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# **Overview of the Capital Assistance Program of the Urban Mass Transportation Administration**

## **Trends and Accomplishments Through Fiscal Year 1979**

A Program Evaluation Reference Base Report



### **FINAL REPORT**

Prepared For

**U.S. Department of Transportation**

Office of the Assistant Secretary For Budget and Programs

Washington, D.C. 20590

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## PREFACE

This report presents an overview of cumulative data through fiscal year 1979 on the Capital Assistance Programs of the Urban Mass Transportation Administration. A major objective of the document is to clearly and concisely present a summary of available program information as a ready reference base for management and staff personnel in the Office of the Secretary of the U.S. Department of Transportation. The report is not intended to be all inclusive, as detail data on the Capital Assistance Programs is available in various forms in the Urban Mass Transportation Administration. The detail data used in preparing this report was provided by the Office of Transit Assistance of the Urban Mass Transportation Administration. In particular, the cooperation and assistance provided by Mr. Robert L. Abrams and Mr. Robert W. Stout are gratefully acknowledged. The report was prepared by ORI, Inc. as TR-1748 under Contract No. DTOS59-80-C-00039 for the U.S. Department of Transportation, Office of Programs and Evaluation. Mr. William E. Simpson was Project Supervisor for this contract. The work was conducted under the technical guidance of Mr. Irving A. Glasser, the DOT Technical Representative, whose guidance and helpful suggestions are also gratefully acknowledged.

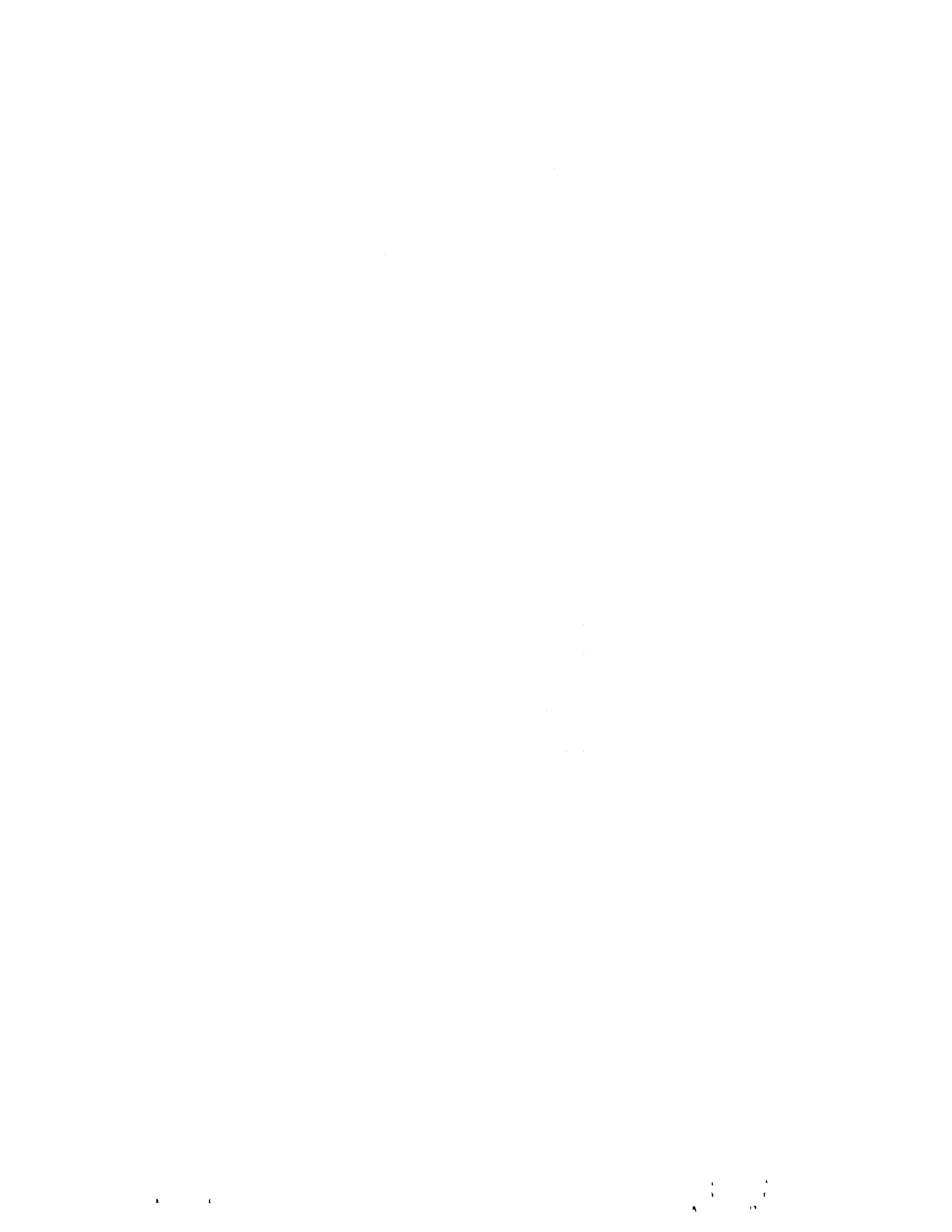


TABLE OF CONTENTS

	Page
PREFACE . . . . .	i
LIST OF FIGURES . . . . .	v
LIST OF TABLES . . . . .	vii
INTRODUCTION . . . . .	1
PROGRAM MISSION AND STRUCTURE . . . . .	3
PROGRAM FUNDING . . . . .	7
DISTRIBUTION OF CAPITAL GRANTS . . . . .	11
PROGRAM ACCOMPLISHMENTS . . . . .	19
TREND ANALYSIS . . . . .	27
APPENDIX A: EXCERPTS OF LEGISLATIVE AUTHORITY FOR UMTA CAPITAL ASSISTANCE PROGRAMS . . . .	A-1
APPENDIX B: URBAN MASS TRANSPORTATION ADMINISTRATION CUMULATIVE DATA ON CAPITAL GRANTS, 1965 THROUGH SEPTEMBER 30, 1979 . . . . .	B-1





LIST OF FIGURES

	Page
1. COMPONENTS OF AUTHORIZING LEGISLATION FOR THE URBAN MASS TRANSPORTATION ADMINISTRATION . . . . .	5
2. UMTA CAPITAL ASSISTANCE PROGRAM PERSPECTIVE FOR FISCAL YEAR 1979 . . . . .	8
3. ANNUAL CAPITAL GRANT APPROVAL LEVEL BY PROGRAMS FOR FISCAL YEARS 1971 - 1979 . . . . .	10
4. URBAN MASS TRANSPORTATION ADMINISTRATION REGIONS . . . . .	12
5. DISTRIBUTION OF FISCAL YEAR 1979 CAPITAL GRANTS BY STATES . . . . .	13
6. CUMULATIVE DISTRIBUTION OF CAPITAL GRANTS BY STATES FROM 1965 THROUGH FISCAL YEAR 1979 . . . . .	15
7. DISTRIBUTION OF FISCAL YEAR 1979 CAPITAL GRANTS OVER \$5 MILLION BY URBANIZED AREAS . . . . .	16
8. CUMULATIVE DISTRIBUTION OF CAPITAL GRANTS OVER \$25 MILLION BY URBANIZED AREAS . . . . .	17
9. FISCAL YEAR 1979 CAPITAL GRANTS BY TRANSPORTATION MODES . . . . .	22
10. CUMULATIVE CAPITAL GRANTS BY TRANSPORTATION MODES FROM 1965 THROUGH FISCAL YEAR 1979 . . . . .	23
11. ANNUAL SECTION 3 CAPITAL GRANTS BY TRANSPORTATION MODES FOR FISCAL YEARS 1971 - 1979 . . . . .	24
12. PLANNED ACCOMPLISHMENTS FOR FISCAL YEAR 1979 CAPITAL GRANTS . . . . .	25
13. OVERVIEW OF CUMULATIVE ACCOMPLISHMENTS BY CAPITAL GRANTS FROM 1965 THROUGH FISCAL YEAR 1979 . . . . .	26

	Page
14. NUMBER OF BUSES PURCHASED BY YEAR OF PROJECT APPROVAL . . . . .	28
15. COST TREND FOR LARGE TRANSIT BUSES . . . . .	29
16. NUMBER OF URBAN RAIL VEHICLES PURCHASED BY YEAR OF PROJECT APPROVAL . . . . .	30
17. COST TREND FOR RAIL RAPID TRANSIT CARS . . . . .	31

LIST OF TABLES

	Page
1. ANNUAL UMTA CAPITAL GRANTS BY PROGRAMS . . . . .	9
2. FISCAL YEAR 1979 CAPITAL GRANTS AGGREGATED BY REGIONS . . . . .	13
3. SUMMARY OF FISCAL YEAR 1979 CAPITAL GRANTS BY OBJECTIVES . . . . .	21



## INTRODUCTION

This report provides summary type information on the Capital Assistance Program of the Urban Mass Transportation Administration (UMTA), as authorized by the Urban Mass Transportation Act of 1964, as amended, and the Federal-Aid Highway Laws (Title 23, U.S.C.). The information presented addresses the questions:

- (1) What is the purpose of and legislative authority for the program?
- (2) How much money has the Federal Government allocated to the program?
- (3) Where was the money allocated?
- (4) What were the products and/or services acquired with program funds?
- (5) What are the cost trends on program equipment, systems and/or services?

This specific report is prepared as one of a series of reports which are elements of the Program Evaluation Reference Base (PERB). As a PERB report it is not intended to be all inclusive and to provide answers to all questions relating to the UMTA Capital Assistance Program. Detail data of that nature is available from various sources within UMTA. The data included herein, however, should serve as an adequate starting point for more detailed and substantive evaluations. Data is generally presented on a cumulative program basis, but year to year trends are presented on a selective basis. Also, an overview perspective is presented for capital grant approvals for the most recent annual update year. Fiscal year 1979 is the update year for this report.

The purpose of the series of PERB reports is to provide an overview summary of major Department of Transportation programs. The data included will generally provide a historical synopsis of objectives, legislative authority, resources, and output of Departmental Programs. The data presentations will be updated annually to maintain both a current and a historical perspective on accomplishments and trends. The reports are intended to be output oriented, and do not assess the impacts or benefits of programs.



## PROGRAM MISSION AND STRUCTURE

The mission of the UMTA Capital Assistance Programs is to carry out the purposes of the Urban Mass Transportation Act of 1964, as amended, which are:

- (1) to assist in the development of improved mass transportation facilities, equipment, techniques and methods, with the cooperation of mass transportation companies both public and private;
- (2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both public and private; and
- (3) to provide assistance to State and local governments and their instrumentalities in financing such systems, to be operated by public or private mass transportation companies as determined by local needs.

As provided by the Urban Mass Transportation Act and the Federal-Aid Highway Laws (Title 23, U.S.C.), UMTA capital assistance grants are made under the following UMTA programs:

SECTION 3, Discretionary Grant or Loan Program. Under this program capital assistance grants are made on a selective project basis to assist State and local public bodies and agencies thereof in providing financing for public transportation agencies throughout the nation. Grants for the President's Urban Initiatives Program come out of Section 3, as do grants for transportation for the elderly and handicapped under Section 16(b)(2). Other grants support major rail and bus (including paratransit) related projects.

SECTION 5, Formula Grants. Under this program grants are made to public transportation agencies for both operating and capital assistance. UMTA apportions program funds to urban areas based largely on population and population density.

Interstate Transfer Grants. This program, as authorized by the Federal-Aid Highway Act of 1973, Section 103(e) (4) of Title 23, United States Code, allows local jurisdictions to substitute urban transit or highway related capital projects with proper approval for non-essential segments of the Interstate Highway System.

Federal-Aid Urban Systems (FAUS). This program, as authorized by the Federal-Aid Highway Act of 1973, Section 142(a)(2) and 142(c) of Title 23, United States Code, provides financing from the Highway Trust Fund with proper approval for highway related capital projects in urban areas.

This report on UMTA's Capital Assistance Programs covers on a cumulative basis the capital expenditures provided under the above noted programs. Excerpts of the statutes pertinent to the mission and authorizations for the Capital Assistance Programs are presented in Appendix A.

The report reflects cumulative data on capital grant projects aggregated on an annual basis by UMTA's Office of Capital Assistance. The summary tables of cumulative data prepared by that office are presented in Appendix B.

