



# Federal Register

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**Wednesday,  
January 2, 2002**

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**Part II**

## **Department of Transportation**

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**Federal Transit Administration**

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**FTA Fiscal Year 2002 Apportionments,  
Allocations and Program Information;  
Notice**

**DEPARTMENT OF TRANSPORTATION****Federal Transit Administration****FTA Fiscal Year 2002 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 2002 (FY 2002 DOT Appropriations Act) (Pub. L. 107-87) was signed into law by President Bush on December 18, 2001, and provides FY 2002 appropriations for the Federal Transit Administration (FTA) transit assistance programs. Based upon this Act, the Transportation Equity Act for the 21st Century (TEA-21), and 49 U.S.C. Chapter 53, this notice contains a comprehensive list of apportionments and allocations for transit programs.

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

**FOR FURTHER INFORMATION CONTACT:** The appropriate FTA Regional Administrator for grant-specific information and issues; Mary Martha Churchman, Director, Office of Resource Management and State Programs, (202) 366-2053, for general information about the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, the Rural Transit Assistance Program, the Elderly and Persons with Disabilities Program, the Clean Fuels Formula Program, the Over-the-Road Bus Accessibility Program, the Capital Investment Program, or the Job Access and Reverse Commute Program; or Paul L. Verchinski, Chief, Statewide and Intermodal Planning Division, (202) 366-1626, for general information concerning the Metropolitan Planning Program and the Statewide Planning and Research Program; or Henry Nejako, Program Management Officer, Office of Research, Demonstration and Innovation, (202) 366-3765, for general information about the National Planning and Research Program.

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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 to provide funds for their Unified Planning Work Programs. Statewide Planning and Research funds are apportioned to States by statutory formula to provide funds for their Statewide Planning and Research Programs. Urbanized Area Formula Program funds are apportioned by statutory formula to urbanized areas and to Governors to provide capital, operating and planning assistance in urbanized areas. Nonurbanized Area Formula Program funds are apportioned

by statutory formula to Governors for capital, operating and administrative assistance in nonurbanized areas. Elderly and Persons with Disabilities Program funds are apportioned by statutory formula to Governors to provide capital assistance to organizations providing transportation service for the elderly and persons with disabilities. Fixed Guideway Modernization funds are apportioned by statutory formula to specified urbanized areas for capital improvements in rail and other fixed guideways. New Starts identified in the FY 2002 DOT Appropriations Act and Bus Allocations identified in the Conference Report accompanying the Act are included in this notice. FTA will honor those designations included in report language to the extent that the projects meet the statutory intent of the specific program. Job Access and Reverse Commute (JARC) funds are awarded on a competitive basis. JARC projects identified in the FY 2002 DOT Appropriations Act are included in this notice. Over-the-Road Bus Accessibility Program projects are also competitively selected.

## II. Overview

### A. Fiscal Year 2002 Appropriations

The FY 2002 funding amounts for FTA programs are displayed in Table 1. The following text provides a narrative explanation of the funding levels and other factors affecting the apportionments and allocations.

### B. TEA-21 Authorized Program Levels

TEA-21 provides a combination of trust and general fund authorizations that total \$7.737 billion for the FY 2002 FTA program. Of this amount, \$6.747 billion was guaranteed under the discretionary spending cap and made available in the FY 2002 DOT Appropriations Act. See Table 12 for fiscal years 1998-2003 guaranteed funding levels by program and Table 12A for the total of guaranteed and non-guaranteed levels by program.

Information regarding estimates of the funding levels for FY 2003 by State and urbanized area is available on the FTA Web site. The FY 2003 numbers are intended for planning purposes only but may be used for programming Metropolitan Transportation Improvement Programs and Statewide Transportation Improvement Programs. Actual apportionment figures for FY 2002 are contained in this notice, while apportionment figures for FY 1998-FY 2001 can be found in the appropriate FTA fiscal year apportionment notice, which is available on the FTA Web site.

### C. Project Management Oversight

Section 5327 of Title 49 U.S.C., permits the Secretary of Transportation to use up to one-half percent of the funds made available under the Urbanized Area Formula Program and the Nonurbanized Area Formula Program, and three-quarters percent of funds made available under the Capital Investment Program to contract with any person to oversee the construction of any major project under these statutory programs to conduct safety, procurement, management and financial reviews and audits, and to provide technical assistance to correct deficiencies identified in compliance reviews and audits. Language in the 2002 DOT Appropriations Act increases the amount made available under the Capital Investment Program for oversight activities to one percent.

### D. VIII Paralympiad for the Disabled

The FY 2002 DOT Appropriations Act made \$5 million available from the formula grants program for the VIII Paralympiad for the Disabled, to be held in Salt Lake City, Utah. The funds shall be available for grants for the costs of planning, delivery and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the VIII Paralympiad for the Disabled.

## III. Fiscal Year 2002 Focus Areas

### A. Transit Safety and Security

Public transit agencies throughout the nation have stepped up security efforts following the terrorist events of September 2001. FTA has launched an FY 2002 effort to assist transit providers to address security issues and has refocused funding to specific security-related activities. Initially, FTA will deploy security assessment teams to the largest transit systems in the country. These assessment findings and best practices will enable the FTA to provide extended assistance to all transit agencies to evaluate and update their emergency response plans. FTA will provide technical and funding assistance to transit agencies for full-scale emergency response drills based on their updated response plans and vulnerability assessments. Free regional workshops will offer security and emergency response training to local transit employees.

FTA has identified \$2 million of FY 2002 research funding to undertake security-related transit research under the auspices of the Transit Cooperative Research Program of the National Academy of Sciences.

Also, recipients of section 5307 formula funding are reminded that at least one percent of the amount a grantee receives each fiscal year must be expended on "mass transportation security projects" unless the grantee certifies, and the Secretary of Transportation accepts, that the expenditure for security projects is unnecessary. It is unlikely that FTA will waive this requirement.

Another potential source of funding for transit security enhancements is through the FHWA transfer of flexible formula funds, as provided in 23 U.S.C. 104, which, in conjunction with Title 23 U.S.C. 120, provides transit agencies a 100 percent Federal share for safety projects (subject to a nationwide 10 percent program limitation).

### B. 2000 Census

The Census Bureau identifies and classifies urban and rural population and delineates urbanized areas after each decennial census. The FTA uses urbanized and rural designations and statistical data for a number of purposes, including the apportionment of funds for its formula based programs.

The Census Bureau had not completed the process of delineating urbanized and rural areas for the 2000 Census at the time FTA apportioned FY 2002 funds. Therefore, the 1990 Census data was used for the FY 2002 apportionments contained in this notice.

It is anticipated that a number of areas will change categories under the 2000 Census, as a result of growth in population and/or the application of new criteria that will be used to define/designate urbanized and rural areas. Once FTA receives the 2000 Census data, we will post, on the FTA Website, estimated FY 2003 apportionments for the formula programs.

For further information contact Ken Johnson, FTA Office of Resource Management and State Programs, at (202) 366-2053.

### C. TEAM-Web

The Transportation Electronic Award Management system (TEAM) is FTA's electronic grant making and record keeping system. On October 1, 2001, FTA released TEAM-Web, a new Internet version of the TEAM system. TEAM-Web permits grantees to submit their grant information via the Internet and provides for continued and enhanced submission of grant information electronically.

TEAM-Web provides the recipients of financial assistance online access to the FTA information resources that support their mission critical operations,

including real time access to detailed disbursements by project, balances in formula budget accounts, and the status of applications in the award process. The new system also has an email notification process that will ensure accountability when processing applications through the FTA Offices and the Department of Labor. All current user information has been migrated to the Web version of TEAM. FTA has conducted training sessions on how to navigate TEAM-Web in its Headquarters and Regional Offices. For information on future training sessions, contact the appropriate FTA Regional Office.

To access TEAM-Web, log onto the Internet at <http://FTATEAMWeb.fta.dot.gov>. For additional information, contact Glenn Bottoms, Chief, Transit Data and Support Division, (202) 366-1632.

#### D. New Starts Rule and Workshops

TEA-21 requires the FTA to issue regulations on the manner in which candidate projects for capital investment grants or loans for new fixed guideway systems and extensions to existing systems (New Starts) will be evaluated and rated. The Major Capital Investment Projects Final Rule (49 CFR Part 611), referred to as the New Starts Final Rule, was published in the **Federal Register** on December 7, 2000, and became effective on April 6, 2001.

Electronic access to this Final Rule and related documents is available through the FTA Web site (<http://www.fta.dot.gov>), under the New Starts section. Paper copies of this Final Rule and other documentation can be obtained by contacting FTA at one of our Regional Offices.

As in the previous fiscal year, FTA will conduct outreach sessions and workshops in FY 2002 to introduce the Final Rule and to continue longstanding outreach efforts on the New Starts program. Information on scheduled workshops can be obtained by contacting any FTA Regional Office, as well as the FTA Office of Planning and the FTA Office of Budget and Policy.

#### E. Intelligent Transportation Systems (ITS)

Section 5206(e) of TEA-21 requires that Intelligent Transportation Systems (ITS) projects using funds from the Highway Trust Fund (including the Mass Transit Account) conform to National ITS Architecture and Standards. The FTA National ITS Architecture Consistency Policy for Transit Projects implements the TEA-21 requirements and went into effect on April 8, 2001. The Policy is available on

the FTA Web site, and guidance material is available on the Departmental ITS Web site at [www.its.dot.gov](http://www.its.dot.gov). These standards and requirements apply to FY 2002 allocations included in this notice that contain ITS components. Using existing FTA oversight procedures, FTA has initiated a program to provide initial oversight and technical assistance with respect to National ITS Architecture Consistency requirements.

Questions regarding the applicability of these standards and requirements should be addressed to the FTA Regional Office or FTA Office of Research, Demonstration and Innovation, at (202) 366-4991.

#### F. Environmental Streamlining

TEA-21 directs DOT to expedite the environmental review process for proposed highway and transit projects. With this apportionments notice, FTA is introducing two measures concerning proposed major transit investments (New Starts) that will support timely delivery of projects, while maintaining and enhancing protection of the human and natural environment.

First, FTA is extending automatic pre-award authority to proposed New Starts projects for costs incurred to acquire real property and real property rights upon the completion of the National Environmental Policy Act (NEPA) review of the proposed project. NEPA review is complete when FTA signs an environmental Record of Decision (ROD) or Finding of No Significant Impact (FONSI) or makes a Categorical Exclusion (CE) determination. This measure will enable grant applicants to begin earlier to assist persons and businesses that will be displaced by the project in a manner consistent with commitments made as part of the NEPA review and in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA). It will also help grant applicant to initiate the lengthy process of acquiring property earlier.

Second, FTA will extend automatic pre-award authority to proposed New Starts projects for costs incurred to carry out the NEPA review process and to prepare an Environmental Impact Statement (EIS), Environmental Assessment (EA), Categorical Exclusion (CE), or other environmental documents for that project upon the inclusion of that project in a federally approved State Transportation Improvement Program (STIP). FTA had previously given pre-award authority for use of formula funds. Now New Starts funds may serve as a funding source for these New Starts project NEPA activities. This

measure will eliminate unnecessary delays in starting up the conceptual engineering, public involvement process, and interagency coordination for the project.

For additional information, contact Joseph Ossi, FTA Office of Planning, (202) 366-1613.

## IV. Metropolitan Planning Program and State Planning and Research Program

### A. Metropolitan Planning Program

Funding made available for the Metropolitan Planning Program (49 U.S.C. 5303) in the FY 2002 DOT Appropriations Act is \$55,422,400, which is the guaranteed funding level under TEA-21. The FY 2002 Metropolitan Planning Program apportionment to States for MPOs' use in urbanized areas totals \$55,662,971. This amount includes \$55,422,400 in FY 2002 funds, and \$240,571 in prior year deobligated funds available for reapportionment under this program. A basic allocation of 80 percent of this amount (\$44,530,377) 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 (\$11,132,594) is also provided to the States based on an FTA administrative formula to address planning needs in the larger, more complex urbanized areas. Table 2 contains the final State apportionments for the combined basic and supplemental allocations. Each State, in cooperation with the MPOs, must develop an allocation formula for the combined apportionment, which distributes these funds to MPOs representing urbanized areas, or parts thereof, within the State. This formula, which must be approved by the FTA, must ensure to the maximum extent practicable that no MPO is allocated less than the amount it received by administrative formula under the Metropolitan Planning Program in FY 1991 (minimum MPO allocation). Each State formula must include a provision for the minimum MPO allocation. Where the State and MPOs desire to use a new formula not previously approved by FTA, it must be submitted to the appropriate FTA Regional Office for prior approval.

By April 2002, the Census Bureau is expected to make available detailed results of the 2000 Census and designate new urbanized areas. When the Census Bureau issues its population data, FTA will request that States reaffirm these in-State formulas. A reaffirmation or new

in-State formula should be submitted to the FTA Regional Office in time to receive approval before October 1, 2002. Currently, guaranteed and authorized funding levels for each State over the life of TEA-21 (fiscal years 1999-2003) based on the 1990 Census, are posted at <http://www.fta.dot.gov/office/planning/gaf.htm>. FTA will post revised fiscal year 2003 guaranteed and authorized funding levels based on the 2000 Census for each State at this same Web site address, when 2000 Census data becomes available. This information should be utilized by each State when reaffirming or revising in-State formulas.

#### *B. State Planning and Research Program*

Funding made available for the State Planning and Research Program (49 U.S.C. 5313(b)) in the FY 2002 DOT Appropriations Act is \$11,577,600, the guaranteed funding level under TEA-21.

The FY 2002 apportionment for the State Planning and Research Program (SPRP) totals \$11,698,648. This amount includes \$11,577,600 in FY 2002 funds, and \$121,048 in prior year deobligated funds, which have become available for reapportionment under this program. Final State apportionments for this program are also contained in Table 2. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, management training, and cooperative research. In addition, a State may authorize a portion of these funds to be used to supplement metropolitan planning funds allocated by the State to its urbanized areas, as the State deems appropriate.

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

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

#### *D. FHWA Metropolitan Planning Program*

For informational purposes, the estimated FY 2002 apportionments for the FHWA Metropolitan Planning Program (PL) are contained in Table 3. Estimated apportionments for the FY 2002 FHWA State Planning and Research Program (SPRP) were not available at the time of publication of this notice.

#### *E. Local Match Waiver for Specified Planning Activities*

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

#### *F. Planning Emphasis Areas for Fiscal Year 2002*

The FTA and FHWA identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. To support this, FTA and FHWA will prepare an inventory of current practice, guidance and training in those areas. Opportunities for exchanging ideas and experiences on innovative practices in these topic areas also will be provided throughout the year. For FY 2002, five key planning themes have been identified: (1) Consideration of safety and security in the transportation planning process; (2) integration of planning and environmental processes; (3) consideration of management and operations within planning processes; (4) consultation with local officials; and (5) enhancing the technical capacity of planning processes.

##### **1. Safety and Security in the Transportation Planning Process**

TEA-21 emphasizes the safety and security of transportation systems as a national priority and calls for transportation projects and strategies that "increase the safety and security of transportation systems." This entails integration of safety and facility security into all stages of the transportation planning process.

FTA and FHWA are working together to advance the state-of-practice in addressing safety and security in the metropolitan and statewide planning

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

##### **2. Integrated Planning and Environmental Processes**

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

##### **3. Consideration of Management and Operations Within Planning Processes**

TEA-21 challenges FHWA and FTA to move beyond traditional capital programs for improving the movement of people and goods—focusing on the need to improve the way transportation systems are managed and operated. FTA and FHWA have convened a working group and have commissioned discussion papers on the topic. This information is available at <http://plan2op.fhwa.dot.gov>.

##### **4. Consultation With Local Officials**

Consultation with local officials is a vital yet sensitive issue within the transportation planning process. Within metropolitan areas, the MPO provides the venue and policy context for this. Outside of metropolitan areas, FHWA and FTA are working to facilitate the most effective consultation processes within each State. FTA and FHWA will continue to ensure effective consultation between States and local officials in non-metropolitan areas in reviewing statewide planning and, specifically, in making findings in support of FTA and FHWA STIP approvals.

##### **5. Enhancing the Technical Capacity of Planning Processes**

Reliable information on current and projected usage and performance of transportation systems is critical to the ability of planning processes to supply credible information to decision-makers

to support preparation of plans and programs that respond to their localities' unique needs and policy issues. To ensure the reliability of usage and performance data, as well as the responsiveness of policy forecasting tools, an evaluation is needed of the quality of information provided by the technical tools, data sources, forecasting models, as well as the expertise of staff to ensure its adequacy to support decision-making. And if this support is found to be lacking, the responsible agencies within metropolitan and statewide planning processes are encouraged to devote appropriate resources to enhancing and maintaining their technical capacity.

The metropolitan and statewide transportation planning processes have become critical tools for responding to increasingly complex issues at the State and local levels. Many of these issues are encompassed in previously listed planning emphasis areas (e.g., integrated planning and environmental processes, management and operations, analytical tools and methods) and include much more. It is essential that FTA and FHWA provide technical assistance, training, and information to our customers to further enhance the skills and capabilities they utilize to conduct effective transportation planning processes. The FTA and FHWA have created the Metropolitan Capacity Building (MCB) Program, and the Statewide and Rural Capacity Building Programs as tools to disseminate and coordinate information, training, and foster a dialogue for the exchange of ideas. More information on the MCB program can be found at [www.mcb.fhwa.dot.gov](http://www.mcb.fhwa.dot.gov).

For further information on these PEAs, contact Ken Lord, FTA Metropolitan Planning Division, (202) 366-2836, or Shana Baker, FHWA Office of Metropolitan Planning and Programs, (202) 366-1862.

#### G. Federal Planning Certification Reviews

The Intermodal Surface Transportation Efficiency Act (ISTEA) initiated, and TEA-21 continued, the requirement for the FTA and FHWA to certify, at least every three years, that the planning processes conducted in the largest metropolitan areas were being carried out in compliance with applicable provisions of Federal law. This provision applies specifically to localities termed "Transportation Management Areas" (TMA), which are urbanized areas with populations of 200,000 and above, or other urbanized areas that may be designated by the Secretary of Transportation. TEA-21

further required that, in conducting these certification reviews, provisions be made for public involvement appropriate to the metropolitan area under review.

To that end, an annual calendar of prospective dates and locations for certification reviews of TMAs anticipated in FY 2002 has been prepared and is posted on the FTA Web site at <http://www.fta.dot.gov/library/planning/cert2002.htm>.

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

#### H. Consolidated Planning Grants

Since FY 1997, FTA and FHWA have offered States the option of participating in a pilot Consolidated Planning Grant (CPG) program. Additional State participants are sought so that FTA and FHWA can benefit from the widest possible range of participant input to improve and further streamline the process.

With the fund transfer provisions of TEA-21, which were applied to the CPG beginning in FY 2000, all funds (more than 35 post-FY 1999 FHWA sources are eligible for transfer) can be accessed by indicating only whether the funds are for State or metropolitan planning. This streamlined fund drawdown process eliminates the need to monitor individual fund sources, if several have been used, and ensures that the oldest funds will always be used first.

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

Pre-award authority has been granted to FTA's planning programs for the life of TEA-21. This pre-award authority

enables States to continue planning program activities from year to year with the assurance that eligible costs can later be converted to a regularly funded Federal project without the need for prior approval or authorization from the granting agency. Beginning in FY 2000, the transfer procedures established to implement the transfer provision in TEA-21 (section 1103(i) "Transfer of Highway and Transit Funds") is applicable to FHWA funds used in CPG. For planning projects funded through CPG, the State DOT requests the transfer of funds in a letter to the FHWA Division Office. The FHWA-funded planning activities must be in accordance with the State's or MPO's Planning Work Program. The letter must be signed by the appropriate State official or their designee and must specify the State and the amount of funding to be transferred for the CPG by apportionment category (e.g. STP, CMAQ, Donor State Bonus, Funding Restoration, etc.) and by appropriation year. The letter should include only the funding for planning activities contained in the State's or MPO's Planning Work Program. If no FTA program, either Metropolitan Planning (49 U.S.C. 5303) or Statewide Planning and Research (49 U.S.C. 5313(b)), is indicated for transfers to CPG, funds will be credited to the Metropolitan Planning Program.

As part of the pilot, FTA will continue to work with participating States to increase the flexibility and further streamline the consolidated approach to planning grants. For further information on participating in the CPG Pilot, contact Candace Noonan, Intermodal and Statewide Planning Division, FTA, at (202) 366-1648 or Anthony Solury, Office of Planning and Environment, FHWA, at (202) 366-5003.

