternative fuel and paratransit vehicles	645,136
MA	Pittsfield intermodal center	3,573,060
MA	Springfield, Union Station	1,240,646
MA	Swampscott, buses	64,514
MA	Westfield, intermodal transportation facility	496,258
MA	Worcester, Union Station Intermodal Transportation Center	2,481,292
MD	Maryland statewide bus facilities and buses	11,413,940
MI	Detroit, transfer terminal facilities	3,933,343
MI	Detroit, EZ Ride program	284,852
MI	Menominee-Delta-Schoolcraft buses	248,129
MI	Michigan statewide buses	22,331,623
MI	Port Huron, CNG fueling station	496,258
MN	Duluth, Transit Authority community circulation vehicles	992,517
MN	Duluth, Transit Authority intelligent transportation systems	496,258
MN	Duluth, Transit Authority Transit Hub	496,258
MN	Greater Minnesota transit authorities	496,258
MN	Northstar Corridor, Intermodal Facilities and buses	9,925,165
MN	Twin Cities metroplitan buses and bus facilities	9,925,165
MO	Columbia buses and vans	496,258
MO	Franklin County buses and bus facilities	198,503
MO	Jackson County buses and bus facilities	496,258
MO	Kansas City Area Transit Authority buses and Troost transit center	2,481,292
MO	Missouri statewide bus and bus facilities	3,473,808
MO	OATS Transit	1,488,775
MO	Southeast Missouri transportation service rural, elderly, disabled service	1,240,646
MO	Southwest Missouri State University park and ride facility	992,517

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
MO	St. Joseph buses and vans	496,258
MO	St. Louis, Bi-state Intermodal Center	1,240,646
MO	St. Louis , buses	1,985,033
MS	Harrison County multimodal center	2,977,550
MS	Jackson, maintenance and administration facility project	992,517
MS	North Delta planning and development district, buses and bus facilities	1,191,020
MT	Missoula urban transportation district buses	595,510
NC	Greensboro multimodal center	3,314,013
NC	Greensboro, Transit Authority buses	1,488,775
NC	North Carolina statewide buses and bus facilities	2,473,351
ND	North Dakota statewide buses and bus-related facilities	992,517
NH	New Hampshire statewide transit systems	2,977,550
NJ	New Jersey Transit alternative fuel buses	4,962,583
NJ	New Jersey Transit jitney shuttle buses	1,736,904
NJ	Newark intermodal and arena access improvements	1,637,652
NJ	Newark, Morris & Essex Station access and buses	1,240,646
NJ	South Amboy, Regional Intermodal Transportation Initiative	1,240,646
NM	Albuquerque West Side transit facility	1,985,033
NM	Albuquerque, buses	1,240,646
NM	Las Cruces buses and bus facilities	744,387
NM	Northern New Mexico Transit Express/Park and Ride buses	2,729,421
NM	Santa Fe, buses and bus facilities	1,985,033
NV	Clark County Regional Transportation Commission buses and bus facilities	2,481,292
NV	Lake Tahoe CNG buses	694,762
NV	Washoe County transit improvements	2,233,162
NY	Babylon Intermodal Center	1,240,646
NY	Buffalo, Auditorium Intermodal Center	1,985,033
NY	Dutchess County, Loop System buses	517,101
NY	Ithaca intermodal transportation center	1,116,581
NY	Ithaca, TCAT bus technology improvements	1,240,646
NY	Long Island, CNG transit vehicles and facilities and bus replacement	1,240,646
NY	Mineola/Hicksville, LIRR intermodal centers	1,240,646
NY	New York City Midtown West 38th Street ferry terminal	992,517
NY	New York, West 72nd St. Intermodal Station	1,736,904
NY	Putnam County, vans	466,483
NY	Rensselaer intermodal bus facility	5,955,100
NY	Rochester buses and bus facility	992,517
NY	Syracuse, buses	2,977,550
NY	Utica Union Station	2,084,285
NY	Westchester County DOT, articulated buses	1,240,646
NY	Westchester County, Bee-Line transit system fareboxes	971,674
NY	Westchester County, Bee-Line transit system shuttle buses	992,517
OH	Cleveland, Triskett Garage bus maintenance facility	620,323
OH	Dayton, Multimodal Transportation Center	4,094,131
OH	Ohio statewide buses and bus facilities	8,942,823
OK	Oklahoma statewide bus facilities and buses	4,962,583