The total UMTA program also includes funding authorized for other purposes under other applicable sections of the Urban Mass Transportation Act of 1964, as amended. The components of the total UMTA program are presented in Figure 1. The shaded boxes represent UMTA's Capital Assistance Programs. Program funding, geographical allocation of capital grants, and transportation system improvements acquired with program funds are presented in the following sections of the report.



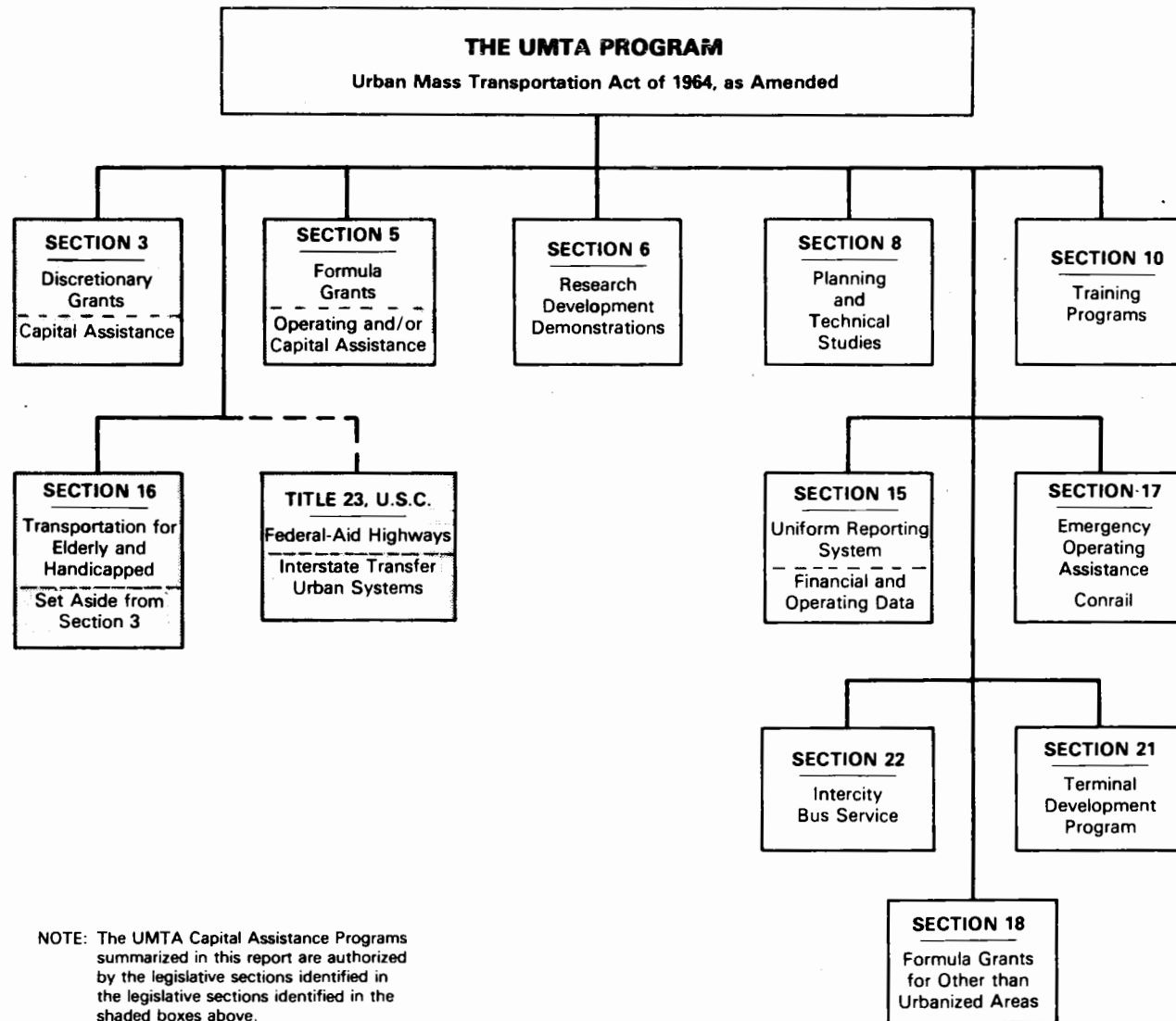


FIGURE 1. COMPONENTS OF AUTHORIZING LEGISLATION FOR THE URBAN MASS TRANSPORTATION PROGRAM



## PROGRAM FUNDING

Funds for the UMTA program are provided on an annual basis by Congressional appropriations. As shown in Figure 2, net obligations for UMTA programs for FY 1979 are estimated to total about \$3.2 billion and comprise almost 17 percent of the total FY 1979 program funds for the Department of Transportation. Estimated FY 1979 obligations of approximately \$2.1 billion for Capital Assistance Programs account for almost two-thirds of the total UMTA obligations.

Table 1 and Figure 3 present annual obligations for capital assistance grants by program categories. The cumulative total net obligations of over \$12.3 billion for fiscal years 1965 through 1979 is about \$83.7 million less than the total grant approvals during that period due to cancelled projects and changes in project funding levels after approval of some Section 3 grants. It should also be noted that almost 95 percent of the total cumulative obligations in the Capital Assistance Program are attributed to grants approved for fiscal years 1971 through 1979. Section 3 grants account for approximately 76 percent of the total cumulative capital grant funds, but authorizations for making capital grants from other program sources have increased during recent years. Since authorization of Interstate Transfer grants by the Federal-Aid Highway Act of 1973, this program has been a significant source of Federal funding for urban transportation projects in several of the large urbanized areas. For projects approved in FY 1979, there was also a significant increase in the funding level of Section 5 capital grants, primarily for municipal bus transportation systems. As shown in Figure 3, a comparison of capital grant funds by program categories for FY 1979 indicates that 58.3 percent of the total FY 1979 capital grant funds are Section 3 grants, 28.5 percent are Interstate Transfer grants, 12.2 percent are Section 5 capital grants and 1.0 percent are Federal-Aid Urban Systems. The geographical distributions of the capital assistance grants are discussed in the next section of this report.

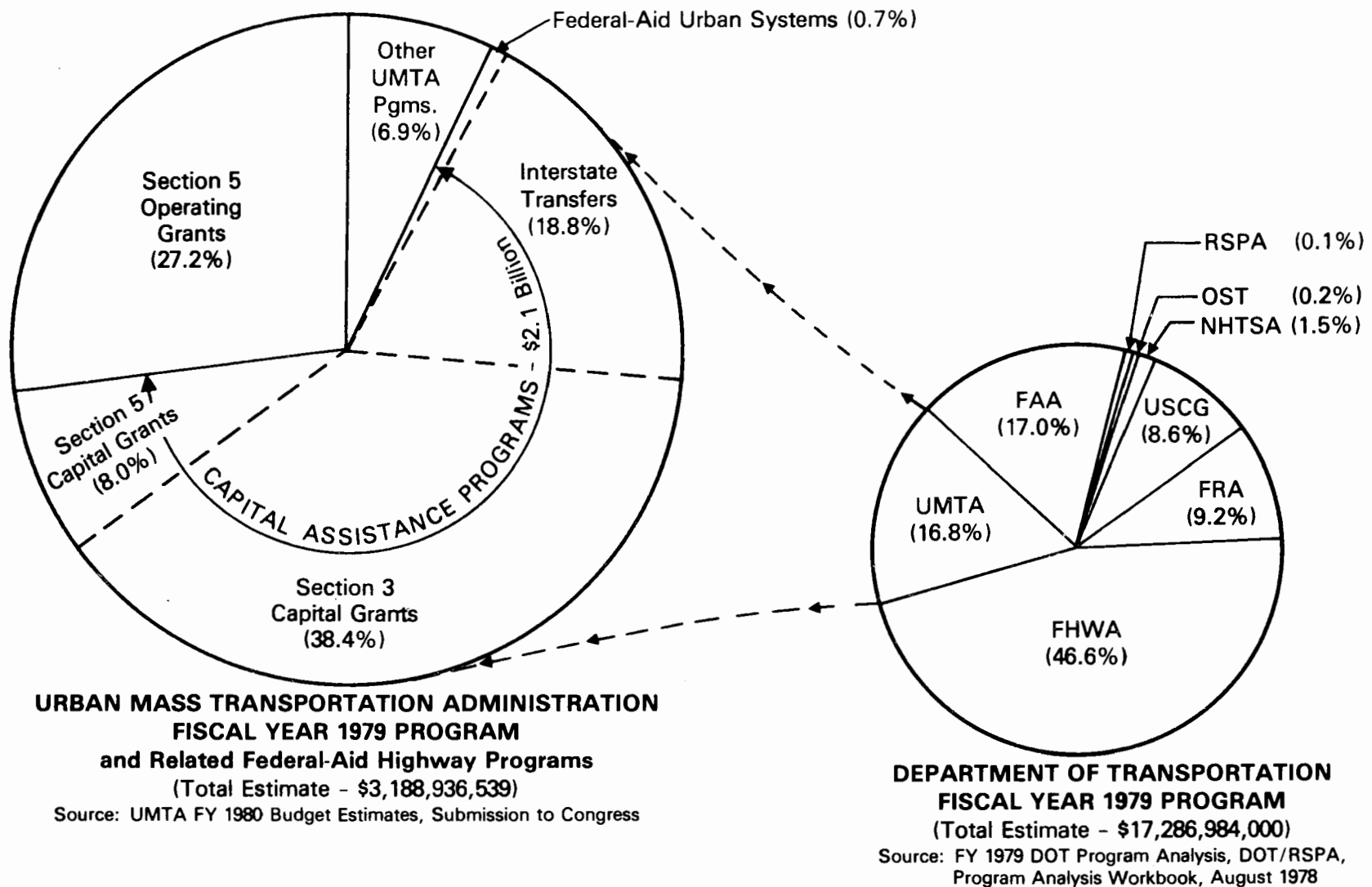


FIGURE 2. UMTA CAPITAL ASSISTANCE PROGRAM PERSPECTIVE FOR FISCAL YEAR 1979

TABLE 1  
ANNUAL UMTA CAPITAL GRANTS BY PROGRAMS  
(number of new projects shown in parentheses)

Fiscal Years	Section 3 Grants*	Section 5 Capital Grants	Federal-Aid Urban Systems	Interstate Transfers*	Total Capital Grants
1965-1970 Inclusive	(148) \$ 681,227,695	\$	\$	\$	( 148) \$ 681,227,695
1971	( 49) 284,786,042				( 49) 284,786,042
1972	( 66) 510,000,000				( 66) 510,000,000
1973	( 95) 863,708,000				( 95) 863,708,000
1974	( 120) 870,299,997		( 2) 34,566,597	( 1) 51,000,000	( 123) 955,866,594
1975	( 166) 1,196,600,868	( 14) 9,062,495	( 5) 15,676,374	( 2) 65,728,784	( 187) 1,287,068,521
1976	( 103) 1,092,190,977	( 27) 25,514,821	( 8) 23,437,755	( 3) 337,494,988	( 141) 1,478,638,541
T.O.	( 20) 253,909,023	( 10) 6,741,960		( 4) 215,553,758	( 34) 476,204,741
1977	( 137) 1,249,999,998	( 76) 39,443,964	( 7) 41,996,625	( 1) 392,301,016	( 221) 1,723,741,603
1978	( 181) 1,400,000,000	( 73) 50,112,435	( 8) 30,441,481	( 3) 556,350,728	( 265) 2,036,904,644
1979	( 151) 1,225,000,000	(167) 255,644,819	( 10) 21,280,229	(11) 599,662,294	( 339) 2,101,587,342
Subtotal	(1236) 9,627,722,600	(367) 386,520,494	(40) 167,399,061	(25) 2,218,091,568	(1668) 12,399,733,723
Total (Net)*	(1232) 9,544,050,276	(367) 386,520,494	(40) 167,399,061	(25) 2,218,091,568	(1664) 12,316,061,399

- \*NOTES: (a) Note on cancelled projects: Between 1970 and 1976 4 Section 3 capital grant projects were cancelled and 14 reduced in funding. This affected \$2,382,388 in bus grants and \$81,289,936 in rail grants for a total reduction of \$83,672,324 in Section 3 grants.  
(b) Section 3 grants include \$20,315,543 in advanced land acquisition loans and \$73,951,877 in Section 16(b)2 grants for transportation services to meet special needs of the elderly and handicapped.  
(c) Interstate Transfers include \$24,172,750 in advanced land acquisition loans.  
(d) Source: UMTA cumulative summary, Tables 1 and 1A, presented in the appendix.