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

TEA-21 extends FTA's long-standing authority for approving the advancement of candidate New Starts projects into preliminary engineering (PE) by requiring that FTA also approve entrance into the final design (FD) stage of project development. Specifically, 49 U.S.C. 5309(e)(6) requires that a proposed New Starts project may advance into preliminary engineering or final design only if FTA finds that the project meets the statutory criteria specified in § 5309(e), and that there is a reasonable likelihood that it will continue to do so. In making such findings, FTA evaluates and rates proposed New Starts projects as "highly

recommended," "recommended," or "not recommended," based on the results of alternatives analysis, the statutory criteria for project justification, and the degree of local financial commitment. FTA has established a set of decision rules for approving entrance into preliminary engineering and final design at 49 CFR part 611. 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 FTA's evaluation under the statutory criteria. Projects rated "not recommended" will not be approved to advance.

Section 5309(e)(8)(A) of Title 49 U.S.C. exempts projects which request a section 5309 New Starts share of less than \$25 million from the requirements of section 5309(e). TEA-21 also provides statutory exemptions to certain specific projects. It is important to note that any exemption under section 5309(e)(8)(A) applies only to the statutory New Starts project evaluation criteria that serves as the basis for FTA's approval to advance to preliminary engineering and final design for such projects. Proposed New Starts projects seeking less than \$25 million in funding from the § 5309 New Starts program must still request approval to enter the next stage of development, and must fulfill all appropriate planning, environmental, and project management requirements. Nonetheless, FTA encourages sponsors of projects they believe to be exempt to submit the full range of data to FTA for evaluation and rating. This will provide FTA with the means necessary to make funding recommendations for such projects to Congress, and will protect project sponsors in the event that further project development activities reveal the need for additional § 5309 New Starts funding beyond \$25 million.

## V. Urbanized Area Formula Program

### A. Total Urbanized Area Formula Apportionments

The amount made available to the Urbanized Area Formula Program (49 U.S.C. 5307) in the FY 2002 DOT Appropriations Act is \$3,216,040,006. In addition, \$7,092,285 in deobligated funds became available for

reapportionment under the Urbanized Area Formula Program as provided by 49 U.S.C. 5336(i).

After reserving \$16,080,200 for oversight, the amount of FY 2002 funds available for apportionment is \$3,199,959,806. The funds to be reapportioned, described in the previous paragraph, are then added and increase the total amount apportioned for this program to \$3,207,052,091. Table 4 displays the amounts apportioned under the Urbanized Area Formula Program. Table 13 contains the apportionment formula for the Urbanized Area Formula Program.

An additional \$4,849,950 is made available for the Alaska Railroad for improvements to its passenger operations. After reserving \$24,250 for oversight, \$4,825,700 is available for the Alaska Railroad.

### B. Fiscal Year 2001 Apportionment Adjustments

Adjustments were made to the apportionment of two urbanized areas because of corrections to data used to compute the FY 2001 Urbanized Area Formula Program apportionments, published in the **Federal Register** of January 18, 2001 (66 FR 4918). The differences between the previously published apportionment and the corrected apportionment for these areas have been resolved and the necessary adjustment made to the areas' apportionment for FY 2002. The amounts published in this notice contain the adjustments and the affected urbanized areas have been advised.

### C. Data Used for Urbanized Area Formula Apportionments

Data from the 2000 National Transit Database (NTD) Report Year (49 U.S.C. 5335) submitted in late 2000 and early 2001 were used to calculate the FY 2002 Urbanized Area Formula apportionments for urbanized areas 200,000 in population and over. Population and population density data are also used in calculating apportionments under the Urbanized Area Formula Program.

### D. Urbanized Area Formula Apportionments to Governors

The total Urbanized Area Formula apportionment to the Governor for use in areas under 200,000 in population for each State is shown in Table 4. This table also contains the total apportionment amount attributable to each urbanized area 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 in

Section G below, funds attributed to an urbanized area under 200,000 in population, located within the planning boundaries of a transportation management area, must be obligated in that area.

### E. Transit Enhancements

One percent of the Urbanized Area Formula Program apportionment in each urbanized area with a population of 200,000 and over must be made available only for transit enhancements. Table 4 shows the amount set aside for enhancements in these areas.

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

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

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

amount awarded by FTA for the enhancement.

#### *F. Fiscal Year 2002 Operating Assistance*

FY 2002 funding for operating assistance is available only to urbanized areas with populations under 200,000. For these areas, there is no limitation on the amount of the State apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50.

TEA-21 provides two exceptions to the restriction on operating assistance in areas over 200,000 in population. These exceptions have been addressed and eligible areas previously notified.

#### *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. 5305. These designations were formally made in a **Federal Register** Notice dated May 18, 1992 (57 FR 21160). Additional areas have been designated as TMAs upon the request of the Governor and the MPO designated for such area or the affected local officials. During FY 2001, no additions to existing TMAs were designated.

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

If any additional small urbanized areas—within the boundaries of a TMA—are identified, notification should be made in writing to the Associate Administrator for Program Management, Federal Transit Administration, 400 Seventh Street, SW., Washington, DC 20590, no later than July 1 of each fiscal year. FTA's most recent list of urbanized areas with population less than 200,000 that are included within the planning boundaries of designated TMAs, is contained in the "FTA Fiscal Year 2001 Apportionment, Allocations and

Program Information; Notice" which can be found on the FTA Web site.

#### *H. Urbanized Area Formula Funds Used for Highway Purposes*

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

Urbanized Area Formula funds that are designated for highway projects will be transferred to and administered by FHWA. The MPO should notify FTA of its intent to use FTA funds for highway purposes, as prescribed in section VIII.A., below.

#### *I. National Transit Database (NTD) Internet Reporting and Redesign Effort*

The NTD is the FTA database for nation-wide statistics on the transit industry, including safety data. Prior to FY 2001, FTA reporters utilized diskettes to submit statistics on their operating, financial and safety activities to FTA. Last year, reporters had the option of using the diskette system or the FTA new Internet reporting system. Beginning with FY 2002, all reports will need to be submitted via the Internet. Diskettes will no longer be accepted. The FTA NTD reporting seminars, held six times annually across the country, have concentrated on the Internet reporting system. The changeover to Internet reporting has received favorable comments and has resulted in accelerated data collection and validation.

NTD statistics are utilized, in part, to apportion Urbanized Area Formula Program funds for areas over 200,000 in population. In addition, NTD data is summarized and used to report to Congress on the performance of the transit industry and associated costs. These data are used to assist in assessing whether annual FTA Strategic Plan goals are achieved.

The overall effort to modernize and redesign the NTD—as detailed in the FTA May 31, 2001 report to Congress entitled "Review of the National Transit Database"—continues and is now in the programming phase. Plans call for reporting via the new NTD in the Fall of 2002 with training for NTD reporters to begin in the winter of 2001. The

monthly/quarterly reporting of summary safety, security, and extent of service data, as well as immediate reporting of major safety and security incidents, will be implemented in calendar year 2002. This reporting has been structured to exempt smaller transit properties (under 100 vehicles in maximum service) from the monthly reporting requirement. An increased number of NTD seminars are scheduled to assist transit properties in reporting. See the NTD Web site for further information at [www.ntdprogram.com](http://www.ntdprogram.com).

## **VI. Nonurbanized Area Formula Program and Rural Transit Assistance Program (RTAP)**

### *A. Nonurbanized Area Formula Program*

The amount made available for the Nonurbanized Area Formula Program (49 U.S.C. 5311) in the FY 2002 DOT Appropriations Act is \$224,555,243. The FY 2002 Nonurbanized Area Formula apportionments to the States total \$226,410,089 and are displayed in Table 5. Of the \$224,555,243 available, \$1,122,776 was reserved for oversight. The funds apportioned include \$2,977,622 in deobligated funds from fiscal years prior to FY 2002.

The Nonurbanized Area Formula Program provides capital, operating and administrative assistance for areas under 50,000 in population. Each State must spend no less than 15 percent of its FY 2002 Nonurbanized Area Formula apportionment for the development and support of intercity bus transportation, unless the Governor certifies to the Secretary that the intercity bus service needs of the State are being adequately met.

### *B. Rural Transit Assistance Program (RTAP)*

Funding made available for the RTAP (49 U.S.C. 5311(b)(2)) in the 2002 DOT Appropriations Act was \$5,250,000, the guaranteed funding level under TEA-21. The FY 2002 RTAP allocations to the States total \$5,270,729 and are also displayed in Table 5. This amount includes \$5,250,000 in FY 2002 funds, and \$20,729 in prior year deobligated funds, which are available for reappportionment.

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

FTA also supports RTAP activities at the national level within the National



Planning and Research Program (NPRP). The National RTAP projects support the States in their use of the formula allocations for training and technical assistance. Congress did not designate any funds for the National RTAP among the NPRP allocations in the Conference Report accompanying the FY 2002 DOT Appropriations Act. FTA will, however, include the National RTAP among priority projects to be funded from available NPRP funds. During FY 2002, FTA will conduct a competitive selection to choose providers of the National RTAP services for the next five years.

#### **VII. Elderly and Persons with Disabilities Program**

Funds in the amount of \$84,604,801 are made available for the Elderly and Persons with Disabilities Program (49 U.S.C. 5310) in the FY 2002 DOT Appropriations Act. A total of \$84,930,249 is apportioned to the States for FY 2002 for the Elderly and Persons with Disabilities Program. In addition to the FY 2002 funding of \$84,604,801, the FY 2002 apportionment includes \$325,448 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 Census population data for persons aged 65 and over and for persons with disabilities. The funds provide capital assistance for transportation for elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by a contract, lease, or other arrangement.

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

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

#### **VIII. FHWA Surface Transportation Program and Congestion Mitigation and Air Quality Funds Used for Transit Purposes (Title 23, U.S.C. 104)**

##### *A. Transfer Process*

The process for transferring flexible formula funds between FTA and FHWA programs is described below.

Information on the transfer of FHWA funds to FTA planning programs can be found in section IV.H., above.

##### *Transfer From FHWA to FTA*

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

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

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

The transferred funds are treated as FTA formula funds, but are assigned a distinct identifying code for tracking purposes. The funds may be used for any purpose eligible under the FTA formula capital program to which they are transferred. FTA and FHWA have issued guidance on project eligibility under the CMAQ program in a **Federal Register** notice dated February 23, 2000 (65 FR 9040). All FTA requirements are applicable to transferred funds except local share—FHWA local share requirements apply. Transferred funds should be combined with regular FTA funds in a single annual grant application.

##### *Transfers From FTA to FHWA*

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

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

##### *B. Matching Share for FHWA Transfers*

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

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

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

The third instance includes the 100 percent Federal safety projects;

however, these are subject to a nationwide 10 percent program limitation.

### **IX. Capital Investment Program (49 U.S.C. 5309)**

#### *A. Fixed Guideway Modernization*

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

Table 7 displays the FY 2002 Fixed Guideway Modernization apportionments. Fixed Guideway Modernization funds apportioned for this section must be used for capital projects to maintain, modernize, or improve fixed guideway systems.

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

For FY 2002, \$1,136,400,000 is made available for Fixed Guideway Modernization in the FY 2002 DOT Appropriations Act, which is the guaranteed funding level in TEA-21. An amount of \$11,364,000 was then deducted for oversight, and \$7,047,502 was set aside for the Alaska Railroad as directed by language in Section 1124 of the FY 2001 Omnibus Consolidated Appropriations Act (Pub. L. 106-554), leaving \$1,117,988,498 available for apportionment to eligible urbanized areas. In addition to the FY 2002 funding, \$547,205 in deobligated funds from fiscal years prior to FY 2002 is added and increases the total amount apportioned to \$1,118,535,703 under Fixed Guideway Modernization. Table 14 contains information regarding the Fixed Guideway Modernization apportionment formula.

The Alaska Railroad has been determined to be eligible for funding under the Fixed Guideway Modernization program for service provided in the Anchorage, AK,

urbanized area. The FY 2002 Fixed Guideway Modernization apportionment for the Alaska Railroad is, in part, based on a calculated amount derived from application of the Fixed Guideway Modernization formula—using approved Alaska Railroad data for fixed guideway directional route miles located within the Anchorage, AK, urbanized area. In addition, the Alaska Railroad apportionment includes the \$7,047,502 set aside for the Alaska Railroad as directed in Public Law 106-554.

The Alaska Railroad eligibility to receive funds under the Fixed Guideway Modernization program is pursuant to FTA's determination that: (1) it is the fixed guideway system for the Anchorage, AK urbanized area (which is an urbanized area eligible for assistance under section 5336(b)(2)(A) of 49 U.S.C. Chapter 53, and therefore eligible for funding under sections 5337(a)(5)(B), 5337(a)(6)(B), and 5337(a)(7)(B)); and (2) the Alaska Railroad meets the standard of having been in service for at least seven years.

The Alaska Railroad was built by the Federal Government between 1914 and 1923. The Railroad operated under the control of the Interior Department until April 1967 when the Department of Transportation assumed that responsibility. After passage of special Federal legislation, the assets of the Alaska Railroad were sold to the State of Alaska, which assumed ownership of the railroad in January 1985. Since Federal ownership of the Alaska Railroad has extended over the greater part of its existence, the DOT acknowledges a special stewardship towards the Alaska Railroad within the Anchorage urbanized area. For purposes of formula apportionments beginning in FY 2004 and beyond, FTA will create a mode code exclusively for reporting to the NTD by the Alaska Railroad in the NTD Reporting Manual for report year 2002.

#### *B. New Starts*

The amount made available for New Starts in the FY 2002 DOT Appropriations Act is \$1,136,400,000, which was fully allocated and represents the guaranteed funding level under TEA-21. Of this amount, \$11,364,000 is reserved for oversight activities, leaving \$1,125,036,000 available for allocations to projects. Prior year unobligated funds specified by Congress to be reallocated in the amount of \$1,488,840 are then added and increase the total amount allocated to \$1,126,524,840. The reallocated funds are derived from unobligated and deobligated balances for the following

projects: Hartford-Old Saybrook, CT, project, \$496,280; New London-Waterfront, CT, access project, \$496,280; and North Front Range, CO, corridor feasibility study, \$496,280. The final allocation for each New Starts project is listed in Table 8.

Prior year unobligated allocations for New Starts in the amount of \$543,136,665 remain available for obligation in FY 2002. This amount includes \$531,342,762 in fiscal years 2000 and 2001 unobligated allocations, and \$11,793,903 for fiscal years 1998 and 1999 unobligated allocations that are extended in the FY 2002 Conference Report. These unobligated amounts are displayed in Table 8A.

Capital Investment Program funds for New Starts projects identified as having been extended in the FY 2002 Conference Report accompanying the FY 2002 DOT Appropriations Act, will lapse September 30, 2002. A list of the extended projects and the amount that remains unobligated as of September 30, 2001, is appended to Table 8A for ready reference.

#### *C. Bus*

The FY 2002 DOT Appropriations Act provides \$568,200,000, for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. This amount represents the guaranteed funding level under TEA-21.

TEA-21 established a \$100 million Clean Fuels Formula Program under 49 U.S.C. 5308 (described in section XII below). The program is authorized to be funded with \$50 million from the Bus category of the Capital Investment Program and \$50 million from the Formula Program. However, the FY 2002 DOT Appropriations Act directs FTA to transfer the formula portion to, and merge it with, funding provided for the Bus category of the Capital Investment Program. Thus, \$618,200,000 appropriated in FY 2002 is available for funding the Bus category of the Capital Investment Program. In addition, Congress directed that funds made available for bus and bus facilities be supplemented with \$1,733,658 from projects included in previous Appropriations Acts, which increases the total amount made available to \$619,933,658. The supplemental funds are derived from unobligated balances for the following projects: Carroll County, NH transportation alliance buses, \$198,500; New Hampshire statewide buses, \$34,001; Gary, IN transit consortium buses, \$310,157; Jefferson Parish, LA bus and bus facilities, \$347,375; Louisiana state infrastructure bank, bus and bus

facilities, \$347,375; and North Slope borough, AK, \$496,250.

After deducting \$6,182,000 for oversight, the amount available for allocation under the Bus category is \$613,751,658. Table 9 displays the allocation of the FY 2002 Bus funds by State and project. The FY 2002 Conference Report accompanying the FY 2002 DOT Appropriations Act allocated all of the FY 2002 Bus funds to specified States or localities for bus and bus-related projects. FTA will honor those allocations to the extent that they comply with the statutory authorization for that program.

Prior year unobligated balances for Bus Program allocations in the amount of \$494,182,292 remain available for obligation in FY 2002. This includes \$477,559,360 in fiscal years 2000 and 2001 unobligated allocations, and \$16,622,932 for fiscal years 1998 and 1999 unobligated allocations that are extended in the FY 2002 Conference Report or the FY 2001 Supplemental Appropriations Act Conference Report. These unobligated amounts are displayed in Table 9A.

Capital Investment Program funds for Bus projects identified as having been extended in the Conference Report accompanying the FY 2002 DOT Appropriations Act or the FY 2001 Supplemental Appropriations Act, will lapse September 30, 2002. A list of the extended projects and the amount that remains unobligated as of September 30, 2001, is appended to Table 9A for ready reference.

In addition, the FY 2002 Conference Report provides clarification for FY 2001 projects and permits the use of FY 2001 appropriations for additional work as follows:

(1) Funds appropriated for the Lowell, Massachusetts transit hub can be used for the Hale Street bus maintenance and operations center;

(2) Funds appropriated for the Municipal Transit Operators in California can be used for bus and bus facilities;

(3) Funds appropriated for the King County Metro Eastgate park and ride can be used for the Issaquah Highlands park and ride;

(4) Funds allocated for buses for Suburban Mobility Authority for Regional Transportation (SMART) in Southeast Michigan may also be available for bus facilities; and

(5) Funds appropriated to the Burlington, Vermont multi-modal transit project in fiscal years 1998, 1999, 2000, and 2001 will be available for construction of the multimodal project and other transit improvements.

#### **X. Job Access and Reverse Commute Program**

The FY 2002 DOT Appropriations Act provides \$125 million for the Job Access and Reverse Commute (JARC) Program, which is the guaranteed funding level under TEA-21. In the FY 2002 Conference Report the appropriators indicated their desire that \$109,339,000 of this amount be awarded to certain specified States and localities. These areas and the corresponding amounts are listed in Table 10. States and localities listed in the FY 2002 Conference Report, along with other States and localities not so listed, are invited to apply for JARC funding according to the procedures that will be published in a separate **Federal Register** notice. That notice will solicit applications for the \$125 million available in FY 2002 and the \$150 million that is the guaranteed level of funding for FY 2003.

Because recipients of JARC funds have expressed the need for multi-year funding through the early stages of implementation, FTA will no longer limit awards to a single year, but rather will consider multi-year funding in appropriate cases. To give effect to this new policy, FTA will give priority to funding continuation of previously selected projects. FTA will solicit applications for continued funding from those applicants previously funded under the JARC program. Grantees may apply for up to two additional years of continuation funding beyond that previously approved. Continuation does not include expansion of services beyond those previously funded. Expanded services will be treated as new projects. Continuation projects are expected to document their progress through their most recent progress report. Evaluation of JARC projects' progress will be a key element in determining continued FTA financial support.

FTA will solicit applications for new JARC projects both from existing recipients and from States, localities and nonprofit organizations that have not previously been awarded JARC funds. Because FY 2003 is the last year of the TEA-21 authorization of the JARC program, applicants for new projects will be encouraged to apply for a level of funding that would allow them to sustain service for at least two years.

Applicants identified in the FY 2002 Conference Report must participate in this application process along with all other applicants. FTA will evaluate and rank all projects submitted in response to this new solicitation. Because it is expected that FY 2002 funds will be

used primarily, if not entirely, for continuation projects, it is expected that new projects will not be funded until FY 2003 funds become available.

The JARC program, established under TEA-21, provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those that transport welfare recipients and low-income individuals, including economically disadvantaged persons with disabilities, in urban, suburban, or rural areas to and from jobs and activities related to their employment. Reverse Commute projects provide transportation services for the general public from urban, suburban, and rural areas to suburban employment opportunities. A total of up to \$10,000,000 from the appropriation can be used for Reverse Commute Projects.

One of the goals of the JARC 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.

#### **XI. Over-the-Road Bus Accessibility Program**

The amount made available for the Over-the-Road Bus Accessibility (OTRB) Program in the FY 2002 DOT Appropriations Act is \$6,950,000, which is the guaranteed funding level under TEA-21. Of this amount, \$5,250,000 is available to providers of intercity fixed-route service, and \$1,700,000 is available to other providers of over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service.