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
OR	Corvallis buses and automated passenger information system	297,755
OR	Lane County, Bus Rapid Transit, buses and facilities	4,367,073
OR	Lincoln County Transit District buses	248,129
OR	Portland, Tri-Met bus maintenance facility	645,136
OR	Portland, Tri-Met buses	1,736,904
OR	Salem Area Mass Transit District natural gas buses	496,258
OR	Sandy buses	99,252
OR	South Metro Area Rapid Transit (SMART) maintenance facility	198,503
OR	Sunset Empire Transit District intermodal transit facility	297,755
PA	Allegheny County buses	1,488,775
PA	Altoona bus testing	2,977,550
PA	Altoona, Metro Transit Authority buses and transit system improvements	835,699
PA	Armstrong County-Mid-County, bus facilities and buses	148,877
PA	Bethlehem, intermodal facility	992,517
PA	Cambria County, bus facilities and buses	570,697
PA	Centre Area Transportation Authority buses	1,240,646
PA	Chester County, Paoli Transportation Center	992,517
PA	Erie, Metropolitan Transit Authority buses	992,517
PA	Fayette County, intermodal facilities and buses	1,260,496
PA	Lackawanna County Transit System buses	595,510
PA	Lackawanna County, intermodal bus facility	992,517
PA	Mid-Mon Valley buses and bus facilities	248,129
PA	Norristown, parking garage (SEPTA)	992,517
PA	Philadelphia, Frankford Transportation Center	4,962,583
PA	Philadelphia, Intermodal 30th Street Station	1,240,646
PA	Reading, BARTA Intermodal Transportation Facility	1,736,904
PA	Robinson, Towne Center Intermodal Facility	1,488,775
PA	Somerset County bus facilities and buses	173,690
PA	Towamencin Township, Intermodal Bus Transportation Center	1,488,775
PA	Washington County intermodal facilities	625,285
PA	Westmoreland County, Intermodal Facility	198,503
PA	Wilkes-Barre, Intermodal Facility	1,240,646
PA	Williamsport bus facility	1,191,020
PR	San Juan Intermodal access	595,510
RI	Providence, buses and bus maintenance facility	3,269,350
SC	Central Midlands COG/Columbia transit system	2,679,795
SC	Charleston Area regional transportation authority	1,885,782
SC	Clemson Area Transit buses and bus equipment	545,884
SC	Greenville transit authority	496,258
SC	Pee Dee buses and facilities	893,265
SC	Santee-Wateree regional transportation authority	397,007
SC	South Carolina Statewide Virtual Transit Enterprise	1,210,870
SC	Transit Management of Spartanburg, Incorporated (SPARTA)	595,510
SD	South Dakota statewide bus facilities and buses	1,488,775
TN	Southern Coalition for Advanced Transportation (SCAT) (TN, GA, FL, AL) electric buses	3,473,808
TX	Austin buses	1,736,904
TX	Beaumont Municipal Transit System buses and bus facilities	992,517
TX	Brazos Transit Authority buses and bus facilities	992,517
TX	El Paso Sun Metro buses	992,517