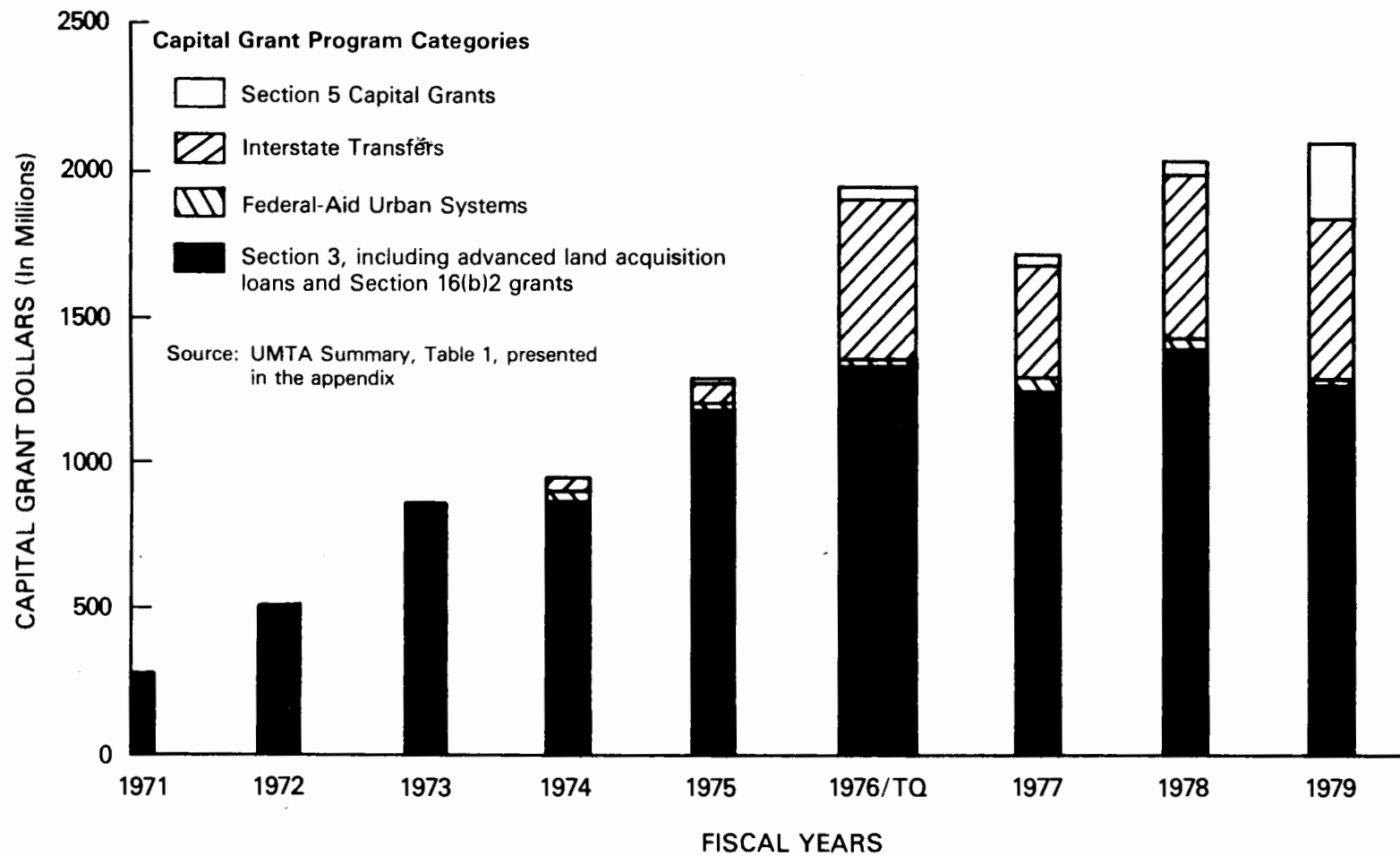


FIGURE 3. ANNUAL CAPITAL GRANT APPROVAL LEVEL BY PROGRAMS FOR FISCAL YEARS 1971 - 1979

## DISTRIBUTION OF CAPITAL GRANTS

Capital grants are distributed to State and local agencies in response to approved project requests submitted through UMTA regional offices. The ten UMTA regions are shown in Figure 4.

During FY 1979 UMTA approved requests for 460 capital grants amounting to about \$2.1 billion. These grants include funds for 345 new projects, including grants under Section 16(b)(2) to meet specific needs of the elderly and handicapped, as well as 115 amendments to prior year projects. The distribution of the FY 1979 capital grants aggregated by UMTA regions is presented in Table 2. In Figure 5 the FY 1979 capital grant distributions are shown by States, without the Section 16(b) (2) grants which are generally distributed nationwide. The cumulative distribution of capital grants by State from 1965 through FY 1979 is shown by comparison in Figure 6.

It is noted that the States receiving the largest amount of capital assistance funds are those States with large metropolitan centers of population. Over 90 percent of the FY 1979 capital grant funds were distributed to 26 urban areas receiving grants of over \$5 million for urban transportation projects. The amount of capital assistance allocated in FY 1979 to projects in each of these 26 urban areas is shown in Figure 7.

Capital grants exceeding \$25 million on a cumulative basis have been distributed to 32 urban areas since 1965. These metropolitan areas, shown in Figure 8, include the top 25 urbanized areas in population in the United States. Morgantown, West Virginia is also shown since cumulative grants of about \$69.8 million have been allocated for a people mover project at the University of West Virginia. In general, the projects funded by these grants involve improvements for urban rail and bus transportation, although other types of transportation facilities have also been included in project requests. A summary of types of equipment and facilities acquired with these funds is presented in the next section of this report.

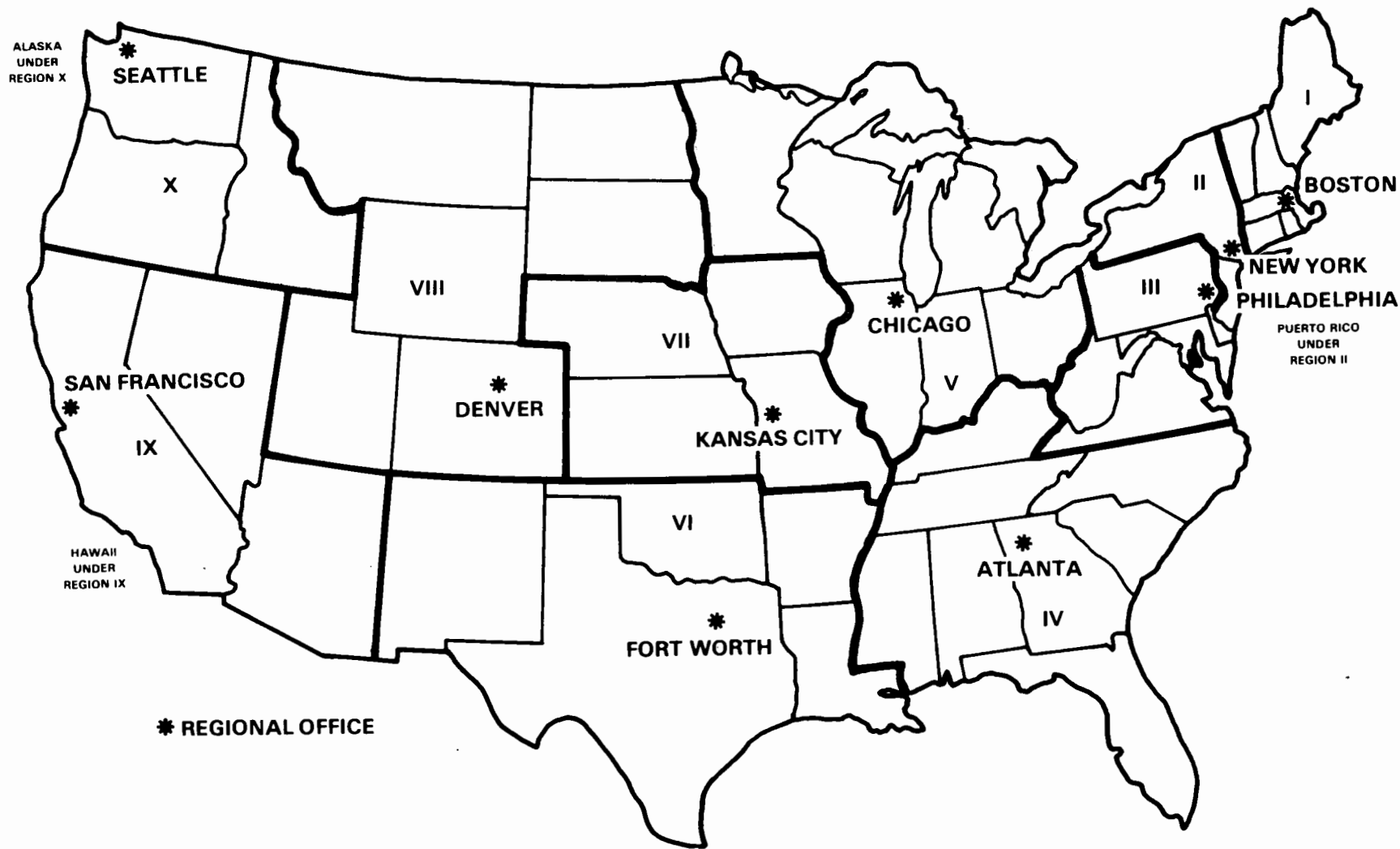


FIGURE 4. URBAN MASS TRANSPORTATION ADMINISTRATION REGIONS



TABLE 2

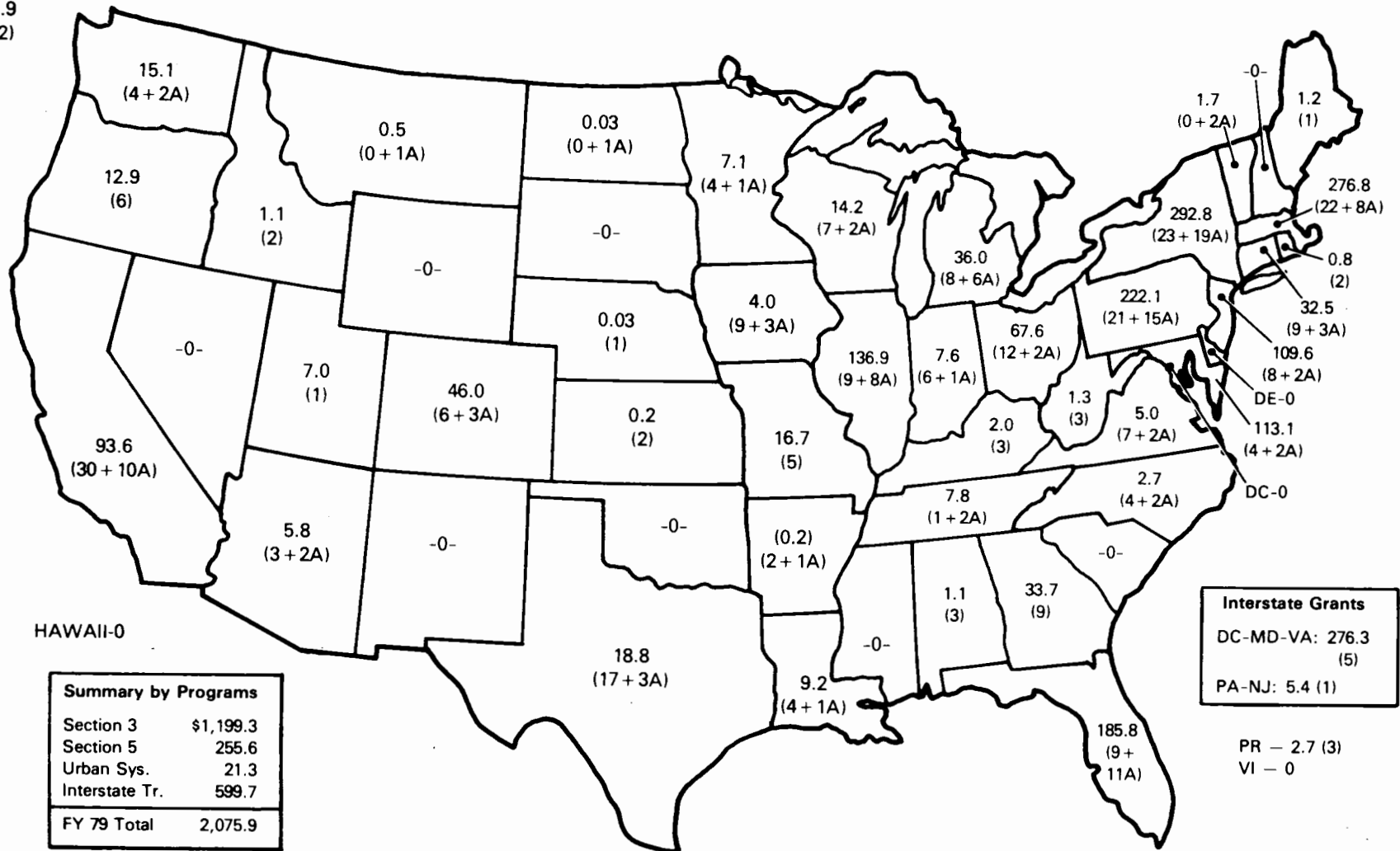
FISCAL YEAR 1979 CAPITAL GRANTS AGGREGATED BY REGIONS  
(number of funded projects shown in parentheses)