The OTRB program authorizes FTA to make grants to operators of over-the-road buses to help finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, published on September 28, 1998 (63 FR 51670). Funds will be provided at 90 percent Federal share. FTA conducts a national solicitation of applications and grantees are selected on a competitive basis.

In FY 2001, a total of \$3 million was available to intercity fixed-route

providers and \$1.7 million was available to all other providers. FTA selected 61 applicants from among the 84 applications submitted for funding incremental capital and training costs of complying with DOT's OTRB Accessibility requirements.

A separate **Federal Register** Notice providing program guidance and application procedures for FY 2002 will be issued.

## XII. Clean Fuels Formula Program

TEA-21 established the Clean Fuels Formula Grant Program under section 5308 of Title 49 U.S.C., to assist non-attainment and maintenance areas in achieving or maintaining attainment status and to support markets for emerging clean fuel technologies. Under the program, public transit agencies in maintenance and non-attainment areas (as defined by the EPA) are to apply for formula funds to acquire clean fuel vehicles. The legislation specified the program to be funded with \$50 million from the bus category of the Capital Investment Program, and \$50 million from the Urbanized Area Formula Program in each fiscal year of TEA-21. However, congressional appropriation actions in this fiscal year as well as in fiscal years 1999, 2000, and 2001 have provided no funds for this program.

A Notice of Proposed Rulemaking was published in the **Federal Register** on August 28, 2001 (66 FR 45561). The proposed rule establishes the procedures potential recipients must use to apply for this program. Comments on the proposed rule were due October 12, 2001. Responses to those comments and preparation of the final rule are in progress.

For further information contact Nancy Grubb, FTA Office of Resource Management and State Programs, at (202) 366-2053.

## XIII. National Planning and Research Program

The amount made available to the National Planning and Research Program in the FY 2002 DOT Appropriations Act is \$31,500,000, of which Congress allocated \$15,500,000 for specific activities. These allocations are listed in Table 11.

The program's core effort is the deployment of technological innovation to improve personal mobility, enhance the safety and security of transit operations, minimize fuel consumption and air pollution, increase ridership and enhance the quality of life of all communities. Emphasis is placed on mainstreaming proven cost-effective technological innovation through the FTA planning and capital assistance

programs. Primary target areas are security technologies to protect against weapons of mass destruction, safety systems for railroad grade crossing protection and shared-track operations, cost reduction in advances in bus technology, and bus rapid transit.

FTA is directing resources for research, development, demonstration and deployment activities associated with technology and other innovations in four priority areas:

- Safety and security systems—to improve driver operations, minimize pedestrian conflicts, reduce terrorist threats and to facilitate shared track operations;
- Transit buses—to reduce operating and maintenance costs through improved energy management; to introduce rapid bus operations; to foster trade opportunities; to deploy low emission vehicles; and to leverage the \$600 million or more invested annually through the FTA Bus capital assistance program;
- Infrastructure—to support the \$4.9 billion annual FTA capital investment; to protect the integrity of federally supported assets; and to facilitate the deployment of lower cost systems options for expanding capacity; and
- Knowledge Management—to expand U.S. transit industry professional capacity and participation in global markets.

For additional information contact Henry Nejako, Program Management Officer, Office of Research, Demonstration and Innovation, at (202) 366-3765.

## XIV. Unit Values of Data for Urbanized Area Formula Program, Nonurbanized Area Formula Program, and Fixed Guideway Modernization

The dollar unit values of data derived from the computations of the Urbanized Area Formula Program, the Nonurbanized Area Formula Program, and the Capital Investment Program—Fixed Guideway Modernization apportionments are displayed in Table 15 of this notice. To replicate an area's apportionment amount multiply its population, population density, and data from the NTD by the appropriate unit value.

## XV. Period of Availability of Funds

The funds apportioned under the Metropolitan Planning Program and the Statewide Planning and Research Program, the Urbanized Area Formula Program, and Fixed Guideway Modernization, in this notice, will remain available to be obligated by FTA to recipients for three fiscal years following FY 2002. Any of these

apportioned funds unobligated at the close of business on September 30, 2005, will revert to FTA for reapportionment under the respective program.

Funds apportioned to nonurbanized areas under the Nonurbanized Area Formula Program, including RTAP funds, will remain available for two fiscal years following FY 2002. Any such funds remaining unobligated at the close of business on September 30, 2004, 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, 2002. Any such funds remaining unobligated as of this date will revert to FTA for reapportionment among the States under the Elderly and Persons with Disabilities Program. The FY 2002 DOT Appropriations Act includes a provision requiring that FY 2002 New Starts and Bus funds not obligated for their original purpose as of September 30, 2004, shall be made available for other projects under 49 U.S.C. 5309.

JARC funds for projects selected by FTA for funding in FY 2002 will remain available for two fiscal years following FY 2002. Any such funds remaining unobligated at the close of business on September 30, 2004, will revert to FTA for reallocation under the JARC program.

Capital Investment Program funds for New Starts and Bus projects identified as having been extended in the FY 2002 Conference Report accompanying the FY 2002 DOT Appropriations Act will lapse September 30, 2002.

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

Pre-award authority was extended in the June 24, 1998 **Federal Register** Notice on TEA-21 to all formula funds and flexible funds that will be apportioned during the authorization period of TEA-21, 1998-2003. Pre-award authority also applies to Capital Investment Bus allocations identified in this notice. For such 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. 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.

#### *B. Conditions*

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

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

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

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

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

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

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

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

#### *C. Environmental, Planning, and Other Federal Requirements*

FTA emphasizes that all of the Federal grant requirements must be met for the project to remain eligible for Federal funding. Compliance with 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 record of decision. The conformity requirements of the Clean Air Act (40 CFR part 93) also must be fully met before the project may be advanced with non-Federal funds.

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

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

#### *D. Pre-Award Authority for New Starts Projects*

##### 1. Preliminary Engineering and Final Design

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

##### 2. Acquisition Activities

In the past, FTA provided applicant grantees pre-award authority to incur costs for right-of-way acquisition for projects funded by sources other than New Starts funds under the conditions described in paragraphs A, B and C, above. With the issuance of this Notice, FTA will extend automatic pre-award authority for the acquisition of real property and real property rights for a New Starts project upon completion of the National Environmental Policy Act (NEPA) review of that project. NEPA review is completed when FTA signs an environmental Record of Decision (ROD) or Finding of No Significant Impact (FONSI), or makes a Categorical Exclusion (CE) determination. The real estate acquisition activities for a proposed New Starts project prior to approval of Federal funding, no longer require a Letter of No Prejudice (LONP) described in section XVII below. Real estate acquisition may now commence upon completion of the NEPA review process.

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

For FTA-assisted projects, acquisition of real property must be made in accordance with the requirements of the Uniform Relocation Assistance and Real

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

To facilitate the acquisition process for New Starts projects, FTA will extend automatic pre-award authority to the acquisition of real property and real property rights with the signing of the environmental ROD or FONSI or the CE determination. This pre-award authority is strictly limited to costs incurred to acquire real property and real property rights and to provide relocation assistance in accordance with the URA regulation. It is limited to the acquisition of real property and real property rights that are explicitly identified in the final EIS, EA or CE determination, as needed for the selected alternative that is the subject of the FTA-signed ROD or FONSI, or the CE determination. It does not cover site preparation, demolition, or any other activity that is not strictly necessary to comply with the URA. At FTA's discretion, these other activities may be covered by Letters of No Prejudice, described in section XVII, below. This pre-award authority does not cover the acquisition of construction equipment or vehicles or any other acquisition except that of real property and real property rights.

Grant applicants should use this pre-award authority for real property very discreetly with a clear understanding that it does not constitute a funding commitment by FTA. On occasion, even projects that received a "recommended" rating from FTA under the New Starts regulation (49 CFR part 611) have not

received a Full Funding Grant Agreement from FTA simply because the competition for the limited New Starts funds is so intense.

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

### 3. National Environmental Policy Act (NEPA) Activities

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

FTA regulations (23 CFR 771.105(e)) state that the costs incurred by a grant applicant for the preparation of environmental documents requested by FTA are eligible for FTA assistance. FTA has previously extended pre-award authority to incur costs for environmental reviews and documents from other funding sources but not from New Starts funds.

With issuance of this notice, FTA extends automatic pre-award authority for costs incurred to conduct the NEPA environmental review, including historic preservation activities, and to prepare an EIS, EA, CE, or other environmental documents for a proposed New Starts project, effective as of the date of the federal approval of the relevant Statewide Transportation Improvement Program (STIP) or STIP amendment that includes the project. This pre-award authority applies to New Starts funding, as well as other funding sources. This pre-award authority is strictly limited to costs incurred to conduct the NEPA process and prepare environmental and historic preservation documents. It does not cover preliminary engineering activities

beyond those absolutely necessary for NEPA compliance. As with any pre-award authority, FTA participation in costs incurred is not guaranteed.

This pre-award authority for using New Starts funds for environmental and historic preservation work for proposed New Starts projects, as long as those projects are in FTA-approved STIPs, is being provided for the first time with this Notice. It is intended to streamline the NEPA process in accordance with TEA-21 section 1309, "Environmental Streamlining," by eliminating unnecessary delays in starting up the conceptual engineering and environmental reviews, the public involvement process, and the interagency coordination process for New Starts projects.

## XVII. Letters of No Prejudice (LONP) Policy

### A. Policy

Letter of No Prejudice (LONP) authority allows an applicant to incur costs on a future project utilizing non-Federal resources with the understanding that the costs incurred subsequent to the issuance of the LONP may be reimbursable as eligible expenses or eligible for credit toward the local match should 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, for example, to permit real estate purchased as it becomes available to be used for match for the project at a later date.

### B. Conditions

The following conditions apply to all LONPs.

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

(2) All FTA, DOT, and other Federal statutory, regulatory, procedural, and contractual requirements must be met.

(3) No action will be taken by the grantee that prejudices the legal and

administrative findings that the Federal Transit Administrator must make in order to approve a project.

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

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

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

### C. Environmental, Planning, and Other Federal Requirements

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

Similarly, the requirement that a capital project be included in a locally adopted metropolitan transportation improvement program and federally approved statewide transportation improvement program must be followed before the project may be advanced with non-Federal funds. For planning projects, the project must be included in a locally approved Planning Work Program that has been coordinated with the State. In addition, Federal procurement procedures, as well as the whole range of Federal requirements, must be followed for projects in which Federal funding will be sought in the future. Failure to follow any such requirements could make the project ineligible for Federal funding. In short, this pre-award authority requires a

grantee to make certain that no Federal requirements are circumvented. If a grantee has questions or concerns regarding the environmental requirements, or any other Federal requirements that must be met before incurring costs, it should contact the appropriate FTA regional office.

### D. Request for LONP

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

### XVIII. FTA Home Page on the Internet

FTA provides extended customer service by making available transit information on the FTA Web site, including this Apportionment Notice. Also posted on the Web site are FTA program Circulars: C9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998; C9040.1E, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, dated October 1, 1998; C9070.1E, The Elderly and Persons with Disabilities Program Guidance and Application Instructions, dated October 1, 1998; C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998; 4220.1D, Third Party Contracting Requirements, dated April 15, 1996; C5010.1C, Grant Management Guidelines, dated October 1, 1998; and C8100.1B, Program Guidance and Application Instructions for Metropolitan Planning Program Grants, dated October 25, 1996. The FY 2002 Annual List of Certifications and Assurances is also posted on the FTA Web site. Other documents on the FTA Web site of particular interest to public transit providers and users include the annual Statistical Summaries of FTA Grant Assistance Programs, and the National Transit Database Profiles.

FTA circulars are listed at <http://www.fta.dot.gov/library/admin/checklist/circulars.htm>. Other guidance of interest to Grantees can be found at <http://www.fta.dot.gov/grantees/index.html>. Grantees should check the FTA Web site frequently to keep up to date on new postings.

### XIX. FTA Fiscal Year 2002 Annual List of Certifications and Assurances

The "Fiscal Year 2002 Annual List of Certifications and Assurances" is published in conjunction with this notice. It appears as a separate Part of

the **Federal Register** on the same date whenever possible. The FY 2002 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 2002 Annual List of Certifications and Assurances" is accessible on the Internet at <http://www.fta.dot.gov/library/legal/ca.htm>. Any questions regarding this document may be addressed to the appropriate Regional Office.

### XX. Grant Application Procedures

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

In FY 2001, FTA established a 90-day goal for processing and approving all capital, planning and operating grants, including the section 5307 Urbanized Area Formula Program, section 5309 Fixed Guideway Modernization, New Starts and Bus Programs, the section 5310 Elderly and Persons with Disabilities Program, the section 5311 Nonurbanized Area Formula Program, the TEA-21 Job Access and Reverse Commute Program, the TEA-21 Over-the-Road Bus Accessibility Program, section 5303 Metropolitan Planning Program, and section 5313(b) Statewide Planning and Research Program. The 90-day processing time begins with the receipt of a complete application by the Regional Office. In order for an application to be considered complete, it must meet the following requirements: all projects must be contained in an approved STIP (when required), all environmental findings must be made by FTA, there must be an adequate project description, local share must be secure, all required civil rights submissions must have been submitted, and certifications and assurances must

be properly submitted. Once an application is complete, the FTA Regional Office will assign a project number and when required submit the application to the Department of Labor for a certification under section 5333(b). The FTA circulars referenced below contain more information regarding application contents and complete applications. State applicants for section 5311 are reminded that they must certify to DOL that all subrecipients have agreed to the standard labor protection warranty for section 5311 and provide DOL with other related information for each grant.

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 Web site.

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

Issued on: December 26, 2001.

**Jennifer L. Dorn,**  
*Administrator.*

**BILLING CODE 4910-57-P**



## FEDERAL TRANSIT ADMINISTRATION

TABLE 1

FY 2002 APPROPRIATIONS FOR GRANT PROGRAMS	
SOURCE OF FUNDS	APPROPRIATION
<b>TRANSIT PLANNING AND RESEARCH PROGRAMS</b>	
Section 5303 Metropolitan Planning Program	\$55,422,400
Reapportioned Funds Added	240,571
Total Apportioned	\$55,662,971
Section 5313(b) State Planning and Research Program	\$11,577,600
Reapportioned Funds Added	121,048
Total Apportioned	\$11,698,648
Section 5311(b)(2) Rural Transit Assistance Program (RTAP)	\$5,250,000
Reapportioned Funds Added	20,729
Total Apportioned	\$5,270,729
Section 5314 National Planning and Research Program	\$31,500,000
<b>FORMULA PROGRAMS</b>	<b>\$3,542,000,000</b> <sup>a/</sup>
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)
Over-the-Road Bus Accessibility Program	6,950,000
VIII Paralympiad for the Disabled in Salt Lake City	\$5,000,000
Section 5307 Urbanized Area Formula Program	
91.23% of Total Available for Sections 5307, 5311, and 5310	\$3,216,040,006
Less Oversight (one-half percent)	(16,080,200)
Reapportioned Funds Added	7,092,285
Total Apportioned	\$3,207,052,091
Section 5311 Nonurbanized Area Formula Program	
6.37% of Total Available for Sections 5307, 5311, and 5310	\$224,555,243
Less Oversight (one-half percent)	(1,122,776)
Reapportioned Funds Added	2,977,622
Total Apportioned	\$226,410,089
Section 5310 Elderly and Persons with Disabilities Formula Program	
2.4% of Total Available for Sections 5307, 5311, and 5310	\$84,604,801
Reapportioned Funds Added	325,448
Total Apportioned	\$84,930,249
<b>CAPITAL INVESTMENT PROGRAM</b>	<b>\$2,891,000,000</b>
Section 5309 Fixed Guideway Modernization	\$1,136,400,000
Less Oversight (one percent)	(11,364,000)
Reapportioned Funds Added	547,205
Total Apportioned	\$1,125,583,205
Section 5309 New Starts	\$1,136,400,000
Less Oversight (one percent)	(11,364,000)
Reallocated Funds Added	1,488,840
Total Allocated	\$1,126,524,840
Section 5309 Bus	\$618,200,000
Less Oversight (one percent)	(6,182,000)
Reallocated Funds Added	1,733,658
Total Allocated	\$613,751,658
<b>JOB ACCESS AND REVERSE COMMUTE PROGRAM (Section 3037, TEA-21)</b>	<b>\$125,000,000</b>
<b>TOTAL APPROPRIATION (Above Grant Programs) . . . . .</b>	<b>\$6,661,750,000</b>

<sup>a/</sup> The FY 2002 DOT Appropriations Act transfers \$50 million appropriated for the Clean Fuels Formula Program to the Section 5309 Bus category.

<sup>b/</sup> FY 2002 Conference Report reallocated unobligated balances from specified New Starts projects to FY 2002 projects.

<sup>c/</sup> Includes \$50 million transferred from the Clean Fuels Formula Program.

<sup>d/</sup> FY 2002 Conference Report supplemented FY 2002 Bus funds with funds made available from projects included in previous Appropriations Acts.

## FEDERAL TRANSIT ADMINISTRATION

TABLE 2

FY 2002 SECTION 5303 METROPOLITAN PLANNING PROGRAM AND SECTION 5313(b) STATEWIDE PLANNING AND RESEARCH PROGRAM APPORTIONMENTS		
STATE	SECTION 5303 APPORTIONMENT	SECTION 5313(b) APPORTIONMENT
Alabama	\$487,549	\$128,085
Alaska	222,652	58,493
Arizona	886,707	184,891
Arkansas	222,652	58,493
California	9,489,958	1,772,769
Colorado	724,233	165,526
Connecticut	650,704	170,947
Delaware	222,652	58,493
District of Columbia	300,176	58,493
Florida	3,035,249	708,491
Georgia	1,074,487	226,984
Hawaii	222,652	58,493
Idaho	222,652	58,493
Illinois	3,252,532	590,223
Indiana	789,613	187,444
Iowa	249,782	65,621
Kansas	288,755	70,908
Kentucky	345,873	88,885
Louisiana	597,687	155,098
Maine	222,652	58,493
Maryland	1,292,294	249,315
Massachusetts	1,576,195	329,294
Michigan	2,030,568	404,621
Minnesota	824,522	165,047
Mississippi	222,652	58,493
Missouri	911,616	193,714
Montana	222,652	58,493
Nebraska	222,652	58,493
Nevada	241,419	63,424
New Hampshire	222,652	58,493
New Jersey	2,759,494	461,499
New Mexico	222,652	58,493
New York	5,603,614	982,654
North Carolina	665,852	174,927
North Dakota	222,652	58,493
Ohio	1,918,238	463,409
Oklahoma	358,870	94,279
Oregon	403,109	98,854
Pennsylvania	2,487,903	501,733
Puerto Rico	603,336	147,944
Rhode Island	222,652	58,493
South Carolina	378,053	99,319
South Dakota	222,652	58,493
Tennessee	587,721	154,401
Texas	3,782,241	791,651
Utah	349,651	91,857
Vermont	222,652	58,493
Virginia	1,244,077	266,598
Washington	991,575	223,786
West Virginia	222,652	58,493
Wisconsin	694,234	171,576
Wyoming	222,652	58,493
<b>TOTAL</b>	<b>\$55,662,971</b>	<b>\$11,698,648</b>

## FEDERAL HIGHWAY ADMINISTRATION

TABLE 3

STATE	PL APPORTIONMENT
Alabama	\$2,172,212
Alaska	978,212
Arizona	3,135,595
Arkansas	978,212
California	30,064,602
Colorado	2,807,188
Connecticut	2,899,127
Delaware	978,212
District of Columbia	978,212
Florida	12,015,418
Georgia	3,849,460
Hawaii	978,212
Idaho	978,212
Illinois	10,009,701
Indiana	3,178,898
Iowa	1,112,869
Kansas	1,202,535
Kentucky	1,507,419
Louisiana	2,630,335
Maine	978,212
Maryland	4,228,172
Massachusetts	5,584,556
Michigan	6,862,043
Minnesota	2,799,059
Mississippi	978,212
Missouri	3,285,222
Montana	978,212
Nebraska	978,212
Nevada	1,075,613
New Hampshire	978,212
New Jersey	7,826,649
New Mexico	978,212
New York	16,665,004
North Carolina	2,966,619
North Dakota	978,212
Ohio	7,859,037
Oklahoma	1,598,899
Oregon	1,676,482
Pennsylvania	8,508,969
Rhode Island	978,212
South Carolina	1,684,368
South Dakota	978,212
Tennessee	2,618,517
Texas	13,425,756
Utah	1,557,825
Vermont	978,212
Virginia	4,521,283
Washington	3,795,230
West Virginia	978,212
Wisconsin	2,909,780
Wyoming	978,212
<b>TOTAL</b>	<b>\$195,642,258</b>