TABLE 9

FEDERAL TRANSIT ADMINISTRATION

FY 2000 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
TX	Fort Worth bus replacement (including CNG vehicles) and paratransit vehicles	2,481,292
TX	Fort Worth intermodal transportation center	3,076,802
TX	Galveston buses and bus facilities	992,517
TX	Texas statewide small urban and rural buses	4,962,583
UT	Ogden Intermodal Center	794,013
UT	Salt Lake City Olympics bus facilities	2,481,292
UT	Salt Lake City Olympics regional park and ride lots	2,481,292
UT	Salt Lake City Olympics transit bus loan project	496,258
UT	Utah Transit Authority, intermodal facilities	1,488,775
UT	Utah Transit Authority/Park City Transit, buses	6,451,358
VA	Alexandria, bus maintenance facility	992,517
VA	Alexandria, Transit Center	992,517
VA	Dulles Corridor Park-and-Ride Express Bus Program	1,985,033
VA	Fair Lakes League	198,503
VA	Loudoun Transit multi-modal facility	992,517
VA	Potomac and Rappahannock Transportation Commission fleet replacement	1,786,530
VA	Prince William County Agency on the Aging bus replacement	84,364
VA	Richmond, GRTC bus maintenance facility	1,240,646
VA	Richmond Main Street Station	2,332,414
VT	Burlington multimodal center	2,679,795
VT	Chittenden County Transportation Authority buses	794,013
VT	Essex Junction multimodal station rehabilitation	496,258
VT	Killington-Sherburne satellite bus facility	248,129
WA	Bremerton multimodal center--Sinclair's Landing	744,387
WA	Everett, Multimodal Transportation Center	1,935,407
WA	Grant County, Grant Transit Authority	496,258
WA	Grays Harbor County, buses and equipment	1,240,646
WA	King Country Metro King Street Station	1,985,033
WA	King County Metro Atlantic and Central buses	1,488,775
WA	King County park and ride expansion	1,339,897
WA	Mount Vernon, buses and bus related facilities	1,736,904
WA	Pierce County Transit buses and bus facilities	496,258
WA	Seattle, intermodal transportation terminal	1,240,646
WA	Sequim, Clallam Transit multimodal center	992,517
WA	Snohomish County, Community Transit buses, equipment and facilities	1,240,646
WA	Spokane, HEV buses	1,488,775
WA	Tacoma Dome Station	248,129
WA	Vancouver Clark County (C-TRAN) bus facilities	992,517
WA	Washington State DOT combined small transit system buses and bus facilities	1,985,033
WI	Milwaukee County, buses	5,955,100
WI	Wisconsin statewide bus facilities and buses	14,143,361
WV	Huntington intermodal facility	11,910,198
WV	Parkersburg, intermodal transportation facility	4,466,325
WV	West Virginia Statewide Intermodal Facility and buses	4,962,583
	TOTAL ALLOCATION	$537,348,250

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
FY 1999 Unobligated Allocations:		
AK	Anchorage	$4,267,750
AK	Fairbanks	1,985,000
AK	North Slope Borough	496,250
AK	Whittier	694,750
AL	Birmingham	1,985,000
AL	Birmingham-Jefferson County	1,240,625
AL	Dothan Wiregrass Transit Authority	496,250
AL	Huntsville	992,500
AL	Jasper	49,625
AL	Lee-Russell Council	784,075
AL	Mobile	4,762,052
AL	Pritchard	496,250
AL	Tuscaloosa	1,935,375
AL	University of North Alabama	794,000
AR	Statewide	1,488,750
AR	Arkansas Highway and Transit Department	198,500
AR	Fayetteville	496,250
AR	Hot Springs	555,800
AZ	Phoenix	3,970,000
AZ	Tucson	992,500
CA	Central Contra Costa County	198,500
CA	Culver City	1,240,625
CA	Davis/Sacramento Area	942,875
CA	Folsom	992,500
CA	Healdsburg	992,500
CA	Humboldt	992,500
CA	Huntington Beach	198,500
CA	Lake Tahoe	496,250
CA	Livermore	992,500
CA	Los Angeles	2,481,250
CA	Modesto	1,344,838
CA	Monterey, Monterey-Salinas	620,313
CA	Morango Basin	645,125
CA	North San Diego County Transit District	1,736,875
CA	Perris	1,240,625
CA	Riverside Transit Agency	992,500
CA	Sacramento	1,240,625
CA	San Bernardino	992,500
CA	San Diego	992,500
CA	San Fernando Valley	297,750
CA	San Francisco	1,240,625
CA	San Joaquin (Stockton)	992,500
CA	Santa Clara Valley Transportation Authority	992,500
CA	Santa Clarita	2,233,125
CA	Santa Rosa, Cotati, and Rohnert Park	744,375
CA	Santa Rosa/Cotati	744,375
CA	Solano Links	992,500
CA	Ukiah	496,250
CA	Windsor	744,375
CA	Woodland Hills	322,563
CA	Yolo County	1,191,000
CO	Colorado	2,225,277
CO	Denver	1,240,625
CT	Hartford	794,000