Regions	Section 3 Grants	Section 5 Capital Grants	Federal-Aid Urban Systems	Interstate Transfers	Totals
I	( 29) \$ 81,951,465	( 17) \$ 17,828,561		( 6) \$214,529,317	( 52) \$ 314,309,343
II	( 25) 340,302,932	( 23) 54,031,182	( 9) \$10,238,738	( 1) 2,899,996	( 58) 407,472,848
III	( 36) 247,911,902	( 22) 27,379,174		( 9) 350,957,343	( 67) 626,248,419
IV	( 27) 214,317,861	( 29) 23,296,282			( 56) 237,614,143
V	( 37) 199,682,512	( 32) 59,605,096	( 2) 1,061,215	( 1) 13,705,645	( 72) 274,054,468
VI	( 15) 16,100,000	( 21) 15,119,476			( 36) 31,219,476
VII	( 13) 18,246,228	( 14) 4,811,349			( 27) 23,057,577
VIII	( 12) 23,584,952	( 5) 13,014,444		( 2) 17,569,993	( 19) 54,169,389
IX	( 33) 61,328,910	( 17) 34,081,439	( 2) 6,980,276		( 52) 102,390,625
X	( 14) 21,573,238	( 7) 6,477,816	( 1) 3,000,000		( 22) 31,051,054
Totals	(241) 1,225,000,000	(187) 255,644,819	(14) 21,280,229	(19) 599,662,294	(461) 2,101,587,342

Source: UMTA, Office of Transit Assistance, Status Report on Regional Program Plans, October 1, 1979.

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**NOTES:** (a) Number of new projects plus funded amendments is shown in parentheses, totals are 278 new projects and 115 amendments.  
 (b) Not included are \$25.7 million of Section 16(b)2 funds distributed nationwide (except DE, RI, WY and VI) for 67 projects supporting elderly and handicapped services.  
 (c) Source: UMTA, Office Transit Assistance, Status Report on Regional Program Plans, October 1, 1979.