## FEDERAL TRANSIT ADMINISTRATION

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TABLE 4

## FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT
OVER 1,000,000 IN POPULATION	\$23,475,898	\$2,347,589,876
200,000-1,000,000 IN POPULATION	5,482,662	548,266,190
50,000-200,000 IN POPULATION	-----	311,196,025
NATIONAL TOTAL	\$28,958,560	\$3,207,052,091

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT <sup>a/</sup>	APPORTIONMENT
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*Amounts Apportioned to Urbanized Areas 1,000,000 and Over in Population:*

Atlanta, GA	\$441,438	\$44,143,810
Baltimore, MD	368,383	36,838,330
Boston, MA	901,074	90,107,384
Chicago, IL-Northwestern IN	2,008,327	200,832,658
Cincinnati, OH-KY	164,022	16,402,161
Cleveland, OH	273,860	27,385,973
Dallas-Fort Worth, TX	455,083	45,508,300
Denver, CO	304,543	30,454,334
Detroit, MI	391,731	39,173,052
Ft Lauderdale-Hollywood-Pompano Beach, FL	250,077	25,007,664
Houston, TX	516,633	51,663,288
Kansas City, MO-KS	119,183	11,918,318
Los Angeles, CA	2,223,973	222,397,333
Miami-Hialeah, FL	368,305	36,830,539
Milwaukee, WI	212,130	21,212,977
Minneapolis-St. Paul, MN	366,880	36,688,020
New Orleans, LA	167,235	16,723,529
New York, NY-Northeastern NJ	6,575,248	657,524,791
Norfolk-Virginia Beach-Newport News, VA	155,388	15,538,813
Philadelphia, PA-NJ	1,147,898	114,789,846
Phoenix, AZ	262,326	26,232,617
Pittsburgh, PA	333,816	33,381,559
Portland-Vancouver, OR-WA	281,757	28,175,729
Riverside-San Bernardino, CA	200,791	20,079,119
Sacramento, CA	154,227	15,422,661
San Antonio, TX	196,902	19,690,205
San Diego, CA	474,013	47,401,274
San Francisco-Oakland, CA	1,292,544	129,254,383
San Jose, CA	359,753	35,975,296
San Juan, PR	328,298	32,829,765
Seattle, WA	620,413	62,041,338
St. Louis, MO-IL	265,179	26,517,914
Tampa-St. Petersburg-Clearwater, FL	179,651	17,965,147
Washington, DC-MD-VA	1,114,817	111,481,749
<b>TOTAL</b>	<b>\$23,475,898</b>	<b>\$2,347,589,876</b>

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

## FEDERAL TRANSIT ADMINISTRATION

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TABLE 4

## FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT <i>a/</i>	APPORTIONMENT
<i>Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population</i>		
Akron, OH	\$67,208	\$6,720,813
Albany-Schenectady-Troy, NY	65,918	6,591,802
Albuquerque, NM	57,876	5,787,566
Allentown-Bethlehem-Easton, PA-NJ	55,040	5,504,045
Anchorage, AK	27,509	2,750,930
Ann Arbor, MI	40,088	4,008,800
Augusta, GA-SC	18,758	1,875,827
Austin, TX	126,897	12,689,720
Bakersfield, CA	42,309	4,230,878
Baton Rouge, LA	43,388	4,338,812
Birmingham, AL	43,205	4,320,461
Bridgeport-Milford, CT	77,463	7,746,314
Buffalo-Niagara Falls, NY	128,390	12,839,011
Canton, OH	36,489	3,648,857
Charleston, SC	36,077	3,607,716
Charlotte, NC	75,799	7,579,873
Chattanooga, TN-GA	24,597	2,459,705
Colorado Springs, CO	40,327	4,032,695
Columbia, SC	28,455	2,845,495
Columbus, GA-AL	17,527	1,752,660
Columbus, OH	122,178	12,217,764
Corpus Christi, TX	37,863	3,786,317
Davenport-Rock Island-Moline, IA-IL	30,920	3,092,040
Dayton, OH	123,444	12,344,382
Daytona Beach, FL	31,286	3,128,630
Des Moines, IA	46,940	4,694,007
Durham, NC	39,789	3,978,926
El Paso, TX-NM	84,725	8,472,495
Fayetteville, NC	20,015	2,001,523
Flint, MI	55,273	5,527,316
Fort Myers-Cape Coral, FL	28,831	2,883,143
Fort Wayne, IN	22,623	2,262,341
Fresno, CA	62,193	6,219,271
Grand Rapids, MI	53,691	5,369,123
Greenville, SC	15,860	1,585,996
Harrisburg, PA	39,490	3,948,953
Hartford-Middletown, CT	102,532	10,253,177
Honolulu, HI	229,127	22,912,703
Indianapolis, IN	99,359	9,935,942
Jackson, MS	20,277	2,027,726
Jacksonville, FL	91,069	9,106,880
Knoxville, TN	28,179	2,817,936
Lansing-East Lansing, MI	39,749	3,974,858
Las Vegas, NV	173,923	17,392,285
Lawrence-Haverhill, MA-NH	37,151	3,715,112
Lexington-Fayette, KY	24,504	2,450,423

## FEDERAL TRANSIT ADMINISTRATION

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TABLE 4

## FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT <i>a/</i>	APPORTIONMENT
<i>Amounts Apportioned to Urbanized Areas 200,000 to 1,000,000 in population (continued)</i>		
Little Rock-North Little Rock, AR	30,836	3,083,572
Lorain-Elyria, OH	17,447	1,744,741
Louisville, KY-IN	110,373	11,037,255
Madison, WI	53,120	5,311,962
McAllen-Edinburg-Mission, TX	17,430	1,743,017
Melbourne-Palm Bay, FL	27,150	2,715,045
Memphis, TN-AR-MS	103,327	10,332,723
Mobile, AL	23,350	2,334,985
Modesto, CA	32,325	3,232,473
Montgomery, AL	14,365	1,436,466
Nashville, TN	53,712	5,371,159
New Haven-Meriden, CT	124,508	12,450,838
Ogden, UT	34,006	3,400,590
Oklahoma City, OK	56,227	5,622,744
Omaha, NE-IA	58,308	5,830,808
Orlando, FL	174,620	17,461,987
Oxnard-Ventura, CA	77,629	7,762,948
Pensacola, FL	22,677	2,267,714
Peoria, IL	23,236	2,323,559
Providence-Pawtucket, RI-MA	169,156	16,915,572
Provo-Orem, UT	32,455	3,245,536
Raleigh, NC	32,901	3,290,068
Reno, NV	36,159	3,615,897
Richmond, VA	68,837	6,883,690
Rochester, NY	77,378	7,737,761
Rockford, IL	20,531	2,053,140
Salt Lake City, UT	150,096	15,009,635
Sarasota-Bradenton, FL	48,669	4,866,942
Scranton-Wilkes-Barre, PA	35,307	3,530,654
Shreveport, LA	27,107	2,710,686
South Bend-Mishawaka, IN-MI	33,690	3,369,027
Spokane, WA	63,461	6,346,128
Springfield, MA-CT	65,656	6,565,574
Stockton, CA	62,513	6,251,267
Syracuse, NY	49,992	4,999,151
Tacoma, WA	114,028	11,402,812
Toledo, OH-MI	54,006	5,400,571
Trenton, NJ-PA	48,387	4,838,684
Tucson, AZ	87,228	8,722,806
Tulsa, OK	49,105	4,910,522
West Palm Beach-Boca Raton-Delray Bch, FL	186,978	18,697,777
Wichita, KS	34,291	3,429,095
Wilmington, DE-NJ-MD-PA	87,820	8,782,003
Worcester, MA-CT	48,812	4,881,171
Youngstown-Warren, OH	29,142	2,914,186
<b>TOTAL</b>	<b>\$5,482,662</b>	<b>\$548,266,190</b>

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

## FEDERAL TRANSIT ADMINISTRATION

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TABLE 4

FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS	
URBANIZED AREA/STATE	APPORTIONMENT
<i>Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population</i>	
<b>ALABAMA:</b>	<b>\$5,785,051</b>
Anniston, AL	558,008
Auburn-Opelika, AL	447,690
Decatur, AL	510,952
Dothan, AL	429,160
Florence, AL	597,886
Gadsden, AL	528,431
Huntsville	1,677,473
Tuscaloosa, AL	1,035,451
<b>ALASKA:</b>	<b>\$0</b>
<b>ARIZONA:</b>	<b>\$1,514,271</b>
Flagstaff, AZ	595,717
Yuma, AZ-CA (AZ)	918,554
<b>ARKANSAS:</b>	<b>\$2,210,305</b>
Fayetteville-Springdale, AR	610,005
Fort Smith, AR-OK (AR)	830,384
Pine Bluff, AR	561,156
Texarkana, TX-AR (AR)	208,760
<b>CALIFORNIA:</b>	<b>\$33,856,850</b>
Antioch-Pittsburg, CA	1,914,688
Chico, CA	835,991
Davis, CA	1,014,840
Fairfield, CA	1,232,560
Hemet-San Jacinto, CA	1,028,320
Hesperia-Apple Valley-Victorville, CA	1,311,837
Indio-Coachella, CA	621,797
Lancaster-Palmdale, CA	2,206,544
Lodi, CA	863,851
Lompoc, CA	530,538
Merced, CA	943,193
Napa, CA	985,534
Palm Springs, CA	1,227,811
Redding, CA	709,941
Salinas, CA	1,868,225
San Luis Obispo, CA	884,725
Santa Barbara, CA	2,890,232
Santa Cruz, CA	1,494,506
Santa Maria, CA	1,359,716
Santa Rosa, CA	2,636,339
Seaside-Monterey, CA	1,771,565
Simi Valley, CA	1,676,913
Vacaville, CA	1,018,009
Visalia	1,162,789
Watsonville, CA	640,601
Yuba City, CA	1,022,146
Yuma, AZ-CA (CA)	3,639

## FEDERAL TRANSIT ADMINISTRATION

TABLE 4

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 FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS
 

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URBANIZED AREA/STATE	APPORTIONMENT
<b>COLORADO:</b>	<u>\$6,238,456</u>
Boulder, CO	1,388,149
Fort Collins, CO	1,156,197
Grand Junction, CO	658,293
Greeley, CO	924,745
Longmont, CO	842,710
Pueblo, CO	1,268,362
<b>CONNECTICUT:</b>	<u>\$23,327,728</u>
Bristol, CT	983,277
Danbury, CT-NY (CT)	4,145,409
New Britain, CT	1,841,176
New London-Norwich, CT	1,481,607
Norwalk, CT	4,343,565
Stamford, CT-NY (CT)	5,332,682
Waterbury, CT	5,200,012
<b>DELAWARE:</b>	<u>\$470,645</u>
Dover, DE	470,645
<b>FLORIDA:</b>	<u>\$14,344,243</u>
Deltona, FL	476,941
Fort Pierce, F	1,142,501
Fort Walton Beach, FL	1,107,505
Gainesville, FL	1,419,339
Kissimmee, FL	661,084
Lakeland, FL	1,450,996
Naples, FL	954,953
Ocala, FL	641,486
Panama City, FL	962,695
Punta Gorda, FL	629,544
Spring Hill, FL	481,253
Stuart, FL	839,705
Tallahassee, FL	1,617,975
Titusville, FL	463,158
Vero Beach, FL	586,573
Winter Haven, FL	908,535
<b>GEORGIA:</b>	<u>\$6,280,272</u>
Albany, GA.	777,891
Athens, GA.	745,818
Brunswick, GA	429,193
Macon, GA.	1,394,248
Rome, GA.	437,538
Savannah, GA	1,824,225
Warner Robins, GA	671,359
<b>HAWAII:</b>	<u>\$1,669,130</u>
Kailua, HI	1,669,130



## FEDERAL TRANSIT ADMINISTRATION

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FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS	
URBANIZED AREA/STATE	APPORTIONMENT
<b>IDAHO:</b>	<b>\$3,303,509</b>
Boise City, ID	2,021,464
Idaho Falls, ID	724,655
Pocatello, ID	557,390
<b>ILLINOIS:</b>	<b>\$15,131,732</b>
Alton, IL	817,765
Aurora, IL	2,290,318
Beloit, WI-IL (IL)	104,517
Bloomington-Normal, IL	1,317,421
Champaign-Urbana, IL	1,859,136
Crystal Lake, IL	746,464
Decatur, IL	1,046,515
Dubuque, IA-IL (IL)	24,377
Elgin, IL	1,652,124
Joliet, IL	1,910,334
Kankakee, IL	749,751
Round Lake Beach-McHenry, IL-WI (IL)	1,087,960
Springfield, IL	1,525,050
<b>INDIANA:</b>	<b>\$8,825,483</b>
Anderson, IN	713,351
Bloomington, IN	1,064,493
Elkhart-GosheN, IN	1,066,892
Evansville, IN-KY (IN)	1,976,410
Kokomo, IN	718,369
Lafayette-West Lafayette, IN	1,428,159
Muncie, IN	1,049,877
Terre Haute, IN	807,932
<b>IOWA:</b>	<b>\$4,804,491</b>
Cedar Rapids, IA	1,493,075
Dubuque, IA-IL (IA)	726,736
Iowa City, IA	860,272
Sioux City, IA-NE-SD (IA)	794,547
Waterloo-Cedar Falls, IA	929,861
<b>KANSAS:</b>	<b>\$2,332,729</b>
Lawrence, KS	883,365
St. Joseph, MO-KS (KS)	7,292
Topeka, KS	1,442,082
<b>KENTUCKY:</b>	<b>\$1,838,572</b>
Clarksville, TN-KY (KY)	224,344
Evansville, IN-KY (KY)	275,488
Huntington-Ashland, WV-KY-OH ((KY)	549,370
Owensboro, KY	789,370
<b>LOUISIANA:</b>	<b>\$5,445,102</b>
Alexandria, LA	794,594
Houma, LA	558,918
Lafayette, LA	1,374,843
Lake Charles, LA	1,104,388
Monroe, LA	1,050,104
Slidell, LA	562,255

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<b>FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS</b>	
<b>URBANIZED AREA/STATE</b>	<b>APPORTIONMENT</b>
<b>MAINE:</b>	<b>\$2,369,807</b>
Bangor, ME	486,955
Lewiston-Auburn, ME	565,835
Portland, ME	1,209,885
Portsmouth-Dover-Rochester, NH-ME (ME)	107,132
<b>MARYLAND:</b>	<b>\$2,635,340</b>
Annapolis, MD	858,335
Cumberland, MD-WV (MD)	456,509
Frederick, MD	619,330
Hagerstown, MD-PA-WV (MD)	701,166
<b>MASSACHUSETTS</b>	<b>\$10,437,152</b>
Brockton, MA	1,906,558
Fall River, MA-RI (MA)	1,859,513
Fitchburg-Leominster, MA	753,557
Hyannis, MA	538,120
Lowell, MA-NH (MA)	2,360,019
New Bedford, MA	2,045,072
Pittsfield, MA	487,124
Taunton, MA	487,189
<b>MICHIGAN:</b>	<b>\$8,906,650</b>
Battle Creek, MI	743,873
Bay City, MI	831,026
Benton Harbor, MI	601,103
Holland, MI	674,628
Jackson, MI	830,569
Kalamazoo, MI	1,793,576
Muskegon, MI	1,094,007
Port Huron, MI	719,988
Saginaw, MI	1,617,880
<b>MINNESOTA:</b>	<b>\$3,174,068</b>
Duluth, MN-WI (MN)	772,388
Fargo-Moorhead, ND-MN (MN)	446,601
Grand Forks, ND-MN (MN)	97,879
La Crosse, WI-MN (MN)	47,947
Rochester, MN	871,176
St. Cloud, MN	938,077
<b>MISSISSIPPI:</b>	<b>\$2,725,002</b>
Biloxi-Gulfport, MS	1,687,127
Hattiesburg, MS	525,828
Pascagoula, MS	512,047
<b>MISSOURI:</b>	<b>\$3,755,091</b>
Columbia, MO	741,351
Joplin, MO	520,634
Springfield, MO	1,748,930
St. Joseph, MO-KS (MO)	744,176

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FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS	
URBANIZED AREA/STATE	APPORTIONMENT
<b>MONTANA:</b>	<b>\$2,499,768</b>
Billings, MT	964,059
Great Falls, MT	899,005
Missoula, MT	636,704
<b>NEBRASKA:</b>	<b>\$2,778,975</b>
Lincoln, NE	2,658,761
Sioux City, IA-NE-SD (NE)	120,214
<b>NEVADA:</b>	<b>\$0</b>
<b>NEW HAMPSHIRE:</b>	<b>\$3,374,678</b>
Lowell, MA-NH (NH)	6,907
Manchester, NH	1,414,718
Nashua, NH	1,131,304
Portsmouth-Dover-Rochester, NH-ME (NH)	821,749
<b>NEW JERSEY:</b>	<b>\$2,556,942</b>
Atlantic City, NJ	1,842,968
Vineland-Millville, NJ	713,974
<b>NEW MEXICO:</b>	<b>\$1,392,393</b>
Las Cruces, NM	773,480
Santa Fe, NM	618,913
<b>NEW YORK:</b>	<b>\$7,725,440</b>
Binghamton, NY	1,939,115
Danbury, CT-NY (NY)	26,283
Elmira, NY	796,262
Glens Falls, NY	547,577
Ithaca, NY	552,658
Newburgh, NY	717,643
Poughkeepsie, NY	1,507,504
Stamford, CT-NY (NY)	178
Utica-Rome, NY	1,638,220
<b>NORTH CAROLINA:</b>	<b>\$12,541,518</b>
Asheville, NC	968,044
Burlington, NC	702,235
Gastonia, NC	1,028,240
Goldsboro, NC	533,990
Greensboro, NC	2,211,540
Greenville, NC	614,831
Hickory, NC	586,380
High Point, NC	988,854
Jacksonville, NC	954,700
Kannapolis, NC	689,211
Rocky Mount, NC	550,941
Wilmington, NC	901,139
Winston-Salem, NC	1,811,413

## FEDERAL TRANSIT ADMINISTRATION

TABLE 4

## FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	APPORTIONMENT
<b>NORTH DAKOTA:</b>	<b>\$2,436,797</b>
Bismarck, ND	702,670
Fargo-Moorhead, ND-MN (ND)	1,016,240
Grand Forks, ND-MN (ND)	717,887
<b>OHIO:</b>	<b>\$6,700,060</b>
Hamilton, OH	1,384,842
Huntington-Ashland, WV-KY-OH (OH)	352,655
Lima, OH	756,861
Mansfield, OH	730,720
Middletown, OH	952,155
Newark, OH	580,137
Parkersburg, WV-OH (OH)	85,905
Sharon, PA-OH (OH)	56,648
Springfield, OH	1,101,386
Steubenville-Weirton, OH-WV-PA (OH)	396,238
Wheeling, WV-OH (OH)	302,513
<b>OKLAHOMA:</b>	<b>\$1,042,828</b>
Fort Smith, AR-OK (OK)	18,294
Lawton, OK	1,024,534
<b>OREGON:</b>	<b>\$5,438,321</b>
Eugene-Springfield, OR	2,559,936
Longview, WA-OR (OR)	17,025
Medford, OR	791,139
Salem, OR	2,070,221
<b>PENNSYLVANIA:</b>	<b>\$14,216,739</b>
Altoona, PA	971,201
Erie, PA	2,498,393
Hagerstown, MD-PA-WV (PA)	8,559
Johnstown, PA	895,599
Lancaster, PA	2,258,871
Monessen, PA	614,728
Pottstown, PA	583,344
Reading, PA	2,636,837
Sharon, PA-OH (PA)	408,395
State College, PA	849,968
Steubenville-Weirton, OH-WV-PA (PA)	2,968
Williamsport, PA	712,502
York, PA	1,775,374
<b>PUERTO RICO:</b>	<b>\$13,133,260</b>
Aguadilla, PR	1,148,984
Arecibo, PR	1,073,581
Caguas, PR	2,811,557
Cayey, PR	831,273
Humacao, PR	719,451
Mayaguez, PR	1,545,739
Ponce, PR	3,439,733
Vega Baja-Manati, PR	1,562,942

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 FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS
 