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
CT	New Haven	2,233,125
CT	Norwich	2,233,125
CT	Waterbury	2,233,125
DC	Washington, D.C.	136,964
DC	Washington, D.C.	2,481,250
DE	DELAWARE Statewide	992,500
FL	Clearwater	2,481,250
FL	Gainesville	1,488,750
FL	Jacksonville	992,500
FL	Lakeland	1,240,625
FL	Miami Beach	744,375
FL	Miami Beach	992,500
FL	Tampa	1,240,625
GA	Atlanta	11,909,994
GA	Savannah/Chatham Area Transit	3,473,750
HI	Honolulu	977,625
IA	Fort Dodge	878,363
IA	Iowa/Illinois Transit Consortium	992,500
IL	Statewide	723,667
IL	Rock Island	2,481,250
IN	City of East Chicago	198,500
IN	Gary	930,469
IN	Indianapolis	4,962,500
IN	South Bend	1,240,625
KY	Northern Kentucky Area Development District	99,250
KY	Owensboro	198,500
KY	Southern and Eastern Kentucky	1,985,000
LA	Louisiana Statewide	
LA	Baton Rouge	198,500
LA	Jefferson Parish	347,375
LA	Monroe	446,625
LA	New Orleans	8,014,438
LA	Shreveport	397,000
LA	State Infrastructure bank, transit account	347,375
LA	St. Tammany Parish	99,250
MA	Essex and Middlesex	1,408,000
MA	New Bedford/Fall River	248,125
MA	Pittsfield	4,565,500
MA	Springfield	1,240,625
MD	Maryland statewide	9,925,000
MN	Duluth Transit Authority	992,500
MN	Duluth Transit Authority	352,250
MN	Duluth Transit Authority	496,250
MN	Northstar Corridor	5,955,000
MN	Twin Cities Area Metro Tranist	9,428,750
MO	St. Louis	1,240,625
MO	Statewide	1,916,950
MS	Harrison County	1,885,750
MS	High Street, Jackson	1,985,000
MS	Jackson	660,550
MT	Butte	1,488,750
NC	Greensboro	3,314,950
NC	Greensboro	1,488,750
NC	Greensboro	318,593
NC	Statewide	4,962,500

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
ND	Statewide	1,228,226
NH	Berlin	119,100
NH	Carroll County	198,500
NH	Concord Area Transit	744,375
NH	Greater Laconia Transit Agency	446,625
NH	Keene HCS community care	99,250
NH	Lebanon	148,875
NH	Statewide	992,500
NJ	New Jersey Transit	1,736,875
NJ	Newark, Morris & Essex Station	1,240,625
NJ	South Amboy	1,240,625
NJ	Statewide	7,443,750
NM	Albuquerque	3,721,875
NM	Northern New Mexico	1,985,000
NV	Reno	1,240,625
NV	Washoe County	2,233,125
NY	Babylon	1,240,625
NY	Brookhaven Town	223,313
NY	Brooklyn-Staten Island	794,000
NY	Broome County	893,250
NY	Buffalo	2,977,500
NY	Dutchess County	517,093
NY	East Hampton	99,250
NY	Ithaca	1,240,625
NY	Long Beach	744,375
NY	Mineola/Hicksville	1,240,625
NY	New York City	1,488,750
NY	New York	1,736,875
NY	Niagara Frontier Transportation Authority	496,250
NY	Riverhead	124,063
NY	Rome	397,000
NY	Shelter Island	99,250
NY	Smithtown	124,063
NY	Southampton	124,063
NY	Southold	99,250
NY	Suffolk County	99,250
NY	Ulster County	992,500
NY	Utica and Rome	496,250
NY	Utica	2,084,250
NY	Westchester County	971,658
NY	Westchester County	992,500
NY	Westchester County	1,240,625
OH	Cleveland	620,313
OH	Toledo Mud Hens transit center study	198,500
OK	Oklahoma statewide	4,962,500
OR	Lane County	4,367,000
OR	Portland	1,736,875
OR	Rogue Valley Transit District	992,500
OR	Salem Area Mass Transit System	992,500
OR	Wilsonville	397,000
PA	Altoona	420,820
PA	Altoona	794,000
PA	Armstrong County-Mid-County	48,875
PA	Chambersburg Transit Authority	297,750
PA	Chambersburg Transit Authority	992,500