FIGURE 5. DISTRIBUTION OF FISCAL YEAR 1979 CAPITAL GRANTS BY STATES

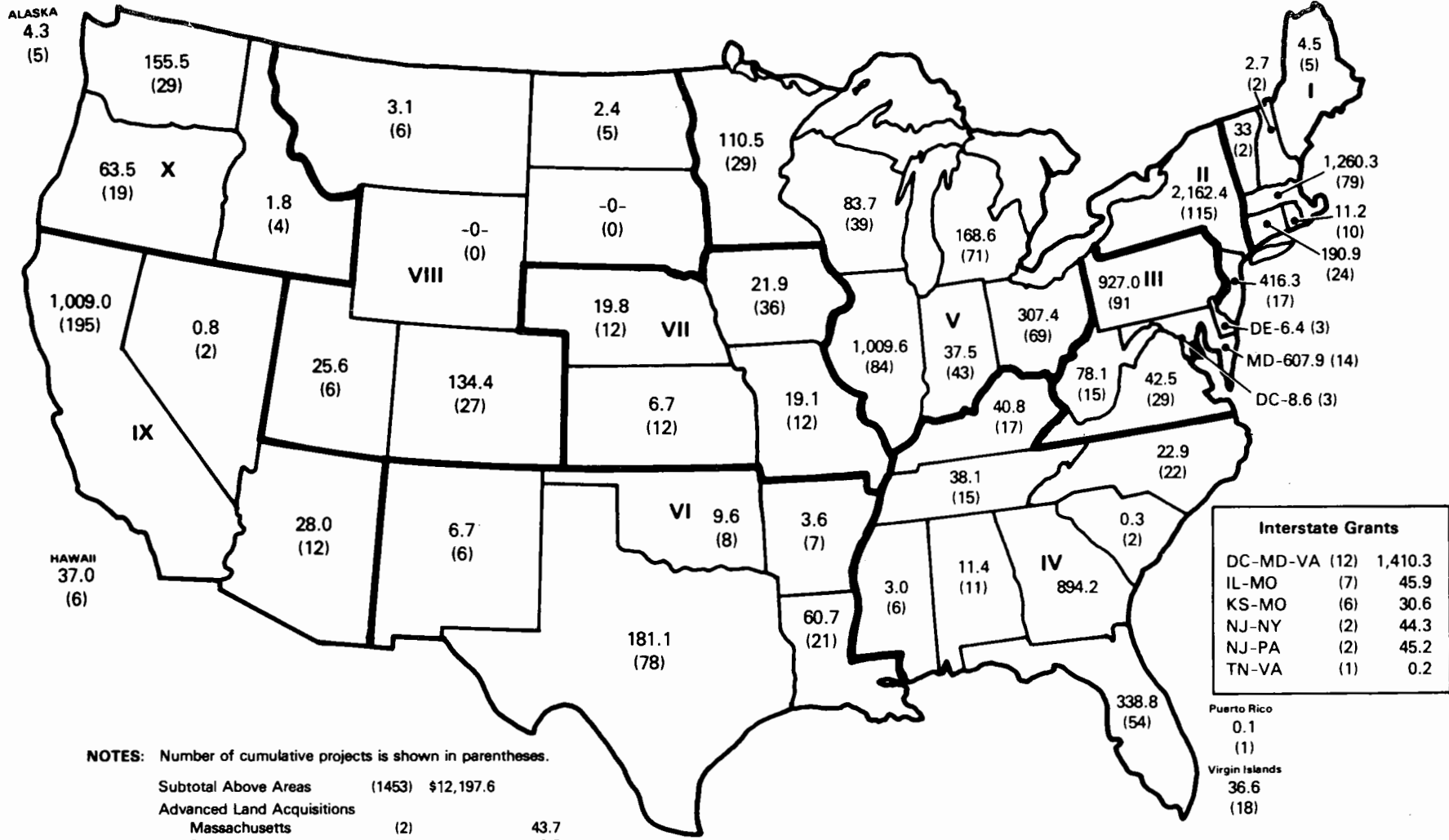


FIGURE 6. CUMULATIVE DISTRIBUTION OF CAPITAL GRANTS BY STATES FROM 1965 THROUGH FISCAL YEAR 1979

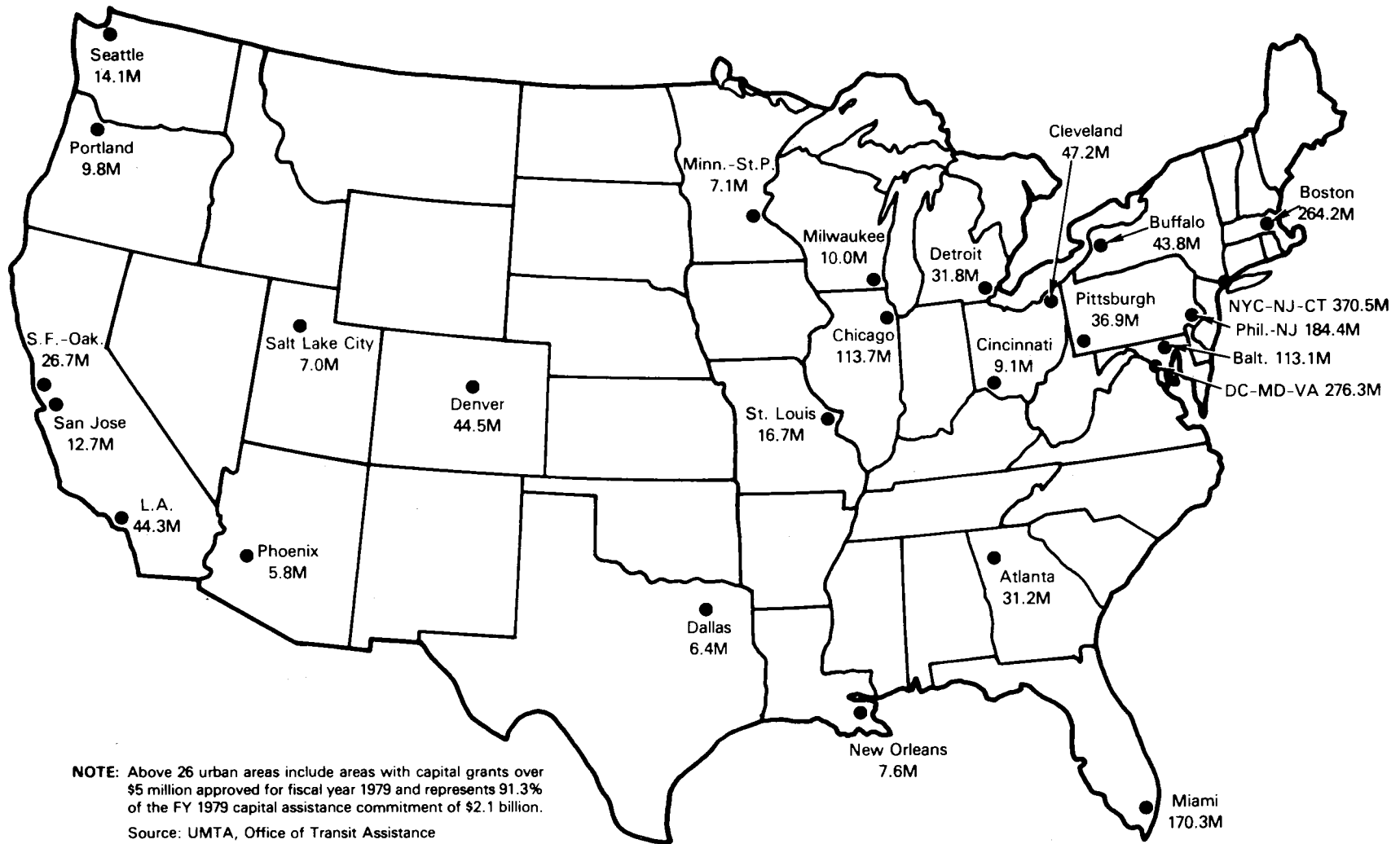


FIGURE 7. DISTRIBUTION OF FISCAL YEAR 1979 CAPITAL GRANTS OVER \$5 MILLION BY URBANIZED AREAS

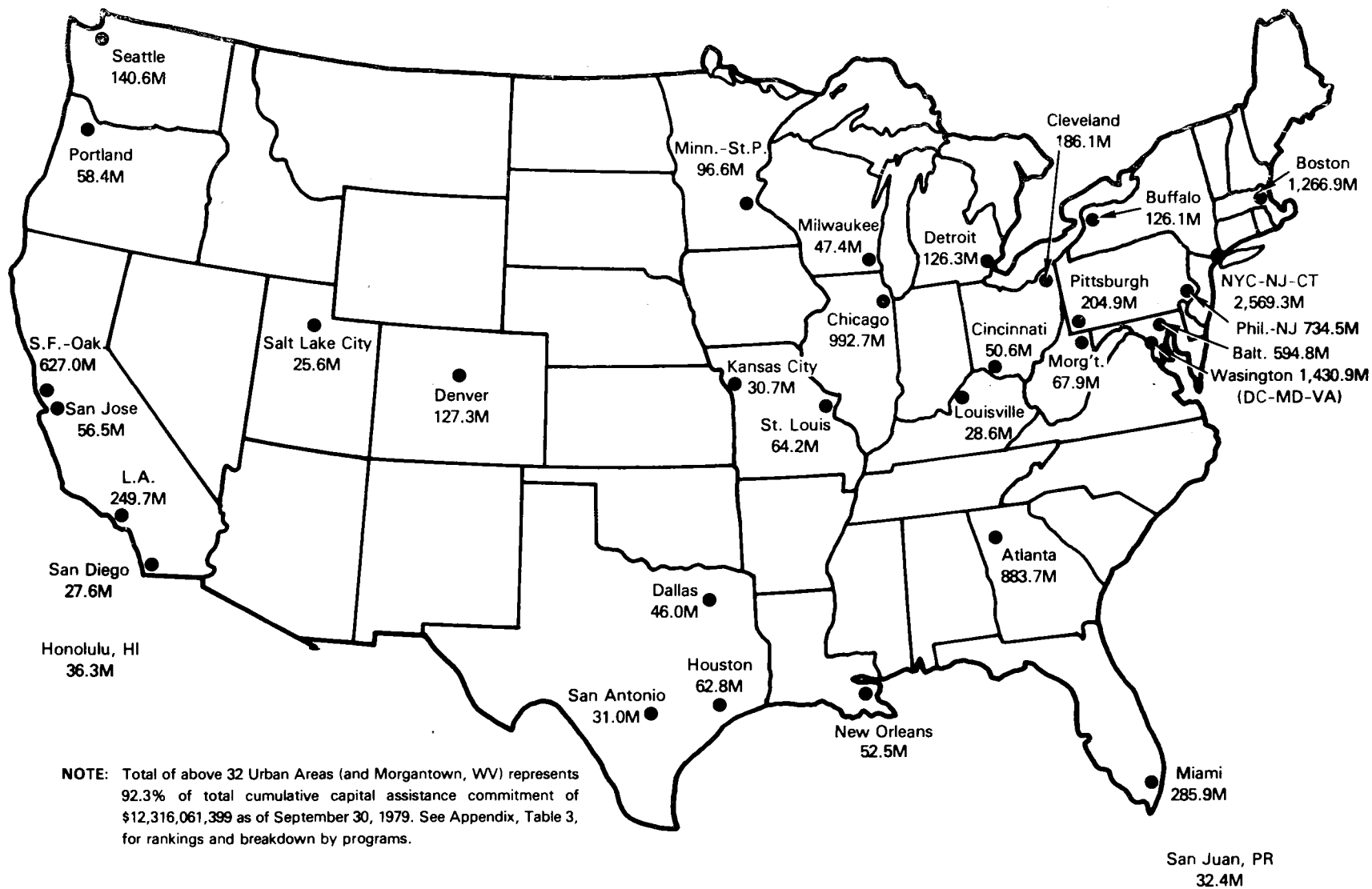


FIGURE 8. CUMULATIVE DISTRIBUTION OF CAPITAL GRANTS OVER \$25 MILLION BY URBANIZED AREAS FROM 1965 THROUGH FISCAL YEAR 1979



## PROGRAM ACCOMPLISHMENTS

This section of the report presents an overview of allocations of capital grant funds by transportation modes and provides information on some of the products and facilities acquired with these funds. It should be noted that capital grant projects are partially funded by the requesting State or local agency. For Section 3 grants UMTA may grant Federal funds to cover as much as 80 percent of the unfunded costs of a project.

Table 3 and Figure 9 summarize the allocation of FY 1979 capital grants by transportation modes. An analysis was made of FY 1979 project records in order to aggregate grant funds to more specific purposes than is generally presented in the UMTA cumulative summaries. Table 3 aggregates FY 1979 capital grants for applicable transportation modes in terms of funds used for vehicle purchases, maintenance, new system construction and other modernization improvements. It must be emphasized that the grant dollars in Table 3 reflect allocations of Federal funds and not total costs of various transportation projects, which may require multi-year funding to cover several project phases. For example, the \$1,056,000 for DPM construction covers only the engineering design phase for these new systems. Station/Mall Modernization funding includes about \$50 million in transportation related Urban Initiative projects, such as construction of Transitway Malls to enhance employment opportunities in major urban areas.

Figure 9 presents bar graphs of the grant dollars shown in Table 3 by transportation mode. "Other systems" include engineering for rehabilitation of the Monongahela Incline in Pittsburgh, rehabilitation of the Staten Island Ferry Terminal in New York City, and engineering design of people movers in Los Angeles and Oakland. New bus purchases account for about 53.6 percent of the capital grant funds approved for bus transportation projects. About 25.6 percent of the funds are for improvements to bus maintenance facilities and the remaining 20.8 percent to other bus system improvements noted in Table 3. The percentage of FY 1979 funds for bus purchases appears to be somewhat less than grant distributions in prior years. Discussions with the UMTA staff indicate that a review of capital grant projects for FY 1977 indicated that about 70 percent of the bus transportation funds were used for bus purchases 20 percent for improvement of maintenance facilities and 10 percent for other system improvements.

Most of the capital grant funds for urban rail transportation are used for new system construction or extensions of existing systems and modernization of existing system facilities, such as track and control system improvements. Approximately 60 percent of the FY 1979 grant funds for transit rail transportation (includes light rail) are for construction projects for new systems or extension of existing systems. These projects involve new system construction in Baltimore, Buffalo (Light Rail), Washington and Miami, and extensions in Boston, New York City and Chicago. Projects for system modernization account for about 22 percent, rail car purchases for 14.3 percent, station modernization for

1.9 percent and maintenance facility improvements for 1.8 percent of the rail transit grants. For commuter rail projects, about 22 percent of the FY 1979 capital grant funds are for vehicle purchases (includes locomotives and cars), 17 percent for system extensions and 61 percent for modernization of existing system facilities.

Figure 10 shows the allocation of capital grant funds on a cumulative basis by transportation mode. Over one-half (55.7 percent) of the total cumulative capital grant funds have been allocated to Rail Rapid Transit projects in major metropolitan areas, such as New York City, Boston, Philadelphia, Atlanta, Washington, and San Francisco. Bus transportation projects account for about 29.1 percent of the cumulative capital grant funds and are generally more widely distributed on a geographic basis than rail projects. Projects to improve commuter rail equipment and facilities for services into major metropolitan areas (primarily New York City and Philadelphia) have been allocated about 13.6 percent of the funds. The remaining 1.6 percent has been allocated to a variety of other urban transportation modes, such as ferryboats and Downtown People Movers (DPM). As previously discussed, Section 3 capital grants have provided the major source of Federal capital assistance funds. Figure 11 shows the total distribution by transportation mode of Section 3 grants on an annual basis for fiscal years 1971-1979.

A summary of accomplishments derived from capital assistance grants for all modes of urban transportation is illustrated in Figure 12 for FY 1979 capital grants and in Figure 13 for cumulative program accomplishments. As previously cautioned, many of the projects in any particular year do not represent completed activities, particularly for construction projects and facility improvements. The accomplishments expected from FY 1979 capital grants are shown to indicate the overall planned allocation of resources.

The cumulative program accomplishments illustrated in Figure 13 are considered more meaningful in terms of completed activities than those expected from FY 1979 capital grants. However, some of the activities shown in Figure 13, such as Downtown People Movers and new rapid transit construction projects, reflect ongoing projects which are phased on a multi-year program basis due to both technical and funding requirements.



TABLE 3  
SUMMARY OF FISCAL YEAR 1979 CAPITAL GRANTS BY OBJECTIVES  
(Funding in Dollars)

Mode	Vehicle Purchases	Maintenance Facilities	Station/Mall Modernization*	System Modernization	System Extension	New System Constr.	E&H Services**	Totals
Bus	\$292,053,687	\$139,242,171	\$32,651,120	\$ 17,390,239	---	\$ 37,569,993	\$25,664,352	\$ 544,571,562
Rail Rapid Transit	165,664,480	7,455,200	16,950,000	239,505,381	279,838,145	452,863,999	---	1,162,277,205
Light Rail Transit	17,452,611	15,079,200	7,172,880	41,338,812	---	34,000,000	---	115,043,503
Commuter Rail	59,922,926	---	15,064,800	151,963,794	47,000,000	---	---	273,951,520
Incline	---	---	---	61,600	---	---	---	61,600
Downtown People Movers	---	---	---	---	---	1,056,000	---	1,056,000
Other	---	---	4,320,750	305,202	---	---	---	4,625,952
<b>Totals (All Modes)</b>	<b>\$535,093,704</b>	<b>\$161,776,571</b>	<b>\$76,159,550</b>	<b>\$450,565,028</b>	<b>\$326,838,145</b>	<b>\$525,489,992</b>	<b>\$25,664,352</b>	<b>\$2,101,587,342</b>

NOTES: \* Includes transportation related urban initiative projects amounting to \$50 million.

\*\* Section 16(b)(2) funds set aside for elderly & handicapped (E&H) transportation services.

Source: UMTA, Office of Transit Assistance, FY 1979 Project Files.