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URBANIZED AREA/STATE	APPORTIONMENT
<b>RHODE ISLAND:</b>	<u>\$835,969</u>
Fall River, MA-RI (RI)	191,640
Newport, RI	644,329
<b>SOUTH CAROLINA:</b>	<u>\$3,540,237</u>
Anderson, SC	476,133
Florence, SC	489,740
Myrtle Beach, SC	513,585
Rock Hill, SC	545,317
Spartanburg, SC	950,607
Sumter, SC	564,855
<b>SOUTH DAKOTA:</b>	<u>\$1,757,831</u>
Rapid City, SD	559,842
Sioux City, IA-NE-SD (SD)	15,697
Sioux Falls, SD	1,182,292
<b>TENNESSEE:</b>	<u>\$2,720,560</u>
Bristol, TN-Bristol, VA (TN)	254,290
Clarksville, TN-KY (TN)	620,004
Jackson, TN	469,284
Johnson City, TN	715,341
Kingsport, TN-VA (TN)	661,641
<b>TEXAS:</b>	<u>\$25,189,876</u>
Abilene, TX	893,696
Amarillo, TX	1,657,606
Beaumont, TX	1,140,073
Brownsville, TX	1,657,056
Bryan-College Station, TX	1,109,960
Denton, TX	599,570
Galveston, TX	636,007
Harlingen, TX	814,398
Killeen, TX	1,557,720
Laredo, TX	1,967,344
Lewisville, TX	692,152
Longview, TX	680,991
Lubbock, TX	1,939,424
Midland, TX	849,759
Odessa, TX	942,691
Port Arthur, TX	1,028,333
San Angelo, TX	883,644
Sherman-Denison, TX	442,321
Temple, TX	502,157
Texarkana, TX-AR (TX)	405,200
Texas City, TX	1,077,100
Tyler, TX	842,262
Victoria, TX	583,875
Waco, TX	1,271,990
Wichita Falls, TX	1,014,547

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 FY 2002 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS
 

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URBANIZED AREA/STATE	APPORTIONMENT
<b>UTAH:</b>	<b>\$503,466</b>
Logan, UT	503,466
<b>VERMONT:</b>	<b>\$883,435</b>
Burlington, VT	883,435
<b>VIRGINIA:</b>	<b>\$5,864,195</b>
Bristol, TN-Bristol, VA (VA)	181,037
Charlottesville, VA	843,212
Danville, VA	478,843
Fredericksburg, VA	562,174
Kingsport, TN-VA (VA)	34,179
Lynchburg, VA	802,190
Petersburg, VA	1,016,957
Roanoke, VA	1,945,603
<b>WASHINGTON:</b>	<b>\$5,541,766</b>
Bellingham, WA	652,929
Bremerton, WA	1,264,845
Longview, WA-OR (WA)	562,483
Olympia, WA	984,059
Richland-Kennewick-Pasco, WA	1,026,592
Yakima, WA	1,060,858
<b>WEST VIRGINIA</b>	<b>\$4,259,126</b>
Charleston, WV	1,713,377
Cumberland, MD-WV (WV)	20,492
Hagerstown, MD-PA-WV (WV)	5,175
Huntington-Ashland, WV-KY-OH (WV)	961,956
Parkersburg, WV-OH (WV)	618,661
Steubenville-Weirton, OH-WV-PA (WV)	266,175
Wheeling, WV-OH (WV)	673,290
<b>WISCONSIN:</b>	<b>\$11,659,527</b>
Appleton-Neenah, WI	2,135,066
Beloit, WI-IL (WI)	457,656
Duluth, MN-WI (WI)	200,465
Eau Claire, WI	836,278
Green Bay, WI	1,621,596
Janesville, WI	615,452
Kenosha, WI	1,120,619
La Crosse, WI-MN (WI)	889,641
Oshkosh, WI	776,407
Racine, WI	1,730,797
Round Lake Beach-McHenry, IL-WI (WI)	649
Sheboygan, WI	731,516
Wausau, WI	543,385
<b>WYOMING:</b>	<b>\$1,220,639</b>
Casper, WY	559,938
Cheyenne, WY	660,701
<b>TOTAL</b>	<b>\$311,196,025</b>

## FEDERAL TRANSIT ADMINISTRATION

TABLE 5

 FY 2002 SECTION 5311 NONURBANIZED AREA FORMULA APPORTIONMENTS, AND  
 SECTION 5311(b)(2) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) ALLOCATIONS

STATE	SECTION 5311 APPORTIONMENT	SECTION 5311(b)(2) APPORTIONMENT
Alabama	\$5,408,217	\$110,761
Alaska	806,482	71,824
America Samoa	114,949	10,973
Arizona	2,367,575	85,033
Arkansas	4,323,645	101,584
California	10,552,607	154,289
Colorado	2,252,560	84,060
Connecticut	2,043,284	82,289
Delaware	509,750	69,313
Florida	6,783,682	122,399
Georgia	7,907,388	131,907
Guam	327,233	12,769
Hawaii	887,484	72,509
Idaho	1,790,472	80,150
Illinois	7,254,587	126,383
Indiana	7,007,767	124,295
Iowa	4,507,465	103,139
Kansas	3,585,545	95,338
Kentucky	5,918,953	115,082
Louisiana	4,895,402	106,422
Maine	2,362,223	84,988
Maryland	2,949,121	89,953
Massachusetts	3,160,562	91,743
Michigan	8,559,342	137,423
Minnesota	4,925,407	106,675
Mississippi	4,806,558	105,670
Missouri	5,736,831	113,541
Montana	1,450,423	77,273
Nebraska	2,188,506	83,518
Nevada	714,514	71,046
New Hampshire	1,891,845	81,008
New Jersey	2,704,938	87,887
New Mexico	2,126,491	82,993
New York	9,521,706	145,566
North Carolina	10,114,864	150,585
North Dakota	1,072,653	74,076
Northern Marianas	106,524	10,901
Ohio	10,297,635	152,132
Oklahoma	4,402,133	102,248
Oregon	3,495,332	94,575
Pennsylvania	11,487,119	162,196
Puerto Rico	3,432,713	94,045
Rhode Island	439,736	68,721
South Carolina	5,062,540	107,836
South Dakota	1,307,480	76,063
Tennessee	6,535,161	120,296
Texas	13,797,540	181,745
Utah	991,142	73,386
Vermont	1,169,000	74,891
Virgin Islands	250,204	12,117
Virginia	5,794,053	114,025
Washington	4,059,820	99,351
West Virginia	3,452,017	94,209
Wisconsin	5,964,681	115,469
Wyoming	834,228	72,059
<b>TOTAL</b>	<b>\$226,410,089</b>	<b>\$5,270,729</b>

## FEDERAL TRANSIT ADMINISTRATION

TABLE 6

## FY 2002 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES APPORTIONMENTS

STATE	APPORTIONMENT
Alabama	\$1,468,570
Alaska	203,969
America Samoa	53,110
Arizona	1,290,987
Arkansas	1,016,370
California	8,098,711
Colorado	994,098
Connecticut	1,143,839
Delaware	324,346
District of Columbia	321,700
Florida	5,454,489
Georgia	1,913,874
Guam	135,342
Hawaii	421,383
Idaho	431,983
Illinois	3,514,512
Indiana	1,828,609
Iowa	1,095,060
Kansas	912,819
Kentucky	1,406,077
Louisiana	1,410,730
Maine	548,202
Maryland	1,417,554
Massachusetts	2,055,994
Michigan	3,002,256
Minnesota	1,437,996
Mississippi	986,502
Missouri	1,854,865
Montana	393,670
Nebraska	634,064
Nevada	463,453
New Hampshire	436,043
New Jersey	2,474,824
New Mexico	553,754
New York	5,777,160
North Carolina	2,181,039
North Dakota	330,309
Northern Marianas	52,840
Ohio	3,669,212
Oklahoma	1,208,967
Oregon	1,121,700
Pennsylvania	4,405,634
Puerto Rico	1,062,427
Rhode Island	484,395
South Carolina	1,167,523
South Dakota	359,273
Tennessee	1,739,859
Texas	4,551,140
Utah	513,840
Vermont	291,405
Virgin Islands	138,131
Virginia	1,811,275
Washington	1,621,119
West Virginia	844,441
Wisconsin	1,655,754
Wyoming	243,051
<b>TOTAL</b>	<b>\$84,930,249</b>



**FEDERAL TRANSIT ADMINISTRATION  
TABLE 7**

**FY 2002 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS**

STATE	AREA	APPORTIONMENT
AK	Anchorage - Alaska Railroad	\$8,974,767 <sup>a/</sup>
AZ	Phoenix	1,607,863
CA	Los Angeles	32,101,641
CA	Oxnard-Ventura	1,593,794
CA	Riverside-San Bernardino	1,563,469
CA	Sacramento	3,239,800
CA	San Diego	8,359,306
CA	San Francisco	65,623,961
CA	San Jose	12,784,597
CO	Denver	1,962,656
CT	Hartford	1,422,340
CT	Southwestern Connecticut	37,648,244
DC	Washington	63,021,972
DE	Wilmington	931,285
FL	Ft. Lauderdale	2,777,503
FL	Jacksonville	106,261
FL	Miami	11,268,805
FL	Tampa	65,091
FL	West Palm Beach	2,623,003
GA	Atlanta	23,114,533
HI	Honolulu	1,094,132
IL	Chicago/Northwestern Indiana	132,997,580
IN	South Bend	694,918
LA	New Orleans	2,881,274
MA	Boston	66,662,945
MA	Lawrence-Haverhill	1,543,845
MA	Worcester	961,055
MD	Baltimore	8,847,163
MD	Baltimore Commuter Rail	17,862,511
MI	Detroit	487,176
MN	Minneapolis	5,094,649
MO	Kansas City	30,200
MO	St. Louis	4,235,476
NJ	Northeastern New Jersey	82,093,110
NJ	Trenton	1,383,464
NY	Buffalo	1,363,995
NY	New York	348,189,302
OH	Cleveland	12,572,133
OH	Dayton	4,783,739
OR	Portland	4,167,985
PA	Harrisburg	690,631
PA	Philadelphia/Southern New Jersey	91,250,611
PA	Pittsburgh	20,234,323
PR	San Juan	2,313,155
RI/MA	Providence	2,618,454
TN	Chattanooga	81,891
TN	Memphis	247,274
TX	Dallas	920,551
TX	Houston	6,967,030
VA	Norfolk	1,245,892
WA	Seattle	18,765,254
WA	Tacoma	754,108
WI	Madison	756,488
<b>TOTAL</b>		<b>\$1,125,583,205</b>

<sup>a/</sup> Includes \$7,047,502 set aside in accordance with Section 1124 of Pub. L. 106-554.

## FEDERAL TRANSIT ADMINISTRATION

TABLE 8

## FY 2002 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
AK/HI	Alaska or Hawaii Ferry Projects	\$10,193,175
AK	Wasilla, Alaska, Alternative Route Project	2,475,033
AL	Birmingham, Alabama, Transit Corridor Project	1,980,026
AR	Little Rock, Arkansas, River Rail Project	1,980,026
AZ	Phoenix, arizona, Central Phoenix/East Valley Corridor Project	9,900,131
CA	San Francisco, California, BART Extension to the Airport Project	74,918,042
CA	Los Angeles, California, East Side Corridor Light Rail Transit Project	7,425,098
CA	Los Angeles, California, North Hollywood Extension Project	9,196,783
CA	Sacramento, California, Light Rail Transit Extension Project	324,724
CA	San Diego, California, Mission Valley East Light Rail Project	59,400,785
CA	San Diego, California, Mid Coast Corridor Project	990,013
CA	San Jose, California, Tasman West Light Rail Transit Project	112,204
CA	Oceanside - Escondido, California, Light Rail Extension Project	6,435,085
CA	Stockton, California, Altamont Commuter Rail Project	2,970,039
CA	Yosemite, California, Area Regional Transportation System Project	396,005
CO	Denver, Colorado, Southeast Corridor Light Rail Transit Project	54,450,720
CO	Denver, Colorado, Southwest Corridor Light Rail Transit Project	190,570
CT	Stamford, Connecticut, Urban Transitway Project	4,950,065
FL	Fort Lauderdale, Florida, Tri-County Commuter Rail Upgrades Project	26,730,353
FL	Miami, Florida, South Miami-Dade Busway Extension Project	4,950,065
GA	Atlanta, Georgia, Northline Extension	24,750,327
HI	Honolulu, Hawaii, Bus Rapid Transit Project	11,880,157
IA	Des Moines, Iowa, DSM Bus Feasibility Project	148,502
IA	Iowa, Metrolink Light Rail Feasibility Project	297,004
IA	Sioux City, Iowa, Light Rail Project	1,683,022
IA	Dubuque, Iowa Light Rail Feasibility Project	198,002
IL	Chicago, Illinois, METRA Commuter Rail and Line Extension Projects	54,450,720
IL	Chicago, Illinois, Douglas Branch Reconstruction Project	32,422,929
IL	Chicago, Illinois, Ravenswood Reconstruction Project	2,970,039
IN	Northeast Indianapolis, Indiana, Downtown Corridor Project	2,475,033
IN	Northern Indiana South Shore Commuter Rail Project	2,475,033
LA	New Orleans, Louisiana, Desire Corridor Streetcar Project	1,188,016
LA	New Orleans, Louisiana, Canal Street Car Line Project	14,850,196
MA	Boston, Massachusetts, South Boston Piers Transitway Project	10,525,072
MA	Boston, Massachusetts, Urban Ring Transit Project	495,006
MD	Baltimore, Maryland, Central Light Rail Transit Double Track Project	12,870,170
MD	Baltimore, Maryland, Rail Transit Project	1,485,020
MD	Maryland (MARC) Commuter Rail Improvements Projects	11,880,157
MD	Largo, Maryland, Metrorail Extension Project	54,450,720
MI	Grand Rapids, Michigan, ITP Metro Area, Major Corridor Project	742,510
MN	Minneapolis- Rice, Minnesota, Northstar Corridor Commuter Rail Project	9,900,131
MN	Minneapolis-St. Paul, Minnesota, Hiawatha Corridor Light Rail Transit Project	49,500,654
MO	Johnson County, Kansas-Kansas City, Missouri, I-35 Commuter Rail Project	1,485,020
MO	St. Louis-St. Clair, Missouri, MetroLink Extension Project	27,720,366
NC	Charlotte, North Carolina South Corridor Light Rail Transit Project	6,930,092
NC	Raleigh, North Carolina Triangle Transit Project	8,910,118
NH	Lowell, Massachusetts-Nashua, New Hampshire Commuter Rail Extension Project	2,970,039
NJ	Newark-Elizabeth Rail Link MOS-1 Project	19,800,262
NJ	New Jersey Hudson - Bergen Light Rail Transit Project	139,591,845
NM	Albuquerque, New Mexico, Light Rail Project	990,013

## FEDERAL TRANSIT ADMINISTRATION

TABLE 8

## FY 2002 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
NY	Long Island Railroad, New York, East Side Access Project	14,597,169
NY	New York, New York, Second Avenue Subway Project	1,980,026
OH	Cleveland, Ohio, Euclid Corridor Transportation Project	5,940,079
OH	Ohio, Central Ohio North Corridor Rail (COTA) Project	495,006
OR	Portland, Oregon, Interstate MAX LRT Extension Project	63,360,837
OR	Washington County, Orego, Wilsonville to Beaverton Commuter Rail Project	495,007 <sup>a/</sup>
PA	Philadelphia, Pennsylvania, Schuylkill Valley Metro Project	8,910,118
PA	Pittsburgh, Pennsylvania, North Shore-Connector Light Rail Transit project	7,920,105
PA	Pittsburgh, Pennsylvania, Stage II Light Rail Transit Reconstruction Project	17,820,236
PR	San Juan, Puerto Rico, Tren Urbano Project	39,600,523
RI	Pawtucket-T.F. Green, Rhode Island, Commuter Rail and Maintenance Facility Project	4,950,065
TN	Memphis, Tennessee, Medical Center Rail Extension Project	18,978,551
TN	Nashville, Tennessee, East Corridor Commuter Rail Project	3,960,052
TX	Dallas, Texas, North Central Light Rail Transit Extension Project	69,300,916
TX	Forth Worth, Texas, Trinity Railway Express Project	1,980,026
TX	Houston, Texas, Metro Advanced Transit Project	9,900,131
UT	Salt Lake City, Utah, University Medical Center Light Rail Transit Extension Project	2,970,039
UT	Salt Lake City, Utah, CBD to University Light Rail Transit Project	13,860,183
VA	Dulles Corridor, Virginia, Bus Rapid Transit Project	24,750,327
VA	Virginia Railway Express Station Improvements Project	2,970,039
WA	Puget Sound, Washington, RTA Sounder Commuter Rail Project	19,800,262
WI	Kenosha-Racine-Milwaukee Rail Extension Project	1,980,026
<b>TOTAL ALLOCATION</b>		<b>\$1,126,524,840</b>

<sup>a/</sup> The provision at Section 322 of the FY 2002 DOT Appropriations Act amends Public Law 105-178, Section 3030(b) to authorize final design and construction.

## FEDERAL TRANSIT ADMINISTRATION

TABLE 8A

## PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 2000 UNOBLIGATED ALLOCATIONS	FY 2001 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATION
AK/HI	Hawaii Ferry Project	\$0	\$5,420,459	\$5,420,459
AK	Girdwood, Alaska Commuter Rail Project	4,188,947	14,859,647	19,048,594
AL	Birmingham- Transit Corridor	2,135,786	4,953,216	7,089,002
CA	Hollister/Gilroy Branch Line Rail Extension Project	0	990,644	990,644
CA	Los Angeles-San Diego LOSSAN Corridor Project	981,079	2,971,930	3,953,009
CA	San Diego- Mid-Coast Corridor Project	607,494	0	607,494
CA	San Diego- Oceanside-Escondido Light Rail Project	0	9,906,431	9,906,431
CA	San Jose Tasman West Light Rail Project	0	12,135,379	12,135,379
CA	Stockton-Altamont Commuter Rail	981,079	5,943,859	6,924,938
CA	Orange County-Transitway Project	981,079	1,981,286	2,962,365
CO	Roaring Fork Valley Project	981,079	990,644	1,971,723
CT	Stamford-Fixed Guideway Connector	981,079	7,925,145	8,906,224
DE	Wilmington-Downtown Transit Connector	0	4,953,216	4,953,216
FL	South Miami-Dade Busway Extension	1,471,618	0	1,471,618
FL	Orlando-Central Florida Light Rail Project	0	2,971,930	2,971,930
FL	Pinellas County-Mobility Initiative Project	2,452,697	0	2,452,697
GA	Atlanta-North Line Extension Rail Project	0	24,766,080	24,766,080
GA	Atlanta-South Dekalb Lindbergh Light Rail Project	634,029	0	634,029
HI	Honolulu bus Rapid Transit Project	0	2,476,608	2,476,608
IL	Chicago Metra Commuter Rail Exts. & Upgrades-North Central	14,574,906	14,246,653	28,821,559
IL	Chicago Metra Commuter Rail Exts. & Upgrades-Southwest	708,000	12,120,036	12,828,036
IL	Chicago Metra Commuter Rail Exts. & Upgrades-Union Pacific West	3,055,382	8,305,822	11,361,204
IL	Chicago- Ravenswood Branch Line Project	3,433,775	0	3,433,775
IN	Indianapolis-Northeast Downtown Corridor Project	981,079	2,971,930	3,953,009
MA	Boston-North Shore Corridor	981,079	990,644	1,971,723
MA	Boston-South Boston Piers Transitway	0	4,000,000	4,000,000
MA	Boston-Urban Ring Project	981,079	990,644	1,971,723
MA/NH	Lowell, MA - Nashua, NH Commuter Rail Project	3	1,981,286	1,981,289
MD	MARC Expansion Programs [Silver Spring Intermodal Center & Penn-Camden Rail Connection]	735,809	4,953,215	5,689,024
ME	Calais Branch Rail Line Regional Transit Program	0	990,644	990,644
ME	Portland Marine Highway Project	0	1,981,286	1,981,286
MI	Detroit Metropolitan Airport Light Rail Project	0	495,321	495,321
MN	Minneapolis- Transitways Hiawatha Corridor Project	8,547,567	0	8,547,567
MN	Minneapolis-Twin Cities Transitways Projects	2,943,236	4,953,216	7,896,452
MO	Kansas City Southtown Corridor Project	0	3,467,251	3,467,251
MO	St. Louis-MetroLink Cross County Corridor Project	2,452,697	990,644	3,443,341
NC	Charlotte-North-South Corridor Transitway Project	1,780,575	4,953,216	6,733,791
NC	Raleigh-Durham-Chapel Hill-Triangle Transit Project	0	2,780,586	2,780,586
NJ	Northwest New Jersey-Northeast Pennsylvania Passenger Rail Project	0	990,644	990,644
NJ	West Trenton Rail Project	981,079	1,981,286	2,962,365
NY	New York - Second Avenue Subway	3,000,000	0	3,000,000
NM	Greater Albuquerque Mass Transit Project	6,867,551	495,321	7,362,872
NM	Santa Fe/El Dorado Rail Link	2,943,236	1,485,965	4,429,201
NV	Clark County RTC Fixed Guideway Project	1,488,750	1,485,965	2,974,715
OH	Canton-Akron-Cleveland Commuter Rail Project	0	1,981,286	1,981,286
OH	Cleveland-Euclid Corridor Improvement Project	0	3,962,572	3,962,572
OH	Dayton-Light Rail Study	981,079	0	981,079
PA	Harrisburg-Capital Area Transit Corridor 1 Commuter Rail	490,539	495,321	985,860