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
PA	Fayette County	1,260,475
PA	Mercer County	744,375
PA	Monroe County Transportation Authority	992,500
PA	Philadelphia	1,240,625
PA	Philadelphia	744,375
PA	Reading	1,736,875
PA	Red Rose	992,500
PA	Robinson Towne Center	1,488,750
PA	Schuykill County	218,350
PA	Somerset County	173,688
PA	Towamencin Township	1,488,750
PA	Washington County	625,275
PA	Westmoreland County	198,500
PA	Wilkes-Barre	1,240,625
PR	San Juan	942,875
SC	Columbia	1,091,750
SC	Pee Dee	1,240,625
SD	South Dakota	794,000
SD	South Dakota	2,606,842
TN	Statewide	992,500
TN	Chattanooga	992,500
TX	Austin	2,233,125
TX	Brazos Transit Authority	1,488,750
TX	Corpus Christi Transit Authority	992,500
TX	Galveston	992,500
UT	Ogden	794,000
UT	Utah	1,488,750
VA	Alexandria	992,500
VA	Alexandria	1,091,750
VA	Harrisonburg	198,500
VA	Lynchburg	198,500
VA	Richmond	1,240,625
VA	Roanoke	198,500
VA	Statewide	4,014,663
VA	Falls Church	397,000
VA	Franconia-Springfield	645,125
VA	Manassas Transit Depot	277,900
VA	Richmond	1,985,000
VA	Stringfellow Road/Interstate 66	992,500
VA	Warrenton Circuit Rider	24,813
VT	Brattleboro	2,481,250
VT	Burlington	992,500
WA	Anacortes	496,250
WA	Bremerton	992,500
WA	Central Puget Sound Seattle	7,940,000
WA	Chelan-Douglas	893,250
WA	Everett	1,935,375
WA	Grant County	595,500
WA	Mount Vernon	1,736,875
WA	Port Angeles center	992,500
WA	Seattle	1,240,625
WA	Snohomish County	992,500
WA	Tacoma Dome	1,736,875
WA	Thurston County	992,500
WA	Tri-Cities Area	992,500