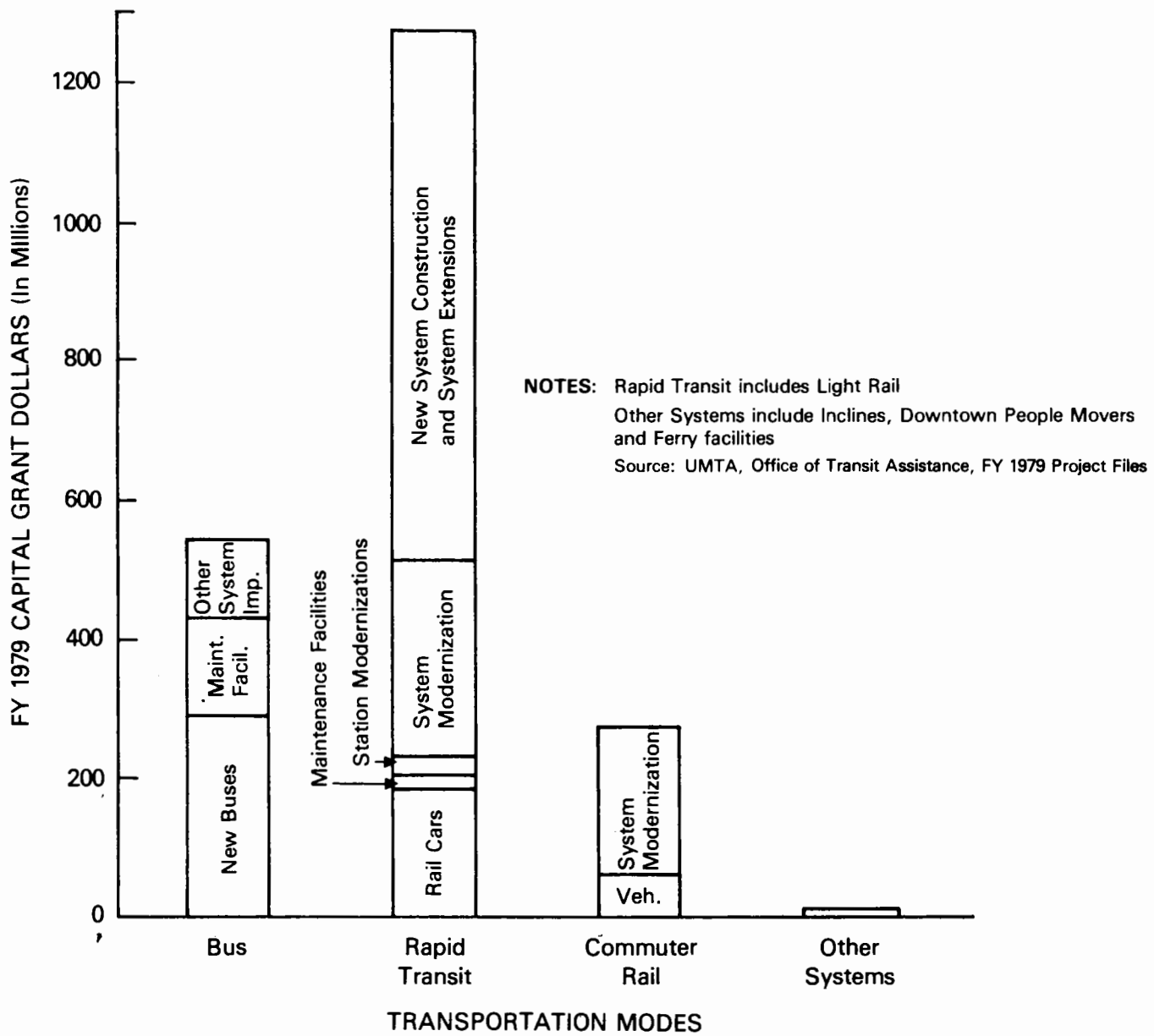


FIGURE 9. FISCAL YEAR 1979 CAPITAL GRANTS BY TRANSPORTATION MODE

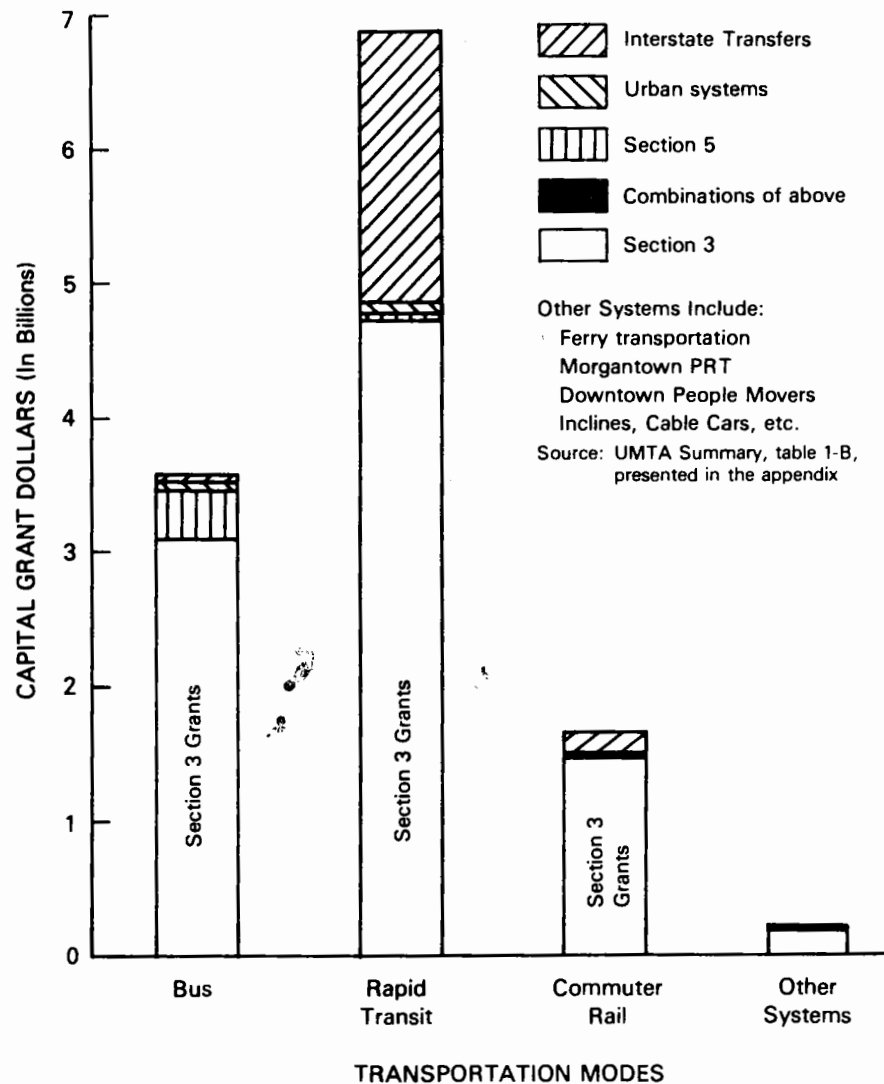


FIGURE 10. CUMULATIVE CAPITAL GRANTS BY TRANSPORTATION MODES FROM 1965 THROUGH FISCAL YEAR 1979

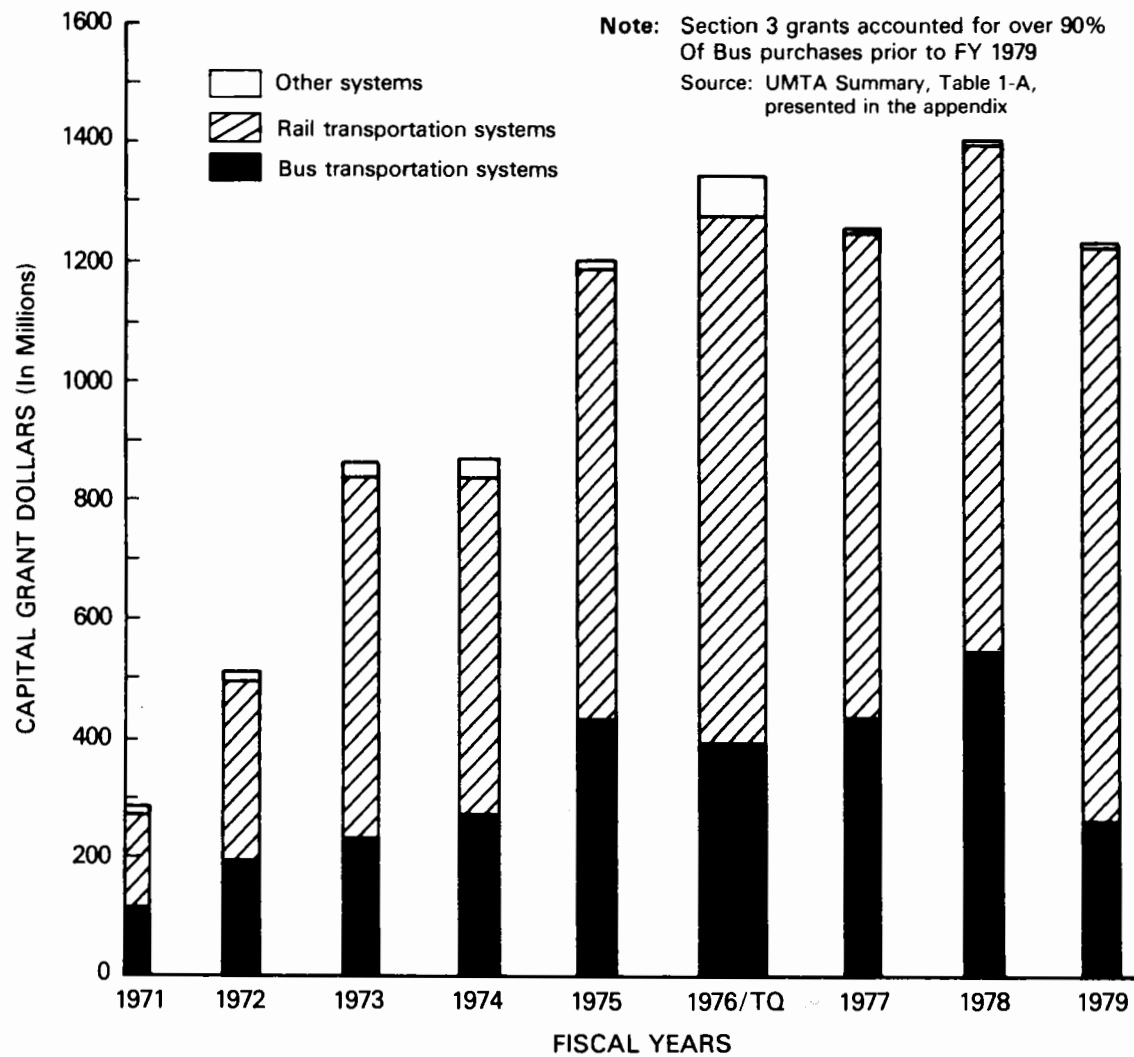


FIGURE 11. ANNUAL SECTION 3 CAPITAL GRANTS BY TRANSPORTATION MODES FOR FISCAL YEARS 1971 - 1979

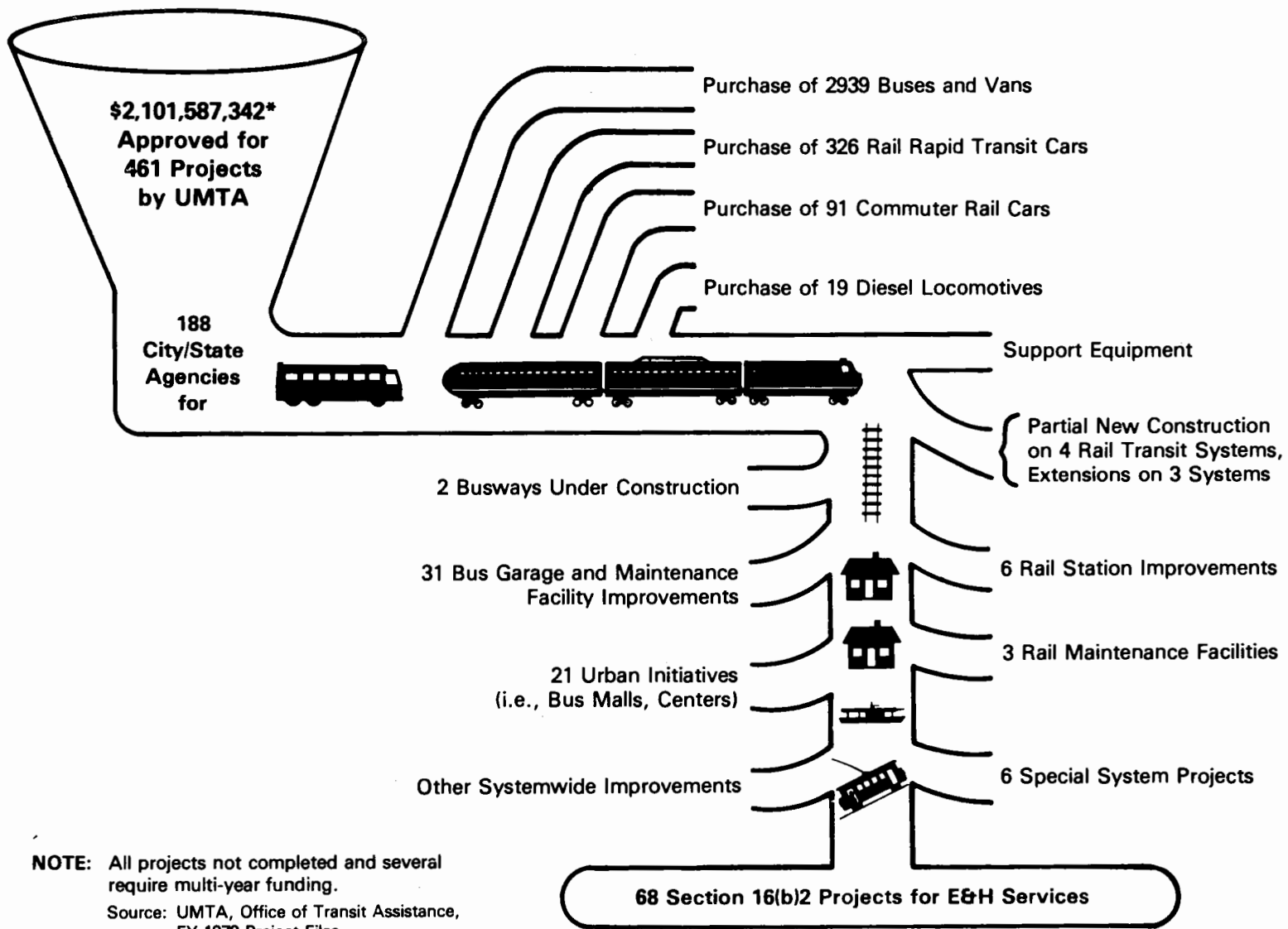
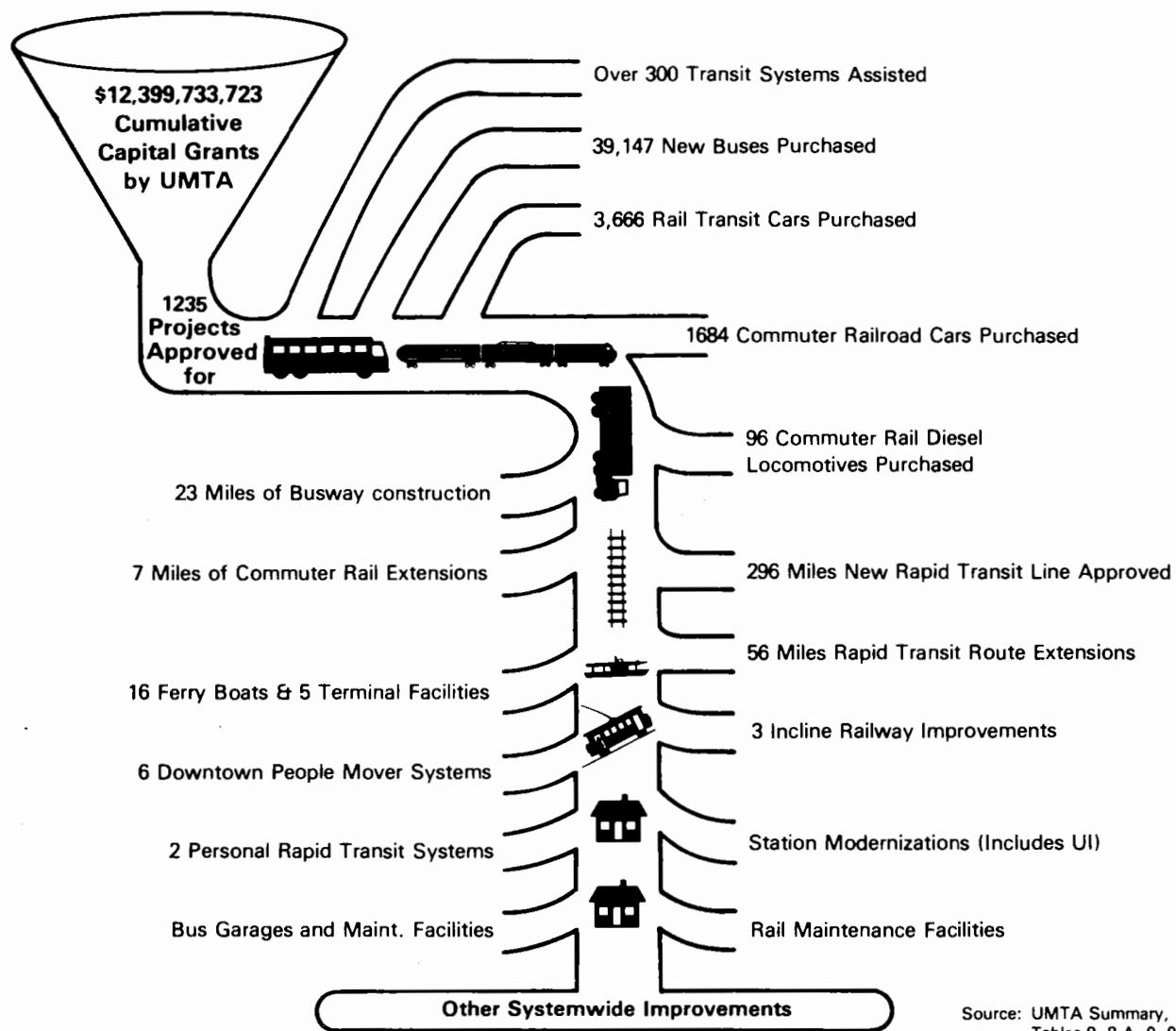