## FEDERAL TRANSIT ADMINISTRATION

TABLE 8A

## PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 2000 UNOBLIGATED ALLOCATIONS	FY 2001 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATION
PA	Philadelphia-Reading SEPTA Schuylkill Valley Metro Project	3,924,315	9,906,431	13,830,746
PA	Philadelphia-SEPTA Cross County Metro	150	1,981,286	1,981,436
PA	Pittsburgh-North Shore- Central Business District Corridor	2,443,337	4,953,216	7,396,553
PR	San Juan, Puerto Rico Tren Urbano	31,394,519	74,298,238	105,692,757
RI	Pawtucket and T.F. Green Commuter Rail and Maintenance Facility	0	495,321	495,321
SC	Charleston - Monobeam Corridor Project	2,452,697	0	2,452,697
TN	Memphis-Medical Center Rail Extension Project	0	3	3
TN	Nashville-Commuter Rail Project	0	5,883,198	5,883,198
TX	Austin Capital Metro Light Rail Project	0	990,644	990,644
TX	Dallas Southeast Corridor Light Rail Project	0	997,800	997,800
TX	Houston-Advanced Transit Program	2,943,236	2,476,608	5,419,844 <sup>d/</sup>
TX	Houston Regional Bus Project	0	10,649,414	10,649,414
VA	Dulles Corridor Project	9,400,368	49,532,158	58,932,526
VT	Burlington-Bennington (ABRB) Commuter Rail Project	0	1,981,286	1,981,286
WA	Seattle Central Link Light Rail Project	0	49,532,158	49,532,158
WA	Spokane-South Valley Corridor Light Rail Project	0	3,962,572	3,962,572
WI	Kenosha-Racine-Milwaukee Commuter Rail Project	981,079	3,962,572	4,943,651
<b>TOTAL UNOBLIGATED ALLOCATION</b>		<b>\$127,863,088</b>	<b>\$403,479,674</b>	<b>\$531,342,762</b>

*Fiscal Years 1998 and 1999 Allocations Extended in Conference Report 107-308*

NM	Albuquerque, NM Light Rail Project			\$2,954,765
OH	Cleveland-Berea, OH Red Line			992,550
PA	Philadelphia-Reading, PA-SEPTA Schuylkill Valley Metro			2,977,660
VT	Burlington-Essex Junction Commuter Rail			2,883,828
VT	Burlington-Essex Junction Commuter Rail			1,985,100
<b>Total Extended Allocations</b>				<b>\$11,793,903 <sup>e/</sup></b>

<sup>a/</sup> Language in Public Law 106-346 directs that funds remaining unobligated or deobligated for the Miami Metro-Dade Transit east-west multimodal corridor project and the Miami Metro-Dade North 27th Avenue corridor project, as of or after September 30, 2000, are to be made available for the South Miami-Dade Busway Extension.

<sup>b/</sup> The provision at Section 323 of the FY 2002 DOT Appropriations Act amends Public Law 105-178, Section 3030(b) to authorize alternative analysis preliminary engineering.

<sup>c/</sup> The provision at Section 351 of the FY 2002 DOT Appropriations Act allows all public and private non-federal contributions made on or after January 1, 2000, to be used to meet the non-federal share requirement of any element or phase of this project.

<sup>d/</sup> The provision at Section 333 of the FY 2002 DOT Appropriations Act prohibits funds for design or construction of a light rail system in Houston, Texas. Available funds are allowed to be obligated under certain conditions for a Houston, Texas metro advanced transit plan project.

<sup>e/</sup> Period of availability for funds extended in FY 2002 Appropriations Act is one additional year and they will lapse September 30, 2002. Projects extended in the FY 2002 Conference Report whose funds were obligated as of September 30, 2001 are not listed.

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
AK	City of Wasilla bus facility	\$594,017
AK	Fairbanks buses and bus facility	1,485,044
AK	Fairbanks intermodal facility	2,178,064
AK	Mat-su Community Transit buses and facilities	1,386,041
AK	Port of Anchorage intermodal facility	2,920,586
AK	Port McKenzie buses and bus facilities	1,485,044
AK	Seward intermodal facility	2,772,081
AL	Alabama A&M buses and bus facilities	495,015
AL	Alabama State Dock intermodal passenger and freight terminal	4,950,145
AL	Alabama-Tombigbee Regional Commission buses and vans	445,513
AL	Birmingham-Jefferson County Transit Authority buses	1,980,058
AL	Gadsden Transportation Services	247,507
AL	Huntsville Public Transit intermodal facility	990,029
AL	Montgomery Union Station/Moulton St. intermodal facility and parking	2,970,087
AL	University of North Alabama transit projects	1,980,058
AL	University of South Alabama	2,475,073
AR	Statewide buses and bus facilities for urban, rural, elderly and disabled agencies	4,950,145
AZ	City of Glendale buses	173,255
AZ	Phoenix Regional Public Transportation Authority buses and bus facilities	6,583,693
AZ	Sun Tran CNG replacement buses and facilities	1,732,551
AZ	Tucson intermodal center	2,772,081
CA	AC Transit	495,015
CA	Anaheim Resort transit project	495,015
CA	Antelope Valley transit authority bus facilities	495,015
CA	Belle Vista park and ride	247,507
CA	Boyle Heights bus facility	346,510
CA	City of Burbank shuttle buses	396,012
CA	City of Calabasas CNG smart shuttle	297,009
CA	City of Carpinteria electric-gasoline hybrid bus	495,015
CA	City of Commerce CNG buses and bus facilities	990,029
CA	City of Fresno buses	742,522
CA	City of Monrovia natural gas vehicle fueling facility	267,308
CA	City of Sierra Madre bus replacement	148,504
CA	City of Visalia transit center	2,475,073
CA	Contra Costa Connection buses	346,510
CA	Costa Mesa CNG facility	247,507
CA	County of Amador bus replacement	117,813
CA	County of Calaveras bus fleet replacement	103,953
CA	County of El Dorado bus fleet expansion	470,264
CA	Davis, Sacramento hydrogen bus technology	891,026
CA	El Garces train/intermodal station	1,485,044
CA	Folsom railroad block project	594,017
CA	Foothill Transit, CNG buses and bus facilities	1,237,536
CA	Glendale Beeline CNG buses	297,009
CA	Imperial Valley CNG bus maintenance facility	247,507
CA	Livermore Amador Valley Transit Authority buses and facility	1,485,044
CA	Livermore park and ride	247,507
CA	Los Angeles Metro Transportation Authority rapid buses and bus facilities	3,466,102
CA	Merced County Transit CNG buses	297,009
CA	City of Modesto, bus facilities	198,006
CA	Monterey-Salinas Transit facility	1,485,044
CA	Morongo Basin Transit maintenance and administration facility	990,029
CA	MUNI Central Control Facility	990,029
CA	Municipal Transit Operators Coalition	1,980,058
CA	North Ukiah Transit Center	297,009
CA	Orange County buses	297,009
CA	Palmdale Transportation Center	247,507
CA	Palo Alto intermodal transit center	247,507
CA	Pasadena Area Rapid Transit System	396,012

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
CA	Placer County, CNG bus project	990,029
CA	Sacramento Regional buses and bus facilities	990,029
CA	Sam Trans zero-emissions fuel cell buses	990,029
CA	San Bernardino CNG/LNG buses	371,261
CA	San Dieguito Transportation Cooperative	297,009
CA	San Francisco Municipal buses and bus facilities	3,960,116
CA	San Joaquin Regional Transit District Bus facility	495,015
CA	San Mateo County Transit Districts clean fuel buses	1,485,044
CA	Santa Ana bus base	1,237,536
CA	Santa Barbara hybrid bus rapid transit project	1,980,058
CA	Santa Clara Valley Transportation Authority line 22 articulated buses	594,017
CA	Santa Fe Springs CNG bus replacement	495,015
CA	Sierra Madre Villa & Chinatown intermodal transportation centers	2,970,087
CA	Solano Beach intermodal transit station	495,015
CA	Sonoma County landfill gas conversion facility	495,015
CA	South Pasadena circulator bus	297,009
CA	Sun Line Transit hydrogen refueling station	495,015
CA	Transportation Hub at the Village of Indian Hills	990,029
CA	Yolo County, CNG buses	990,029
CO	Statewide buses and bus facilities	7,672,725
CT	Bridgeport intermodal corridor project	5,197,652
CT	East Haddam transportation vehicles and transit facilities	415,812
CT	Greater New Haven Transit District CNG vehicle project (ConnDOT)	990,029
CT	Hartford-New Britain bus rapid transitway	8,910,261
CT	New Haven bus facility	495,015
DC	Washington Metropolitan Area Transit Authority buses	2,970,087
DC	Fuel cell buses and bus facilities (TEA21)	4,801,641
DE	Statewide buses and bus facilities, Delaware	4,356,128
DE	Wrangle Hill buses and maintenance facility	2,970,087
FL	Broward County alternative vehicle mass transit buses and bus facilities	2,475,073
FL	Central Florida Regional Transportation Authority (LYNX) bus and bus facilities	1,980,058
FL	Duval County/JTA community transportation coordinator program, paratransit vehicles & equipment	990,029
FL	Gainesville Regional Transit System, buses	495,015
FL	Hillsborough Area Transit Authority buses and bus facilities	1,980,058
FL	Jacksonville Transit Authority buses	742,522
FL	Lakeland Citrus connection buses and bus facilities	742,522
FL	Miami Beach development electrowave shuttle service	2,970,087
FL	Miami-Dade bus fleet	1,980,058
FL	Northeast Miami-Dade passenger center	371,261
FL	Palm Tran buses	495,015
FL	Pinellas Suncoast Transit buses, trolleys, and information technology	3,960,116
FL	South Florida Regional Transit buses and bus facilities	3,960,116
FL	South Miami intermodal pedestrian access project	990,029
FL	Tallahassee bus facilities	396,012
FL	TALTRAN intermodal center	594,017
FL	Tri-Rail Cypress Creek intermodal facilities	495,015
FL	VOTRAN buses	2,722,580
FL	Winter Haven Area Transit bus and bus facilities	742,522
GA	Atlanta, Metro Atlanta Rapid Transit Authority clean fuel buses	5,940,174
GA	Chatham Area Transit buses and bus facilities	3,564,104
GA	Cobb County Community Transit bus facilities	990,029
GA	Georgia Department of Transportation replacement buses	990,029
GA	Georgia Regional Transit Authority express bus program	5,940,174
GA	Gwinnett County operations and maintenance facility	495,015
GA	Macon terminal intermodal station	1,485,044
HI	Honolulu buses and bus facilities	7,920,232
HI	Middle Street Transit Center	742,522

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
IA	Cedar Rapids intermodal facility	4,583,834
IA	Statewide bus replacement	4,950,145
ID	Statewide buses, bus facilities, and equipment	3,465,102
IL	Statewide buses and bus facilities	9,335,974
IN	Cherry Street Project multi-modal facility	1,287,038
IN	Indiana bus consortium, buses and bus facilities	3,960,116
IN	Indianapolis downtown transit facility	3,143,342
IN	South Bend Public Transit bus fleet replacement	2,475,073
IN	West Lafayette Transit Project buses and bus facilities	1,732,551
KS	Fort Scott Public Transit buses and bus facilities	297,009
KS	Kansas City Area Transit Authority buses	1,485,044
KS	Statewide buses and bus facilities, Kansas	2,970,087
KS	Topeka Transit transfer center	594,017
KS	Wichita Transit Authority buses	898,946
KY	City of Frankfort transit program buses	95,043
KY	City of Maysville buses	134,644
KY	Leslie County parking structure	1,980,058
KY	Murray-Calloway Transit Authority bus facility	198,006
KY	Pikeville parking and transit facility	4,950,145
KY	Statewide buses and bus facilities	990,029
KY	Audubon Area Community Services buses, vans, cutaways, and bus facilities	198,006
KY	Bluegrass Community Action Services buses, vans, cutaways and bus facilities	594,017
KY	Central Kentucky Community Action Council buses, vans, cutaways and bus facilities	269,288
KY	Community Action Council of Fayette and Lexington buses, vans, cutaways and bus facilities	45,541
KY	Community Action Council of Southern Kentucky buses, vans, cutaways and bus facilities	198,006
KY	Kentucky River Foothills buses, vans, cutaways and bus facilities	134,644
KY	Lake Cumberland Community services buses, vans, cutaways and bus facilities	79,202
KY	Southern and Eastern Kentucky transit vehicles	1,980,058
KY	Transit Authority of Northern Kentucky	1,485,044
KY	Transit Authority of River City buses and bus facilities	1,980,058
LA	Louisiana Public Transit Association buses and bus facilities	
LA	Baton Rouge bus and bus related facilities	658,369
LA	Jefferson Parish bus and bus related facilities	1,321,689
LA	Lafayette bus and bus related facilities	2,240,436
LA	Lake Charles bus and bus related facilities	396,012
LA	Louisiana Department of Transportation bus and bus related facilities	1,183,085
LA	Monroe bus and bus related facilities	529,666
LA	New Orleans bus and bus related facilities	5,140,231
LA	Shreveport bus and bus related facilities	1,450,393
LA	Louisiana State University Health Sciences Center-Shreveport, intermodal parking facility	990,029
LA	St. Bernard Parish intermodal facility	990,029
LA	St. Tammany Parish park and ride	445,513
MA	Attleboro intermodal facilities	990,029
MA	Berkshire Regional Transit Authority buses	742,522
MA	Brockton Intermodal transit center	990,029
MA	Gallagher Intermodal Transportation bus hub and CNG trolleys	990,029
MA	Holyoke Pulse Center	742,522
MA	Merrimack Valley Regional Transit Authority (Amesbury) buses and bus facilities	495,015
MA	Merrimack Valley Regional Transit Authority (Lawrence) buses and bus facilities	495,015
MA	MetroWest buses and bus facilities	495,015
MA	Montachusett intermodal facilities and parking in Fitchburg/N. Leominster	2,475,073
MA	Montachusett Regional Transit Authority bus facilities	99,003
MA	Salem/Beverly Intermodal Center	495,015
MA	Springfield Union Station intermodal facility	3,960,116
ME	Auburn intermodal facility and parking garage	247,507
ME	Statewide buses	2,970,087



## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
MD	Statewide buses and bus facilities	8,415,247
MI	Alger County Public Transit	198,006
MI	Antrium County Transportation buses	85,142
MI	Barry County Transit buses	73,262
MI	Bay Area Transit Authority	247,507
MI	Berrien County Department of Planning and Public Works buses	198,006
MI	Blue Water Area Transportation Commission bus facilities	1,485,044
MI	Capital Area Transportation Authority buses, bus facilities, and equipment	2,227,565
MI	Charlevoix County Public Transit	123,754
MI	City of Niles buses and bus facilities	41,581
MI	Crawford County Transportation Authority buses	173,255
MI	Delta County Transit Authority	59,402
MI	Detroit Department of Transportation bus replacement	5,692,667
MI	Eastern UP Transportation Authority	99,003
MI	Flint Mass Transportation Authority replacement buses and vans	1,039,530
MI	Greater Lapeer Transportation Authority bus and bus facilities	346,510
MI	Harbor Transit bus and bus facilities	198,006
MI	Interurban Transit Authority buses	81,182
MI	Interurban Transit Partnership surface transportation center (Grand Rapids)	4,950,145
MI	Ionia Area Transportation Dial-a-Ride	281,168
MI	Isabelia County facilities and equipment	224,737
MI	Kalamazoo County Care-A-Van buses and equipment	128,704
MI	Kalkaska Public Transit buses	247,507
MI	Livingston Essential Transportation Service buses and equipment	244,537
MI	Ludington Transit Facility	495,015
MI	Marquette County Transit Authority buses and bus facility	990,029
MI	Midland County buses	297,009
MI	Milan Public Transit buses	99,003
MI	Muskegon Area Transit System facility	1,633,548
MI	Northern Oakland Transportation Authority	148,504
MI	Otsego County Public Transit	297,009
MI	Sault Ste. Marie dial-a-ride	87,123
MI	Statewide buses and bus facilities	1,980,058
MI	Suburban Mobility Authority for Regional Transportation buses	2,088,961
MI	Van Buren County Public Transit buses	198,996
MN	Duluth Transit Authority buses, bus facilities, and equipment	495,015
MN	Grand Rapids/Gilbert buses and bus facilities	207,906
MN	Greater Minnesota Transit Authority bus, paratransit and transit hub (MNDOT)	3,712,609
MN	Metro transit buses and bus facilities (Twin Cities)	13,365,392
MN	Moorhead buses, bus facilities, and equipment	99,003
MN	Mower County Public Transit Initiative facility	495,015
MN	Rush Line Corridor buses and bus facilities	495,015
MN	St. Cloud buses, bus facilities, and equipment	1,485,044
MS	Brookhaven multi-modal facility	990,029
MS	Harrison county multi-modal facilities and shuttle service	3,960,116
MS	Hattiesburg intermodal facility	3,465,102
MS	Jackson multi-modal transportation center	1,980,058
MO	Cab Care paratransit facility	495,015
MO	Kansas City Area Transit Authority buses and radio equipment	4,455,131
MO	Kansas City bus rapid transit	2,475,073
MO	Missouri Pacific Depot	495,015
MO	OATS buses and bus facilities	1,980,058
MO	Southeast Missouri State, Dunklin, Mississippi, Scott, Stoddard, and Cape Girardeau Counties buses and facilities	1,732,551
MO	Southwest Missouri State University intermodal transfer facility	2,475,073
MO	St. Louis Bi-State Development Authority buses and facilities	3,960,116
MT	Billings Logan international airport bus terminal and facility	1,485,044
MT	Butte-Silver Bow bus facility	495,015
MT	Statewide bus and bus facilities	990,029

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
MT	Area II agency on aging bus facility	544,516
MT	Ravalli County Council on aging bus facility	594,017
NE	Buffalo County buses and maintenance facility	99,003
NV	Las Vegas Boulevard North Corridor BRT, clean diesel-electric buses	1,732,551
NV	Regional Transport Commission of Southern Nevada bus rapid transit	4,455,131
NV	Reno Bus Rapid Transit high-capacity articulated buses	1,485,044
NV	Reno/Sparks buses and bus facilities	3,960,116
NV	Reno Suburban transit coaches	495,015
NH	Granite State Clean Cities Coalition CNG buses and facilities	990,029
NH	Town of Ossipee multimodal visitor center	1,584,046
NJ	Bergen intermodal stations, park and ride and shuttle service	2,326,568
NJ	Middlesex County jitney transit buses	396,012
NJ	Trenton Rail Station rehabilitation	2,475,073
NM	Albuquerque Alvarado Transportation Center (phase II)	1,485,044
NM	Albuquerque buses and paratransit vehicles	495,015
NM	Las Cruces buses	495,015
NM	Las Cruces intermodal transit facility	1,980,058
NM	Santa Fe buses and bus facilities	990,029
NM	Statewide buses and bus facilities	990,029
NM	Village of Taos Ski Valley bus and bus facilities	495,015
NM	West Side Transit facility and buses	3,712,609
NY	Binghamton intermodal terminal	1,980,058
NY	Central New York Regional Transportation Authority	3,217,594
NY	Greater Glens Falls Transit bus facility renovation	495,015
NY	Long Island Rail Road Jamaica intermodal facilities	2,970,087
NY	Martin Street Station	321,759
NY	MTA Long Island buses	1,980,058
NY	Nassau University Medical Center bus service extension	990,029
NY	New Rochelle intermodal center	1,485,044
NY	New York City Dept. of Transportation, CNG buses and facilities	2,475,073
NY	Niagara Frontier Transportation Authority buses	2,475,073
NY	Pelham trolley	257,408
NY	Poughkeepsie intermodal project	990,029
NY	Rochester buses and facilities	990,029
NY	Saratoga Springs intermodal station	1,881,055
NY	Station Plaza commuter parking lot	495,015
NY	Sullivan County Coordinated Public Transportation Service bus facility	495,015
NY	Tompkins Consolidated Area transit center	617,778
NY	Tompkins County replacement buses	1,485,044
NY	Union Station--Oneida County facilities	1,237,536
NY	Westchester County Bee-Line low emission buses	1,485,044
NC	Statewide buses and bus facilities	6,930,203
ND	Statewide buses and bus facilities, and rural transit vehicles	3,465,102
OH	Butler County transit facility	990,029
OH	Dayton, Wright-Dunbar Transit Access Project	2,722,580
OH	Alliance intermodal facility	990,029
OH	Statewide buses and bus facilities, Ohio	8,712,255
OK	Central Oklahoma transit facilities	3,960,116
OK	Oklahoma Department of Transportation transit program buses and bus facilities	2,970,087
OR	Canby Transit buses	198,006
OR	Clackamas County south corridor transit improvements	3,712,609
OR	Fort Clatsop Shuttling system	1,980,058
OR	Lincoln County transportation service district bus garage	74,252
OR	Milwaukee Transit Center	198,006
OR	Rogue Valley Transit District, CNG buses	841,525