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
WA	Vancouver Clark County (C-Tran)	992,500
WI	Wisconsin statewide	1,490,832
WI	Appleton, Green Bay, Shawano, Menominee Tribe and Oneida Tribe	2,059,438
WI	LaCrosse, Onalaska, Prairie Du Chien, Rice Lake, Viroqua and Ho Chuck Nation	992,500
WI	Ashland, Chippewa Falls, Eau Claire, Ladysmith, Marshfield, Rhinelander, Rusk County	297,750
WI	Milwaukee	992,500
WI	Waukesha	496,250
WV	Huntington	7,940,000
WV	West Virginia statewide	6,451,250
	Total FY 1999 Unobligated Allocation	*$329,490,836*
FY 1998 Unobligated Allocations:		
AL	Birmingham/Jefferson County	$2,931,588
AL	Birmingham	5,863,178
AL	Huntsville	4,885,981
AL	Mobile	977,196
AL	Mobile	977,196
AL	Mobile	200,448
AL	Mobile	5,374,579
AL	Tuscaloosa	977,196
AZ	Tuscon	977,196
CA	Folsom	1,465,794
CA	I-5 Consortium Cities Joint Powers Authority	3,885,981
CA	Inglewood	488,598
CA	Lake Tahoe	977,196
CA	Modesto	1,710,093
CA	Rialto	1,074,916
CA	Riverside County	977,196
CA	Sacramento	977,196
CA	San Joaquin (Stockton)	1,954,393
CA	Santa Clara	2,442,991
CA	Sonoma County	977,196
CO	Statewide	60,043
CT	Bridgeport	1,954,393
CT	Bridgeport	3,664,486
CT	New Haven	1,172,636
DE	Statewide	1,465,794
FL	Florida Citrus Connection	1,465,794
FL	Lakeland	977,196
FL	Tampa (Hillsborough County)	1,465,794
GA	GA Chatham	3,908,785
GA	MARTA	2,060,830
LA	Monroe	781,757
LA	New Orleans	937,912
LA	St. Tammany Parish	293,159
MN	Metropolitan Council transit Operations	8,794,766
MN	St. Paul	1,465,794

TABLE 9A

FEDERAL TRANSIT ADMINISTRATION

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	AREA	UNOBLIGATED ALLOCATION
MS	Jackson	1,954,393
NC	Statewide	3,340,000
NJ	Statewide	5,863,178
NM	Las Cruces, Santa Fe and Albuquerque	977,196
NM	Statewide	1,707,666
NY	New Rochelle	1,465,794
NY	New York City	7,328,971
NY	NFTA	977,196
NY	Poughkeepsie	1,954,393
NY	Staten Island/Brooklyn	977,196
NY	Suffolk County	2,100,972
NY	Yonkers	1,954,393
OR	Salem and Corvallis	678,164
PA	Fayette and Somerset	125,998
PA	Lawrence County	977,196
PA	New Castle area transit authority	732,897
PA	Schuykill County	195,439
PA	Towanda Borough	1,954,393
PA	Wilkes-Barre	1,465,794
PA	Statewide	244,299
SC	Columbia	1,954,393
SC	Pee Dee Regional Planning Authority	1,143,908
TX	Brazos Transit Authority	409,748
TX	Corpus Christi	1,905,533
TX	El Paso	977,196
TX	Galveston	1,954,393
UT	Utah Transit Authority Olympic	788,553
UT	Utah Transit Authority	824,332
UT	Utah Transit Authority Olympic	22,527
UT	Statewide	692,198
VA	Clarendon canopy project	244,299
VA	Dulles corridor	2,442,991
VA	Richmond	2,442,991
VT	Burlington	1,465,794
VT	Statewide	76,420
WA	Bremerton	412,166
WA	Chelan- Douglas	977,196
WA	Everett	2,442,991
WA	King County	977,196
WA	King County	1,465,794
WA	King County	4,885,981
WI	Milwaukee	977,196
WV	Huntington	6,440,374
	Total FY 1998 Unobligated Allocation	*$143,464,950*
	TOTAL UNOBLIGATED ALLOCATION	**$472,955,785** a/

a/ In addition, the FY 2000 Appropriations Conference Report extended the availability for San Joaquin ($2,729,375) and New Rochelle, NY Intermodal facility ($1,235,000).