FIGURE 12. PLANNED ACCOMPLISHMENTS FOR FISCAL YEAR 1979 CAPITAL GRANTS



Source: UMTA Summary,  
Tables 8, 8-A, 9, 9-A,  
10, 10-A in the appendix

FIGURE 13. OVERVIEW OF CUMULATIVE ACCOMPLISHMENTS BY CAPITAL GRANTS FROM 1965 THROUGH FISCAL YEAR 1979

## TREND ANALYSIS

Annual trends in the number of new buses purchased through capital grant projects are shown in Figure 14 by bus types. On a cumulative basis, large buses (35 and 40 feet) represent about 85 percent of the total buses purchased. Over 90 percent of the cumulative bus purchases were made with capital grants approved from FY 1970 through FY 1979, with a peak in the number of annual purchases occurring for projects approved in FY 1974.

The unit cost of a large transit bus has increased from about \$32,000 in the fiscal year 1965-66 time frame to over \$100,000 for buses purchased in fiscal year 1979. This cost trend is illustrated in Figure 15. The spread in unit costs for large (35 and 40 feet) transit buses purchased by various cities in FY 1979 ranged from \$100,760 to \$145,000 per bus, depending on types of buses selected for specific purchases. Average values for FY 1979 can be derived from data on planned vehicle purchases summarized in Table 3 and Figure 12. Anticipated average costs for the purchase of 2939 buses and vans (predominantly large buses) fully equipped are about \$124,000, assuming that grant funds cover 80 percent of the anticipated costs.

Annual trends in the number of rail vehicles purchased through capital grants are shown in Figure 16 by vehicle types. The number of urban rail vehicles purchased on an annual basis has been fairly close to 400 vehicles per year, except for two years (FY 1965 and FY 1967) when the number was much lower and one year (FY 1973) when the number was much higher.

As shown in Figure 17, the trend in railcar costs for rail rapid transit systems has increased from a range of \$130,000 to \$170,000 for unit costs in FY 1966 to a range of \$600,000 to \$700,000 in FY 1979. The FY 1979 grant request for incremental funding of transit railcars for the Miami, Florida system estimated a unit cost of about \$695,000 each for the planned purchase of 136 railcars to be phased over a 3 to 4 year period. Based on FY 1979 grant requests summarized in Table 3 and Figure 12, the anticipated average unit cost for planned purchases of 326 rapid transit railcars is about \$635,000 each, assuming that grant funds cover 80 percent of the anticipated costs.