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	ALLOCATION
OR	Salem Area Mass Transit, CNG buses	990,029
OR	Springfield bus transfer station	1,980,058
OR	Tillamook County Transportation District bus facilities	346,510
OR	Wasco County buses (Mid-Columbia Council of Governments)	103,953
PA	Altoona bus facility (TEA-21)	2,970,087
PA	Allentown intermodal transportation center	495,015
PA	Area Transit Authority of North Central PA buses and bus facilities	990,029
PA	Berks Area Reading Transportation Authority buses and bus facilities	2,772,081
PA	Bucks County intermodal facility improvement	742,522
PA	Butler Township multi-modal transfer center	495,015
PA	Callowhill bus garage replacement	3,267,096
PA	Cambria County operations and maintenance facility	742,522
PA	Centre Area Transportation Authority CNG buses	792,023
PA	County of Lackawanna Transit bus facility	495,015
PA	Doylestown Area Regional Transit buses	99,003
PA	Endless Mountain Transportation Authority buses and bus facilities	346,510
PA	Fayette County Transit facility	990,029
PA	Hershey intermodal transportation center	1,237,536
PA	Indiana County Transit Authority buses and bus facilities	495,015
PA	LeHigh and Northampton Transportation Authority bus facility	495,015
PA	Luzerne County Transit Authority buses	297,009
PA	Mid Mon Valley Transit Authority buses and bus facilities	247,507
PA	Mid-County Transit Authority buses and bus facilities	297,009
PA	Monroe County Transit Authority park and ride	594,017
PA	Montgomery County intermodal facility	990,029
PA	Port Authority of Allegheny buses	2,227,565
PA	Red Rose transit transfer center	495,015
PA	Schuylkill Transportation System	396,012
PA	Southeastern Pennsylvania Transportation Authority trackless trolleys	990,029
PA	Somerset County Transportation System buses	247,507
PA	Wilkes-Barre Intermodal facility	990,029
PA	York County bus replacement	990,029
RI	Providence transportation information center	1,485,044
RI	Statewide buses and bus facilities, Rhode Island	4,455,131
SC	Statewide buses and bus facility	9,900,290
SD	Aberdeen Ride Line buses	99,003
SD	Mobridge Senior Citizen handicap-accessible vehicles	59,402
SD	Oglala Sioux Tribe buses and bus facilities	2,227,565
SD	Rosebud Sioux Tribe transportation vans	54,452
TN	Memphis International Airport intermodal facility	1,722,650
TN	Statewide buses and bus facilities	9,900,290
TX	Abilene bus replacement	495,015
TX	Austin Metrobus	742,522
TX	Brazos Transit ADA compliant buses	396,012
TX	Brazos Transit buses for Texas A & M University	742,522
TX	Brazos Transit buses, intermodal facility, and parking facility	742,522
TX	Brazos Transit park and ride facility	396,012
TX	Brownsville multimodal facility study	99,003
TX	Capital Metro park and ride	495,015
TX	City of Huntsville buses	495,015
TX	Connection Capital Project for Community Transit Facilities	247,507
TX	El Paso buses	495,015
TX	Fort Worth Transportation Authority CNG buses	1,237,536
TX	Fort Worth intermodal center park and ride facility	495,015
TX	Fort Worth 9th Street Transfer Station	1,584,046
TX	Houston Barker Cypress park and ride	4,950,145
TX	Houston Main Street Corridor master plan	495,015
TX	Liberty County buses	371,261

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9

## FY 2002 SECTION 5309 BUS ALLOCATIONS

STATE PROJECT	ALLOCATION
TX San Antonio VIA Metro Transit Authority clean fuel buses	1,732,551
TX Sun Metro buses and bus facilities	495,015
TX Texas Tech University buses, park and ride	990,029
TX Waco Transit maintenance and administration facility	1,633,548
TX Woodlands District park and ride	495,015
UT Statewide regional intermodal transportation centers, Utah	2,970,087
UT Utah Transit Authority and Park City Transit buses	495,015
UT Utah Transit Authority intermodal terminals	990,029
VA Colonial Williamsburg CNG buses	990,029
VA Greater Richmond Transit Downtown Transit Center	990,029
VA Hampton Roads regional buses	3,465,102
VA Main Street multi-modal transportation center	2,475,073
VA Potomac & Rappahannock Transportation Commission buses	2,970,087
VA Roanoke Area Dial-A-Ride	990,029
VT Vermont Public Transit alternative fuel/hybrid buses and facility	1,980,058
VI Virgin Islands Transit (VITRAN) buses	495,015
WA Bellevue Transportation Center	1,584,046
WA City of Kent facility/Sound Transit, transit and transit-related facilities	891,026
WA Everett Transit buses and vans	1,732,551
WA 1-5 Trade Corridor/99th St facility	3,663,107
WA Issaquah Highlands park and ride	1,980,058
WA King County Transit Oriented Development Projects	990,029
WA Mukilteo multi-modal terminal and ferry	1,435,542
WA Pierce Transit buses, vans, and equipment	2,475,073
WA Snohomish county transit buses and bus facilities	1,980,058
WA Spokane Transit Authority, buses and bus facilities	990,029
WA Sound Transit regional transit hubs	9,405,276
WA Statewide small transit systems, buses, and bus facilities, Washington	28,711
WA Clallam Transit buses and bus facilities	435,613
WA Grays Harbor Transportation buses and bus facilities	918,747
WA Island Transit buses and bus facilities	625,698
WA Link Transit buses and bus facilities	332,650
WA Mason County Transportation Authority buses and bus facilities	381,161
WA Valley Transit buses and bus facilities	742,522
WV Huntington Tri-State Authority bus facility	742,522
WV Morgantown Intermodal parking facility	1,980,058
WV Statewide buses and bus facilities	3,960,116
WI Statewide buses, bus facilities, and equipment	13,860,363
WY Statewide buses and bus facilities	2,475,073
WY Southern Teton Area Rapid Transit bus facility	495,015
<b>TOTAL ALLOCATION</b>	<b>\$613,751,658</b>

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
<i>FY 2000 Unobligated Allocations</i>		
AK	Anchorage , Intermodal Facility	\$4,414,928
AK	Fairbanks, Intermodal rail/bus transfer facility	1,947,190
AK	Juneau, Downtown mass transit facility	1,471,643
AK	Wasilla , Intermodal facility	981,096
AL	Birmingham-Jefferson County, Buses	1,226,369
AL	Dothan Wiregrass, Vehicles and transit facility	484,926
AL	Huntsville, Space and Rocket Center intermodal center	3,433,833
AL	Jefferson/Montevallo, Pedestrian walkway	196,219
AL	Mobile, Waterfront terminal complex	4,905,476
AL	Montgomery, Union Station intermodal center and buses	3,433,833
AL	Wilcox County, Gees Bend Ferry facilities	98,110
CA	Bell, Buses and bus facilities	196,219
CA	Commerce, Buses and bus facilities	353,194
CA	Cudahy, Buses and bus facilities	117,731
CA	Lodi, Multimodal facility	833,931
CA	Los Angeles County, Foothill Transit Buses and HEV vehicles	92,736
CA	Maywood, Buses and bus facilities	117,731
CA	Norwalk, I-5 Corridor Intermodal transit centers	1,226,369
CA	Redlands, trolley project	784,876
CA	San Bernardino, train station	2,943,286
CA	Santa Clarita , Bus maintenance facility	1,226,369
CA	Santa Clarita , Bus maintenance facility	741,525
CA	Santa Cruz, Buses and bus facilities	1,721,822
CA	Santa Maria Valley/Santa Barbara County, Buses	235,463
CA	Westminster, senior citizen vans	147,164
CO	Colorado, Buses and bus facilities	1,044,588
DC	Georgetown University, Fuel Cell bus and bus facilities program	123,716
DC	Washington, D.C., Intermodal Transportation Center, District	2,452,738
FL	Miami Beach, electric shuttle service	735,821
GA	Chatham, Area Transit bus transfer center and buses	3,433,833
GA	Georgia, Regional Transportation Authority buses	1,962,190
HI	Hawaii , buses and bus facilities	1,000,000
IA	Cedar Rapids, intermodal facility	3,276,857
IA	Fort Dodge, Intermodal Facility (Phase II)	60,148
IL	East Moline transit center	637,712
IL	Illinois statewide buses and bus-related equipment	866,492
IN	Gary, Transit Consortium buses	306,593
KS	Girard, buses and vans	686,767
KS	Girard Southeast Kansas Community Action Agency maintenance facility	470,926
LA	Baton Rouge, buses and bus-related facilities	294,329
LA	Jefferson Parish, buses and bus-related facilities	44,149
LA	Monroe, buses and bus-related facilities	284,518
MA	Greenfield Montague, buses	490,547
MA	Merrimack Valley Regional Transit Authority bus facilities	458,662
MA	Pittsfield intermodal center	3,531,943
MA	Swampscott, buses	63,772
MN	Greater Minnesota transit authorities	125,000
MN	Northstar Corridor, Intermodal facilities and buses	916,091

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
MO	Jackson County buses and bus facilities	220,576
MO	Southeast Missouri transportation service rural, elderly, disabled service	661,569
MO	Southwest Missouri State University park and ride facility	981,096
MO	St. Louis, Bi-state Intermodal Center	1,226,369
MS	Harrison County multimodal center	2,943,286
MS	North Delta planning and development district, buses and bus facilities	1,177,314
ND	North Dakota statewide bus and bus facilities	208,057
NH	New Hampshire statewide transit systems	2,943,286
NJ	New Jersey Transit alternative fuel buses	4,905,476
NJ	New Jersey Transit jitney shuttle buses	1,716,916
NJ	Newark intermodal and arena access improvements	1,618,807
NJ	Newark, Morris & Essex Station access and buses	1,226,369
NJ	South Amboy, Regional Intermodal Transportation Initiative	1,226,369
NM	Las Cruces buses and bus facilities	279,321
NM	<i>Northern New Mexico park and ride facilities and State of New Mexico, Buses and Bus-Related Facilities</i>	2,698,012 a/
NV	Lake Tahoe CNG buses	686,767
NV	Washoe County transit improvements	25,661
NY	Buffalo, Auditorium Intermodal Center	1,962,190
NY	Ithaca intermodal transportation center	1,103,732
NY	Putnam County, vans	461,115
OK	Oklahoma statewide bus facilities and buses	231,250
OR	Lincoln County Transit District buses	245,274
OR	South Metro Area Rapid Transit (SMART) maintenance facility	196,219
PA	City of Johnstown, intermodal facilities and buses	800,000
PA	Fayette County, intermodal facilities and buses	445,991
PA	Philadelphia, Intermodal 30th Street Station	1,226,369
PA	Somerset County bus facilities and buses	171,691
PA	Towamencin Township, Intermodal Bus Transportation Center	1,471,643
PA	Washington County intermodal facilities, bus and bus related facilities	618,089
PA	Wilkes-Barre, Intermodal Facility	1,226,369
SC	Central Midlands COG/Columbia transit system	769,210
SC	Florence, Pee Dee buses and facilities	882,986
SC	Greenville transit authority	490,547
SC	Santee-Waterree regional transportation authority	392,438
SC	South Carolina Statewide Virtual Transit Enterprise	1,196,936
SC	Transit Management of Spartanburg, Incorporated (SPARTA)	588,657
SD	South Dakota statewide bus facilities and buses	1,471,643
TN	<i>Southern Coalition for Advanced Transportation (SCAT) (TN, GA, FL, AL)</i>	3,433,833 b/
VA	Alexandria, bus maintenance facility	490,548
VA	Alexandria, Transit Center	981,096
VA	Fair Lakes League	196,219
VA	Northern Virginia, Dulles Corridor Park-and-Ride Express Bus Program	1,962,190
VA	Richmond, GRTC bus maintenance facility	1,226,369
VT	Burlington multimodal center	2,648,955
VT	Essex Junction multimodal station rehabilitation	490,547
VT	<i>Marble Valley Regional Transit District buses</i>	245,274 c/
WA	Grant County, Grant Transit Authority	490,547
WA	Grays Harbor County, buses and equipment	1,226,369
WA	King County Metro Atlantic and Central buses	1,471,643
WA	King County park and ride expansion	1,324,478

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
WA	Pierce County Transit buses and bus facilities	305,606
WA	Sequim, Clallam Transit multimodal center	981,096
WA	Spokane, HEV buses	1,471,643
WV	Parkersburg, intermodal transportation facility	4,414,928
WV	West Virginia Statewide Intermodal facility and buses	573,038
	<i>Subtotal FY 2000 Unobligated Allocations</i>	<i>\$121,231,410</i>
<i>FY 2001 Unobligated Allocations</i>		
AK	Alaska State Fair park and ride and passenger shuttle system	\$990,315
AK	Denali Depot intermodal facility	2,970,945
AK	Fairbanks Bus/Rail Intermodal Facility	3,069,976
AK	Homer Alaska Maritime Wildlife Refuge intermodal and welcome center	841,768
AK	Port McKenzie intermodal facilities	7,427,361
AK	Ship Creek pedestrian and bus facilities and intermodal center/parking garage	4,951,574
AL	Statewide, bus and bus facilities	1,435,956
AL	Birmingham-Jefferson County Transit Authority buses and bus facilities	990,315
AL	University of Alabama Birmingham fuel cell bus	1,980,630
AL	Dothan-Wiregrass Transit Authority buses and bus facilities	742,736
AL	Alabama A&M University buses and bus facilities	498,900
AL	Huntsville International Airport intermodal center	4,951,574
AL	Huntsville Space and Rocket Center intermodal center	1,980,630
AL	Lamar County vans	49,516
AL	Lanett, vans	247,579
AL	Alabama State Docks intermodal passenger and freight facility	990,315 d/
AL	Mobile Waterfront Terminal	4,951,574
AL	University of South Alabama, buses and bus facilities	2,475,787
AL	Montgomery - Moulton Street Intermodal Facility	2,970,945
AL	Montgomery, civil rights trail trolleys	247,579
AL	University of North Alabama, bus and bus facilities	1,980,630
AL	Shelby County, vans	198,063
AL	Tuscaloosa interdisciplinary science building parking and intermodal facility	9,407,991
AR	Central Arkansas Transit Authority, bus and bus facilities	1,044,782
AR	Nevada County, vans and mini-vans	89,128
AR	Pine Bluff, buses	287,192
AR	River Market and College Station Livable Communities Program	1,089,346
AR	State of Arkansas, small rural and elderly and handicapped transit buses and bus facilities	2,446,221
CA	Anaheim, buses and bus facilities	247,579
CA	Brea, buses	148,547
CA	Calabasas, buses	495,157
CA	Commerce, buses	990,315
CA	Compton, buses and bus-related equipment	247,579
CA	Culver City, buses	742,736
CA	El Dorado, buses	495,157
CA	El Segundo, Douglas Street gap closure and intermodal facility	2,079,661
CA	Folsom, transit stations	1,485,472
CA	Fresno, intermodal facilities	495,157
CA	Humboldt County, buses and bus facilities	495,157
CA	City of Livermore, park and ride facility	495,157
CA	Foothill Transit, buses and bus facilities	2,475,787

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
CA	Municipal Transit Operators Coalition, buses	1,980,630
CA	Marin County, bus facilities	901,186
CA	Modesto, bus facility	247,579
CA	Monrovia, electric shuttles	574,383
CA	Monterey Salinas Transit Authority, buses and bus facilities	495,157
CA	Oceanside, intermodal facility	1,980,630
CA	Sunline transit agency, buses	990,315
CA	Placer County, buses and bus facilities	495,157
CA	Playa Vista, shuttle buses and bus-related equipment and facilities	2,970,945
CA	Redlands, trolley project	792,252
CA	Rialto, intermodal facility	544,673
CA	Riverside County, buses	495,157
CA	Sacramento, buses and bus facilities	990,315
CA	San Bernardino, intermodal facility	1,584,503
CA	San Bernardino, train station	594,189
CA	Santa Barbara County, mini-buses	237,676
CA	Santa Clara Valley Transportation Authority, buses	495,157
CA	Santa Clarita, maintenance facility	1,980,630
CA	Santa Cruz, buses and bus facilities	1,534,988
CA	Sonoma County, buses and bus facilities	990,315
CA	Temecula, bus shelters	198,063
CA	Vista, bus center	297,094
CO	Statewide bus and bus facilities	1,903,456
CT	Bridgeport, intermodal center	4,951,574
CT	Hartford/New Britain busway	742,736
CT	New Haven, trolley cars and related equipment	990,315
CT	New London, parade project transit improvements	1,980,630
CT	Norwich bus terminal and pedestrian access	990,315
CT	Waterbury, bus garage	990,315
DC	Georgetown University fuel cell bus program	4,803,027
FL	Statewide bus and bus facilities (including Tallahassee)	4,852,848
GA	Atlanta, buses and bus facilities	1,980,630
GA	Chatham, buses and bus facilities	1,980,630
GA	Cobb County, buses	1,237,894
GA	Georgia Regional Transit Authority, buses and bus facilities	2,970,945
HI	Honolulu bus and bus facility improvements	5,941,889
IA	Ames maintenance facility	1,188,378
IA	Cedar Rapids intermodal facility	1,188,378
IA	Des Moines park and ride	693,221
IA	Dubuque, buses and bus facilities	246,088
IA	Mason City, bus facility	896,235
IA	Sioux City multimodal ground transportation center	1,980,630
IA	Sioux City Trolley system	693,221
IA	Waterloo, buses and bus facilities	531,799
ID	Statewide, bus and bus facilities	1,284,265
IL	Harvey, intermodal facilities and related equipment	247,579
IL	Statewide, bus and bus facilities	5,941,889
IN	Evansville, buses and bus facilities	1,485,472
IN	Greater Lafayette Public Corporation -- Wabash Landing buses and bus facilities	1,485,472
IN	Gary - Adam Benjamin intermodal center	792,252



## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
IN	South Bend, buses	2,970,945
IN	West Lafayette, buses and bus facilities	2,079,661
KS	Kansas City, JOBLINKS	247,579
KS	Kansas Department of Transportation, rural transit buses	2,970,945
KS	Wichita, buses and ITS related equipment	327,102
KS	Wyandotte County, buses	247,579
KY	Audubon Area Community Action	188,160
KY	Hardin County, buses	297,094
KY	Lexington, LexTran, buses and bus facilities	3,466,102
KY	Louisville, bus and bus facilities	2,970,945
KY	Pikeville, transit facility	1,944,630
LA	Alexandria buses and vans	38,615
LA	Baton Rouge buses and bus equipment	49,516
LA	Jefferson Parish buses and bus related facilities	19,806
LA	Lafayette buses and bus related facilities	297,094
LA	Lafayette multi-modal facility	1,237,894
LA	Monroe buses and bus related facilities	133,692
LA	New Orleans bus lease-maintenance	1,495,375
LA	Plaquemines Parish ferry	990,315
LA	Shreveport buses	292,143
LA	St. Bernard Parish intermodal facilities	1,237,894
LA	St. Tammany Parish park and ride	14,854
MA	Attleboro, intermodal facilities	990,315
MA	Berkshire, buses and bus facilities	990,315
MA	Beverly and Salem, intermodal station improvements	594,189
MA	Brockton, intermodal center	990,315
MA	Lowell, transit hub and Hale Street bus maintenance/operations center	1,237,894
MA	Merrimack Valley Regional Transit Authority, bus facility	495,157
MA	Montachusett, bus facilities, Leominster	247,579
MA	Montachusett, intermodal facility, Fitchburg	1,361,683
MA	Springfield, intermodal facility	495,157
MA	Woburn, buses and bus facilities	247,579
MD	Statewide bus and bus facilities	7,476,092
ME	Bangor intermodal transportation center	1,485,472
ME	Statewide, bus, bus facilities and ferries	3,961,259
MI	Detroit, buses and bus facilities	2,970,945
MI	SMART community transit, buses and paratransit vehicles	4,085,048
MI	Flint, buses and bus facilities	495,157
MI	Lapeer, multi-modal transportation facility	49,516
MI	Statewide, buses and bus facilities	260,288
MI	Traverse City, transfer station	990,315
MN	St. Cloud, buses and bus facilities	2,104,419
MO	Southeast Missouri Transportation Service bus and bus facilities	990,315
MO	Southwest Missouri State University, intermodal facility	990,315
MO	OATS buses and vans	1,980,630
MO	State of Missouri bus and bus facilities	618,002
MS	Brookhaven multimodal transportation center	990,315
MS	Harrison County, multimodal center	1,485,472
MS	Picayune multimodal center	643,705
MS	State of Mississippi rural transit vehicles and regional transit centers	2,970,945