TABLE 10

FEDERAL TRANSIT ADMINISTRATION

FY 2000 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	ALLOCATION
AK	Matanuska-Susitna borough, Alaska	300,000
AL	Alliance for children and families, Alabama	$1,000,000
AL	Troy State University, Alabama-Rosa Parks Center	1,000,000
CA	Los Angeles County Metropolitan Transit Authority, California	1,000,000
CA	San Bernardino, California	600,000
CA	San Diego metropolitan transit development board, California	650,000
DC	District of Columbia	1,250,000
FL	Hillsborough area regional transit authority, Florida	500,000
FL	Miami-Dade Transit Authority, Florida	1,100,000
FL	Palm Beach County, Florida	500,000
GA	Atlanta regional commission, Georgia	1,000,000
GA	Central Kenai peninsula public transportation task force	500,000
IA	Iowa public transit association	2,700,000
IL	Chicago-DuPage area, Illinois	100,000
IL	DuPage County, Illinois	120,000
IL	National Welfare to Work Center at the University of Illinois, Illinois	1,000,000
IL	Transportation opportunities training, Chicago, Illinois	1,000,000
IN	Gary, Indiana	1,000,000
IN	Indianapolis, Indiana	1,000,000
IN	Lafayette, Indiana	200,000
KS	Kansas City, Kansas JOBLINKS	850,000
KS	Wichita, Kansas	725,000
KY	Kentucky human services transportation delivery system (including Hardin County, Owensboro, Barren River, central Kentucky community action agency, Audubon area community services organization, Kentucky River Foothills express, Blue Grass Ultra-transit services, Lexington-Fayette county area), Kentucky	2,500,000
KY	Mariba, Kentucky	125,000
LA	State of Louisiana, small urbanized and rural areas	1,000,000
MA	Northern Tier community transportation, Massachusetts	550,000
MD	State of Maryland, Baltimore and Washington metropolitan areas, small urban and rural areas	3,000,000
MN	Minnespolis/St. Paul, Minnesota	1,500,000
MO	Mid-America regional council, Missouri	1,000,000
MO	Southeast Missouri State University	600,000
NJ	State of New Jersey	2,000,000
NM	Albuquerque access to jobs	1,000,000
NV	State of Nevada	1,500,000
NY	Westchester County, New York job access support centers	1,000,000
OH	Ohio-Kentucky-Indiana regional council of governments	515,000
PA	Philadelphia, Pennsylvania reverse commute grants	1,000,000
PA	Pittsburgh, Pennsylvania reverse commute grants	1,000,000
SC	State of South Carolina	2,000,000
TN	State of Tennessee, small urban areas	1,300,000
TX	Dallas, Texas	1,500,000
VA	Loudon County, Virginia	300,000
VA	Lynchburg, Virginia	100,000
VA	Springfield, Virginia	350,000
VT	State of Vermont	1,385,000
WI	State of Wisconsin	4,000,000
WV	State of West Virginia	1,000,000
---	JOBLINKS	1,250,000 a/
	TOTAL ALLOCATION	$49,570,000

a/ To be used for demonstration projects, technical assistance for demonstration projects and technical assistance to small and urban and rural community providers.

TABLE 11

FEDERAL TRANSIT ADMINISTRATION

TEA-21 AUTHORIZATION LEVELS (GUARANTEED FUNDING ONLY)

APPROPRIATION / PROGRAM	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	TOTAL
Urbanized Area Formula (Section 5307)	$2,298,852,727	$2,548,190,791	$2,772,890,281	$2,997,316,081	$3,220,601,506	$3,445,939,606	$17,283,790,992
Nonurbanized Area Formula (Section 5311)	134,077,934	177,923,658	193,612,968	209,283,168	224,873,743	240,607,643	1,180,379,114
Elderly and Persons with Disabilities (Section 5310)	62,219,389	67,035,601	72,946,801	78,850,801	84,724,801	90,652,801	456,430,194
Clean Fuels Formula Program (Section 5308)	0	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000
Over the Road Bus Accessibility Program	0	2,000,000	3,700,000	4,700,000	6,950,000	6,950,000	24,300,000
Alaska Railroad (Section 5307)	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	29,099,700
Bus and Bus Related (Section 5309)	400,000,000	451,400,000	490,200,000	529,200,000	568,200,000	607,200,000	3,046,200,000
Fixed Guideway Modernization (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	6,092,400,000
New Starts (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	6,092,400,000
Job Access and Reverse Commute Program	0	50,000,000	75,000,000	100,000,000	125,000,000	150,000,000	500,000,000
Metropolitan Planning (Section 5303)	39,500,000	43,841,600	49,632,000	52,113,600	55,422,400	60,385,600	300,895,200
State Planning & Research (Section 5313(b))	8,250,000	9,158,400	10,368,000	10,886,400	11,577,600	12,614,400	62,854,800
National Planning & Research (Section 5314)	32,750,000	27,500,000	29,500,000	29,500,000	31,500,000	31,500,000	182,250,000
Rural Transit Assistance (Section 5311(b)(2))	4,500,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	30,750,000
Transit Cooperative Research (Section 5313(a))	4,000,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	45,250,000
National Transit Institute (Section 5315)	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	23,000,000
University Transportation Centers (Section 5317(b))	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	36,000,000
Administrative Expenses	45,738,000	54,000,000	60,000,000	64,000,000	67,000,000	73,000,000	363,738,000
FEDERAL TRANSIT ADMINISTRATION TOTAL:	$4,643,738,000	$5,315,000,000	$5,797,000,000	$6,271,000,000	$6,747,000,000	$7,226,000,000	$35,999,738,000