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
MT	Great Falls Transit district buses and bus facilities	990,315
MT	Missoula Ravalli Transportation Management Association buses	742,736
MT	Blackfoot Indian Reservation bus facility	495,157
ND	Statewide bus and bus facilities	1,901,404
NE	Missouri River pedestrian crossing - Omaha	3,961,259
NJ	Elizabeth Ferry Project	495,157
NJ	New Jersey Transit alternative fuel buses	3,961,259
NJ	Newark Arena bus improvements	3,961,259
NJ	Trenton, train/intermodal station	4,951,574
NM	Angel Fire bus and bus Facilities	742,736
NM	Carlsbad, intermodal facilities	623,898
NM	Clovis, buses and bus facility	1,609,262
NM	Las Cruces, buses	495,157
NM	Valencia County, transportation station improvements	1,237,894
NV	Clark County bus passenger intermodal facility - Henderson	1,980,630
NV	Lake Tahoe CNG buses and fleet conversion	1,980,630
NV	Reno and Sparks, buses and bus facilities	990,315
NV	Washoe County buses and bus facilities	2,970,945
NY	Buffalo, intermodal facility	495,157
NY	Eastchester, Metro North facilities	247,579
NY	Greenport and Sag Harbor, ferries and vans	59,419
NY	Highbridge pedestrian walkway	99,032
NY	Jamaica, intermodal facilities	247,579
NY	Larchmont, intermodal facility	990,315
NY	Suffolk County, senior and handicapped vans	495,157
NY	Sullivan County, buses, bus facilities, and related equipment	1,237,894
NY	Syracuse, buses	3,144,249
NY	Tompkins County, intermodal facility	618,946
NY	Westchester and Dutchess counties, vans	198,063
NY	Westchester County, buses	990,315
OH	Columbus Near East transit center	990,315
OH	Ohio Statewide bus and bus facilities	6,442,845
OK	Oklahoma City bus transfer center	2,475,787
OK	Statewide bus and bus facilities	3,961,259
OK	Metropolitan Tulsa Transit Authority pedestrian and streetscape improvements	2,475,787
OR	Albany bus purchase - Linn-Benton transit system	198,063
OR	Sunset Empire Transit District improvements to Clatsop County Intermodal Facility	792,252
OR	Basin Transit System buses	158,451
OR	Sandy buses	217,870
OR	Columbia County ADA buses	108,935
OR	Coos County buses	69,322
OR	Corvallis Transit System operations facility	257,482
OR	Hood River County bus and bus facility	237,676
OR	Lakeview buses	49,516
OR	Philomath buses	39,613
OR	Redmond, buses and vans	49,516
OR	Rogue Valley buses	950,702
OR	Salem Area Transit District buses	1,485,472
OR	South Clackamas Transportation District bus	89,128
OR	South Corridor Transit Center and park and ride facilities in Clackamas County	1,485,472

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
OR	Union County bus	43,574
OR	Wasco County buses	95,070
PA	Allegheny County, buses	247,579
PA	Altoona bus testing facility	2,970,945
PA	Bethlehem intermodal facility	1,485,472
PA	Bradford County, buses and bus facilities	346,315
PA	Bucks County, intermodal facility improvements	1,237,894
PA	Cambria County Transit Authority, maintenance facilities	742,736
PA	Fayette County, maintenance facilities	495,157
PA	Indiana, maintenance facilities	346,610
PA	Lancaster, buses	990,315
PA	Lycoming County, buses and bus facilities	1,980,630
PA	Monroe County, buses and bus facilities	990,315
PA	Phoenixville, transit related improvements	1,237,894
PA	Somerset County, ITS related equipment	99,032
PA	Wilkes-Barre intermodal transportation center	990,315
PA	Area Transit Authority, ITS related activities	1,782,567
SC	Statewide, buses and bus facilities	6,610,351
TN	<i>Southern Coalition for Advanced Transportation, buses</i>	<i>1,980,630</i>
TN	Statewide, buses and bus facilities	3,961,259
TX	Brazos Transit District, buses	495,157
TX	Corpus Christi, buses and bus facilities	990,315
TX	Forth Worth, buses and bus facilities	2,970,945
TX	Galveston, buses and bus facilities	247,579
TX	Harris County, buses and bus facilities	1,980,630
TX	Houston Metro, Main Street Transit Corridor improvements	990,315
TX	Lubbock, buses and bus facilities	990,315
TX	Texas Rural Transit Vehicle Fleet Replacement Program	3,961,259
TX	Waco, maintenance facility	1,634,019
VA	Charlottesville bus and bus facilities	978,045
VA	Danville bus replacement	56,727
VA	Fair Lakes League	489,023
VA	Fairfax County Transportation Association of Greater Springfield	489,023
VA	Falls Church Bus Rapid Transit Terminus	978,045
VA	Hampton Roads bus and bus facilities	2,445,113
VA	Jamestown/Yorktown and Williamsburg CNG bus	1,467,067
VA	City of Richmond bus and bus facilities	1,956,090
VA	Springfield station improvements	489,023
VT	Bellows Falls Multimodal	1,485,472
VT	Brattleboro multimodal center	2,475,786
VT	Burlington multimodal transportation center	1,485,472
VT	Chittenden County transportation authority	990,315
VT	Central Vermont Transit Authority buses and bus facilities	1,485,472
VT	Vermont Statewide paratransit	1,485,472
WA	Clallam County, transportation center	495,157
WA	Clark County, intermodal facilities	990,315
WA	Ephrata, buses	435,738
WA	Everett, buses	1,485,472
WA	King County Metro Eastgate Park and Ride	2,970,945
WA	King County Metro transit bus and bus facilities	1,980,630

## FEDERAL TRANSIT ADMINISTRATION

TABLE 9A

## PRIOR YEAR UNOBLIGATED SECTION 5309 BUS ALLOCATIONS

STATE	PROJECT	UNOBLIGATED ALLOCATION
WA	Renton/Port Quendall transit project	495,157
WA	Richland, bus maintenance facility	990,315
WA	Snohomish County, buses and bus facilities	990,315
WA	Thurston County, bus-related equipment	1,237,894
WV	Statewide buses and bus facilities	1,980,630
WY	Cheyenne transit and operation facility	911,089
<i>Subtotal FY 2001 Unobligated Allocations</i>		<i>\$356,327,950</i>
<b>TOTAL UNOBLIGATED ALLOCATIONS</b>		<b>\$477,659,360</b>

*Fiscal Years 1998 and 1999 Extended Allocations*

AL	Pritchard, bus and bus facilities	\$496,250
AL	Tuscaloosa Intermodal center	1,935,375 <sup>e</sup>
CA	Folsom, multimodal center	992,500
DC	Washington, D.C., intermodal center	2,481,250
MO	St. Louis, Bi-state intermodal center	1,240,625
NY	Buffalo, auditorium intermodal center	2,977,000
PA	Chambersburg, intermodal facility and transit vehicles	913,100
PA	Fayette County, buses	225,475
PA	Red Rose, transit bus terminal	992,500
PA	Somerset County, bus facilities and buses	173,688
PA	Towamencin Township, intermodal bus transportation center	1,488,750
PA	Wilkes-Barre, intermodal facility	1,465,794
PA	Wilkes-Barre, intermodal facility	1,240,625
<i>Total Extended Allocations</i>		<i>\$16,622,932 <sup>f</sup></i>

a/ The provision at Section 2901(b) of Conference Report 107-48 "Making Supplemental Appropriations for the Fiscal Year Ending September 30, 2001, and for Other Purposes" amended this project by changing the name from "Northern New Mexico Transit Express/Park and Ride buses" to "Northern New Mexico park and ride facilities and State of New Mexico, Buses and Bus Related Facilities".

b/ The provision at Section 368 of the FY 2002 DOT Appropriations Act directs that funds made available to the southern coalition for advanced transportation (SCAT) in the FY 2000 and FY 2001 DOT Appropriations Acts (Pub. L. 106-69 and 106-346) that remain unobligated shall be transferred to Transit Planning and Research and made available to the electric transit vehicle institute (ETVI) in Tennessee for research administered under the provisions of 49 U.S.C. 5312. FTA will transfer these funds during FY 2002.

c/ The provision at Section 372 of the FY 2002 DOT Appropriations Act amended this project by changing the name from "Killington-Sherburne satellite bus facility" to "Marble Valley Regional Transit District Buses".

d/ The provision at Section 361 of the FY 2002 DOT Appropriations Act amends Section 3030(d)(3) of Public Law 105-178 by adding Alabama State Docks intermodal passenger and freight facility to the intermodal centers eligible for funding under section 5309(m)(1)(C) notwithstanding any other provision of law.

e/ Conference Report 107-48 "Making Supplemental Appropriations for the Fiscal Year Ending September 30, 2001, and for Other Purposes" directs that FTA not reallocate funds provided in the FY 1999 DOT Appropriations Act for this project and that the funds are extended for one additional year. Funds for this project will lapse September 30, 2002.

f/ Period of availability for remaining unobligated funds extended one additional year and will lapse September 30, 2002. Projects extended in the FY 2002 Conference Report whose funds were obligated as of September 30, 2001 are not listed.

## FEDERAL TRANSIT ADMINISTRATION

TABLE 10

## FY 2002 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	ALLOCATION
AK	Kenai Peninsula Transit Planning, Alaska	\$500,000
AK	MASCOT Matanuska, Susitna Valley, Alaska	200,000
AK	Seward Transit Service, Alaska	200,000
AL	Jefferson County, Alabama	2,000,000
AL	Tuscaloosa, Alabama disabilities advocacy program	1,000,000
AR	Central Arkansas Transit Authority	500,000
AZ	Maricopa County, Arizona	1,200,000
CA	AC Transit, California	2,000,000
CA	Del Norte County, California	700,000
CA	Los Angeles, California	2,000,000
CA	Metropolitan Transportation Commission LIFT Program, California	3,000,000
CA	Sacramento, California	2,000,000
CA	Santa Clara County, California	500,000
CT	State of Connecticut	3,500,000
DE	Delaware Department of Transportation	750,000
DC	Community Transportation Association of America	625,000
DC	Georgetown Metro Connection	1,000,000
DC	Washington Area Metropolitan Transit Authority	2,500,000
FL	Jacksonville Transportation Authority's Choice Ride Program	1,000,000
FL	Hillsborough Area Regional Transit, Tampa, Florida	900,000
FL	Palm Beach County, Florida	500,000
FL	State of Florida, Choice Ride program	1,000,000
GA	Atlanta Regional Commission, Georgia	1,000,000
GA	Chatham, Georgia	1,000,000
GA	Macon-Bibb County, Georgia	400,000
ID	State of Idaho	300,000
IA	State of Iowa	1,700,000
IL	Bloomington to Normal, Illinois, Wheels to Work	500,000
IL	DuPage County, Illinois	500,000
IL	Pace, Illinois suburban buses	561,000
IL	Springfield, Illinois Transportation to employment and self-sufficiency	250,000
IN	Indianapolis Public Transportation Corporation, Indiana (Indyflex)	1,000,000
KS	Topeka, Kansas Metropolitan Transit Authority	600,000
KS	Wichita, Kansas Transit	1,450,000
KS	Wyandotte County/Kansas City, Kansas	1,000,000
LA	Baton Rouge, Louisiana Ways to Work	750,000
MA	Northern Tier Dial-A-Ride, Massachusetts	400,000
MA	Southeastern Massachusetts Regional Transit Authority	100,000
MA	Worcester, Massachusetts	400,000
MD	State of Maryland	5,000,000
MI	Flint, Michigan Mass Transportation Authority	1,000,000
MN	Minneapolis/St. Paul, Minnesota	1,000,000
MO	Metropolitan Kansas City, Missouri	1,000,000
MO	Southeast Missouri Council, Missouri	1,200,000
MO	Workforce Investment Board of Southeast Missouri	800,000

## FEDERAL TRANSIT ADMINISTRATION

TABLE 10

## FY 2002 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	ALLOCATION
MO	Workforce Investment Board of Southwest Missouri	600,000
NM	New Mexico State Highway and Transportation Department	2,000,000
NM	Santa Fe, New Mexico	630,000
NV	State of Nevada	300,000
NJ	State of New Jersey	3,000,000
NY	Broome County, New York Transit	500,000
NY	Columbia County, New York	100,000
NY	Genessee-Rochester Regional Transportation Authority, New York	400,000
NY	New York Metropolitan Area Transportation Authority	1,000,000
NY	Sullivan County, New York	400,000
NY	Westchester County, New York	1,000,000
NC	Buncombe County, North Carolina	100,000
NC	Charlotte Area Transit, North Carolina	500,000
ND	Oglala Sioux Tribe, North Dakota	150,000
OH	Central Ohio Transit Authority	1,000,000
OH	Ohio Ways to Work	1,500,000
OH	State of Ohio	1,500,000
OK	Oklahoma Transit Association	5,000,000
OR	Salem Area Transit, Oregon	700,000
OR	Tri-Met Region, Oregon	1,800,000
PA	Lancaster County, Pennsylvania	198,000
PA	Lehigh and Northampton Transportation Authority, Pennsylvania	250,000
PA	Pennsylvania Ways to Work Program	1,500,000
PA	Pittsburgh, Pennsylvania	2,000,000
PA	Port Authority of Allegheny County	2,000,000
PA	Red Rose Transit, Pennsylvania	200,000
PA	SEPTA, Philadelphia, Pennsylvania	6,000,000
PA	State of Pennsylvania	1,500,000
RI	State of Rhode Island	2,000,000
TN	Chattanooga, Tennessee	500,000
TN	State of Tennessee	4,500,000
TN	Tennessee small rural systems	1,000,000
TX	Austin, Texas	500,000
TX	Abilene Texas Citilink Program	150,000
TX	Corpus Christi, Texas	550,000
TX	Galveston, Texas	600,000
VA	Charlottesville, Virginia Jefferson Area United Transportation	375,000
VA	Winchester, Virginia	1,000,000
VT	Burlington Community Land Trust/Good New Garage	850,000
WA	State of Washington	3,000,000
WA	WorkFirst Transportation Initiative, State of Washington	3,000,000
WV	State of West Virginia	800,000
WI	State of Wisconsin	5,200,000
<b>TOTAL ALLOCATIONS</b>		<b>\$109,339,000</b>

## FEDERAL TRANSIT ADMINISTRATION

Table 11

## FY 2002 NATIONAL PLANNING AND RESEARCH PROGRAM ALLOCATIONS

STATE	PROJECT	ALLOCATION
AL	Center for Composites Manufacturing	\$900,000
CA	CALSTART (BRT and Mobility.dot.com)	2,500,000
CA	Santa Barbara Electric Transportation Institute	400,000
FL	University of South Florida rapid bus initiative	250,000
GA	Georgia Regional Transportation Authority/Southern California Association of Governments transit trip planning partnership	400,000
MN	Hennepin County community transportation	1,000,000
MO	Missouri Soybean Association biodiesel transit demo	750,000
ND	North Dakota State University transit center for small urban areas	400,000
MI	Southeast Michigan transportation feasibility study	500,000
NY	Long Island, NY City links study	250,000
TN	Electric Vehicle Institute	500,000
VA	Crystal City-Potomac Yard transit alternatives	250,000
WA	Washington State WestStart innovative transit vehicle	2,000,000
WV	West Virginia transit vehicle exhaust emissions evaluation	1,400,000
—	Joblinks	1,000,000
—	Project ACTION (TEA-21)	3,000,000
TOTAL ALLOCATIONS		\$15,500,000

## FEDERAL TRANSIT ADMINISTRATION

TABLE 12

## 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
<b>FEDERAL TRANSIT ADMINISTRATION TOTAL:</b>	<b>\$4,643,738,000</b>	<b>\$5,315,000,000</b>	<b>\$5,797,000,000</b>	<b>\$6,271,000,000</b>	<b>\$6,747,000,000</b>	<b>\$7,226,000,000</b>	<b>\$35,999,738,000</b>

-- 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 Clean Fuels Program (Section 5308) and \$50,000,000 is included under the Bus and Bus Related (Section 5309).



FEDERAL TRANSIT ADMINISTRATION

TABLE 12A

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
<b>TOTAL FUNDING ALL PROGRAMS:</b>	<b>\$4,643,738,000</b>	<b>\$6,341,000,000</b>	<b>\$6,810,000,000</b>	<b>\$7,274,000,000</b>	<b>\$7,737,000,000</b>	<b>\$8,194,000,000</b>	<b>\$40,999,738,000</b>

## FEDERAL TRANSIT ADMINISTRATION

TABLE 13

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 FY 2001 APPORTIONMENT FORMULA FOR FORMULA PROGRAM
 

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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

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

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## FEDERAL TRANSIT ADMINISTRATION

TABLE 14

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

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

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

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

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

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

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

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

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

FEDERAL TRANSIT ADMINISTRATION

TABLE 15

FISCAL YEAR 2002 FORMULA GRANT APPORTIONMENTS - UNIT VALUES OF DATA

	APPORTIONMENT UNIT VALUE							
<b>Section 5307 Urbanized Area Formula Program - Bus Tier</b>								
<b>Urbanized Areas Over 1,000,000:</b>								
Population .....	\$3.39155136							
Population x Density .....	\$0.00086987							
Bus Revenue Vehicle Mile .....	\$0.41804338							
<b>Urbanized Areas Under 1,000,000:</b>								
Population .....	\$3.06502342							
Population x Density .....	\$0.00134983							
Bus Revenue Vehicle Mile .....	\$0.49502152							
<b>Bus Incentive (PM denotes Passenger Mile):</b>								
<u>Bus PM x Bus PM =</u> Operating Cost .....	\$0.00568461							
<b>Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier</b>								
Fixed Guideway Revenue Vehicle Mile .....	\$0.57872024							
Fixed Guideway Route Mile .....	\$32,394							
Commuter Rail Floor .....	\$6,942,181							
<b>Fixed Guideway Incentive:</b>								
<u>Fixed Guideway PM x Fixed Guideway PM =</u> Operating Cost .....	\$0.00046828							
Commuter Rail Incentive Floor .....	\$318,755							
<b>Section 5307 Urbanized Area Formula Program - Areas Under 200,000</b>								
Population .....	\$5.53721696							
Population x Density .....	\$0.00276693							
<b>Section 5311 Nonurbanized Area Formula Program</b>								
<b>Areas Under 50,000</b>								
Population .....	\$2.45758671							
<b>Section 5309 Capital Program - Fixed Guideway Modernization</b>								
	<table border="0" style="width: 100%;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Tier 2</td> <td style="width: 15%; text-align: center;">Tier 3</td> <td style="width: 15%; text-align: center;">Tier 4</td> <td style="width: 15%; text-align: center;">Tier 5</td> <td style="width: 15%; text-align: center;">Tier 6</td> <td style="width: 15%; text-align: center;">Tier 7</td> </tr> </table>		Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7		
<b>Legislatively Specified Areas:</b>								
Revenue Vehicle Mile	\$0.03043443	—	\$1.13683131	\$0.03701143	\$0.02440314	\$0.09679444		
Route Mile	\$2,122.43	—	\$7,832.52	\$2,778.71	\$1,832.12	\$7,267.05		
<b>Other Urbanized Areas:</b>								
Revenue Vehicle Mile	\$0.16377360	\$0.00579309	\$1.13683131	\$0.11255332	\$0.09188026	\$0.54666114		
Route Mile	\$4,772.78	\$168.83	\$7,832.52	\$3,125.60	\$2,551.51	\$15,180.74		