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

TABLE 11A

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

TABLE 12

FEDERAL TRANSIT ADMINISTRATION

FY 2000 APPORTIONMENT FORMULA FOR FORMULA PROGRAMS

Percent of Formula Funds Available

Section 5310: 2.4% States - allocated to states based on state's population of elderly and persons with disabilities

Section 5311: 6.37% Nonurbanized Areas - allocated to states based on state's nonurbanized area population

Section 5307: 91.23% Urbanized Areas (UZA)

UZA Population and Weighting Factors

50,000-199,000 in population : 9.32% of available Section 5307 funds
(Apportioned to Governors)
50% apportioned based on population
50% apportioned based on population x population density

200,000 and greater in population: 90.68% of available Section 5307 funds
(Apportioned to UZAs)
33.29% (Fixed Guideway Tier*)
95.61% (Non-incentive Portion of Tier)
--- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater
60% - fixed guideway revenue vehicle miles
40% - fixed guideway route miles

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

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

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

TABLE 13

FEDERAL TRANSIT ADMINISTRATION

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

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

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

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

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

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

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

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

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

TABLE 14

FEDERAL TRANSIT ADMINISTRATION

FISCAL YEAR 2000 FORMULA GRANT APPORTIONMENTS - UNIT VALUES OF DATA

		APPORTIONMENT UNIT VALUE
Section 5307 Urbanized Area Formula Program - Bus Tier		
Urbanized Areas Over 1,000,000:		
Population		$2.92438989
Population x Density		$0.00075006
Bus Revenue Vehicle Mile		$0.38917578
Urbanized Areas Under 1,000,000:		
Population		$2.64283878
Population x Density		$0.00116390
Bus Revenue Vehicle Mile		$0.46633761
Bus Incentive (PM denotes Passenger Mile):		
Bus PM x Bus PM = / Operating Cost		$0.00471658
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier		
Fixed Guideway Revenue Vehicle Mile		$0.52828404
Fixed Guideway Route Mile		$29,791
Commuter Rail Floor	$5,982,289	
Fixed Guideway Incentive:		
Fixed Guideway PM x Fixed Guideway PM = / Operating Cost		$0.00044127
Commuter Rail Incentive Floor	$274,681	
Section 5307 Urbanized Area Formula Program - Areas Under 200,000		
Population		$4.77159150
Population x Density		$0.00238435
Section 5311 Nonurbanized Area Formula Program		
Areas Under 50,000		
Population		$2.09186651

Section 5309 Capital Program - Fixed Guideway Modernization

	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:			*All Areas*			
Revenue Vehicle Mile	$0.03043443	-------	$1.13683131	$0.03879580	$0.02557965	$0.03966849
Route Mile	$2,122.43	-------	$7,832.52	$2,824.90	$1,862.57	$2,888.45
Other Ubanized Areas:						
Revenue Vehicle Mile	$0.16377360	$0.00579309		$0.13663353	$0.11153758	$0.25945592
Route Mile	$4,772.78	$168.83		$4,509.48	$3,681.21	$8,563.13

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