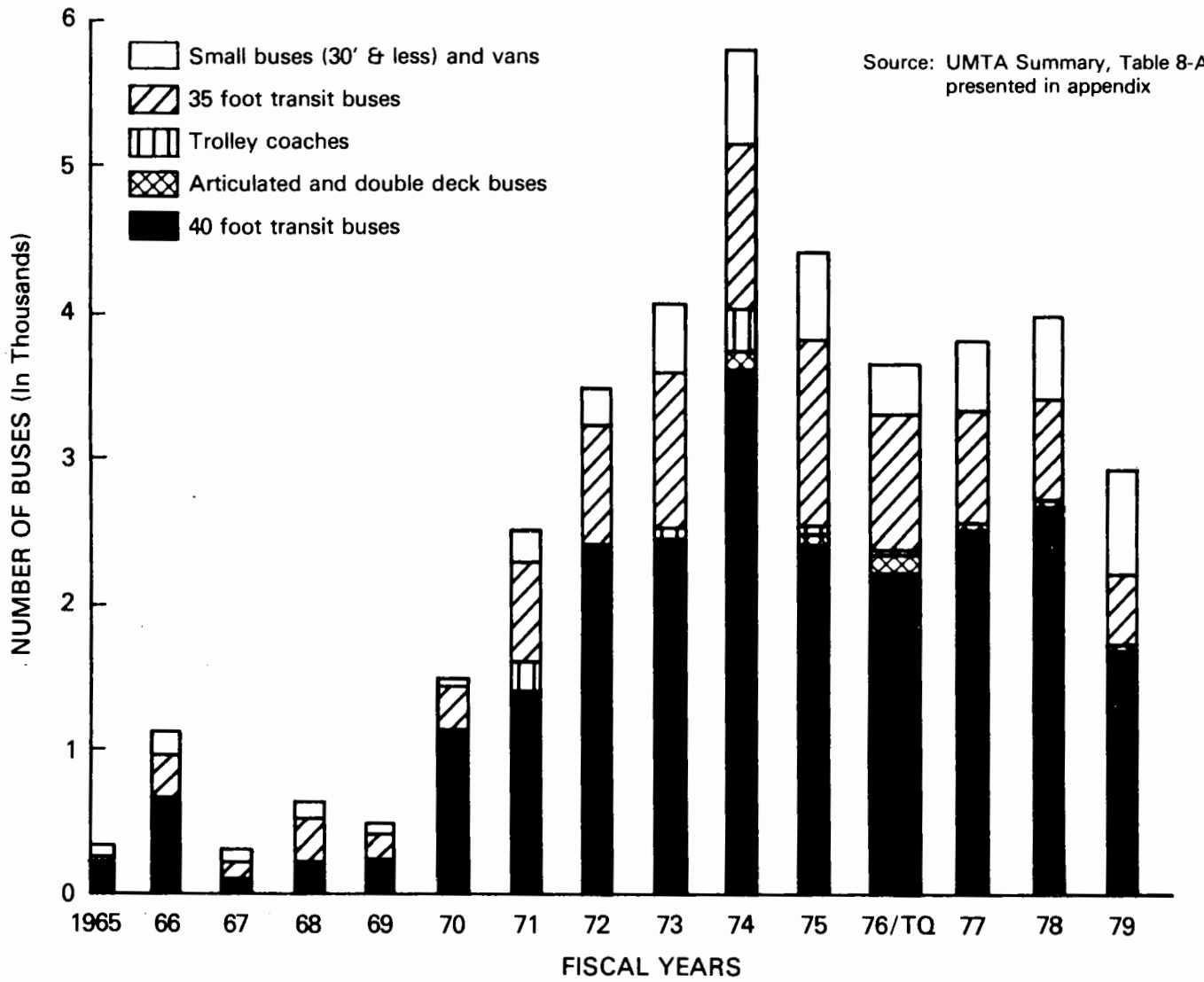


FIGURE 14. NUMBER OF BUSES PURCHASED BY YEAR OF PROJECT APPROVAL



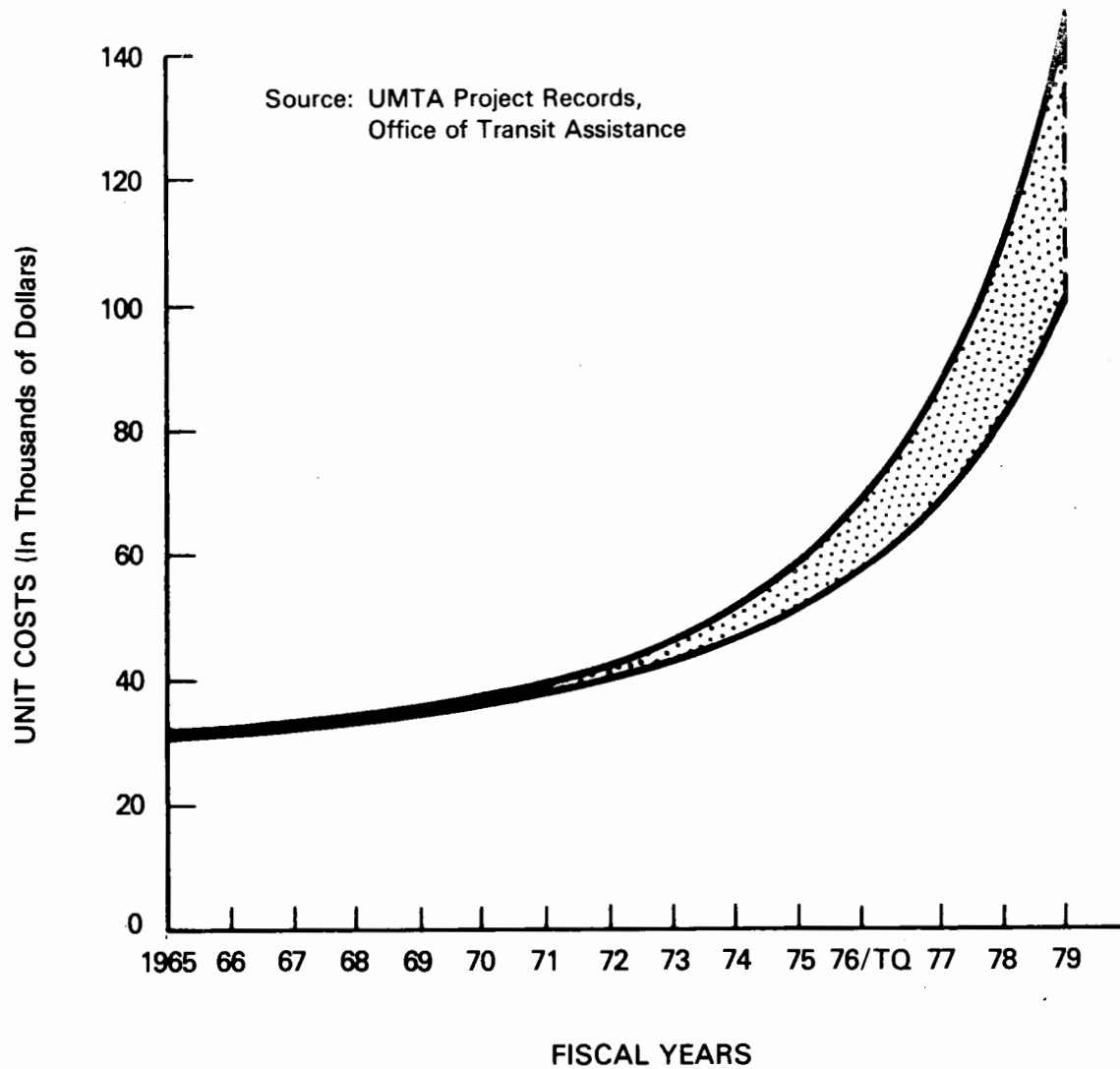


FIGURE 15. COST TREND FOR LARGE TRANSIT BUSES

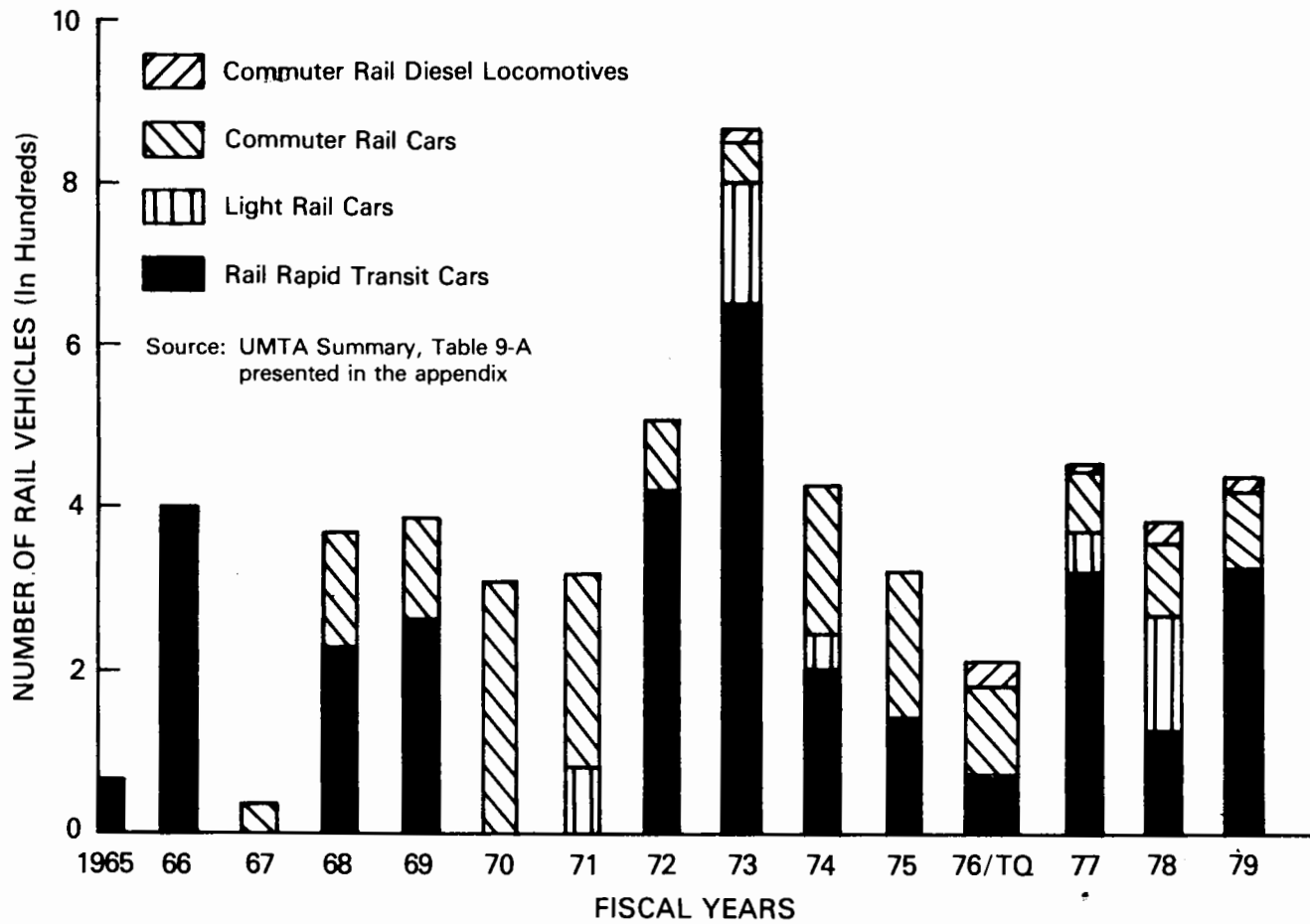


FIGURE 16. NUMBER OF URBAN RAIL VEHICLES PURCHASED BY YEAR OF PROJECT APPROVAL

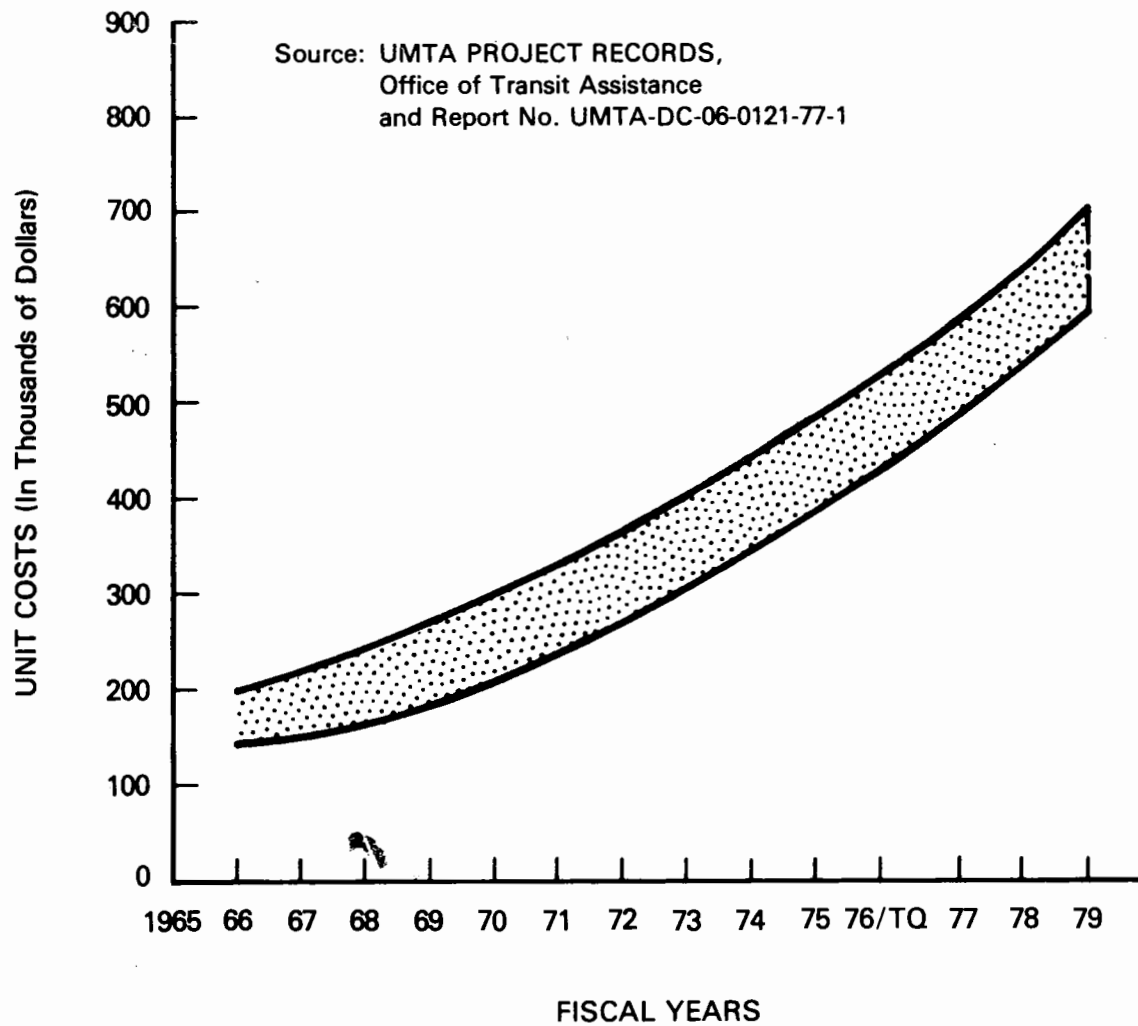


FIGURE 17. COST TREND FOR RAIL RAPID TRANSIT CARS



APPENDIX A  
EXCERPTS OF LEGISLATIVE AUTHORITY FOR THE  
UMTA CAPITAL ASSISTANCE PROGRAMS



## CAPITAL ASSISTANCE PROGRAM MISSION

### EXCERPTS OF THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED

#### Findings and Purposes\*

##### §1601 SECTION 2.(a) The Congress finds--

(1) that the predominant part of the Nation's population is located in its rapidly expanding metropolitan and other urban areas, which generally cross the boundary lines of local jurisdictions and often extend into two or more States;

(2) that the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs are being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services, the intensification of traffic congestion, and the lack of coordinated transportation and other development planning on a comprehensive and continuing basis; and

(3) that Federal financial assistance for the development of efficient and coordinated mass transportation systems is essential to the solution of these urban problems.

##### (b) The purposes of this Act are--

(1) to assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies both public and private;

(2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both public and private; and

(3) to provide assistance to State and local governments and their instrumentalities in financing such systems, to be operated by public or private mass transportation companies as determined by local needs.

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\* Sections refer to the Urban Mass Transportation Act of 1964, as amended through December 1978 (49 U.S.C. 1601, et seq.).

CAPITAL ASSISTANCE PROGRAM AUTHORIZATION

EXCERPTS AUTHORIZING DISCRETIONARY GRANT AND LOAN PROGRAM\*

§1602 SECTION 3.(a)(1) The Secretary is authorized, in accordance with the provisions of this Act and on such terms and conditions as the Secretary may prescribe, to make grants or loans (directly, through the purchase of securities or equipment trust certificates, or otherwise) to assist States and local public bodies and agencies thereof in financing--

(A) the construction of new fixed guideway systems and extensions to existing fixed guideway systems, including the acquisition of real property, the initial acquisition of rolling stock needed for such systems, and the detailed alternative analyses relating to the development of such systems;

(B) the acquisition, construction, reconstruction, and improvement of facilities and equipment for use, by operation or lease or otherwise, in mass transportation service and the coordination of such service with highway and other transportation. Eligible facilities and equipment may include personal property such as buses and other rolling stock, and rail and bus facilities, and real property and improvements (but not public highways other than fixed guideway facilities) needed for an efficient and coordinated public transportation system. No project for the replacement or purchase of buses and related equipment or the construction of bus-related facilities shall be approved unless the Secretary finds that such project cannot be reasonably funded out of the apportionments under section 5(a)(4) of this Act;

(C) the introduction into public transportation service of new technology in the form of innovative and improved products;

(D) transportation projects which enhance the effectiveness of any mass transportation project and are physically or functionally related to such mass transportation project or which create new or enhanced coordination between public transportation and other forms of transportation, either of which enhance urban economic development or incorporate private investment including commercial and residential development. The term "eligible costs" includes property

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\* Sections refer to the Mass Transportation Act of 1964, as amended.



acquisition, demolition of existing structures, site preparation, utilities, building foundations, walkways, open space, and the acquisition, construction, and improvement of facilities and equipment for intermodal transfer facilities and transit malls, but does not include the construction of commercial revenue-producing facilities, whether public or privately owned, or of those portions of public facilities not related to mass transportation. The Secretary shall require that all grants and loans under this paragraph be subject to such terms, conditions, requirements, and provisions as the Secretary determines necessary or appropriate for purposes of this section, including requirements for the disposition of net increases in value of real property resulting from the project assisted under this section. The Secretary shall require in all grants and loans under this subparagraph that any person or entity that contracts to occupy space in facilities funded under this subparagraph shall pay a fair share of the costs of such facilities, through rental payments and other means;

(E) the modification of equipment and fixed facilities (other than stations) which the Secretary determines to be necessary to avoid any adverse effects resulting from the implementation of the Northeast Corridor project pursuant to title VII of Public Law 94-210. Notwithstanding the Federal share provisions of section 4(a) of this Act, the Secretary is authorized to make grants for 100 per centum of the net project cost of projects assisted under this subparagraph.

EXCERPTS AUTHORIZING FORMULA GRANTS\*

§1604 SECTION 5.

(a)(1)(A) To make grants for construction or operating assistance purposes under this subsection, the Secretary shall apportion for expenditure in fiscal years 1975 through 1980 the sums authorized by subsection (c)(1) of this section and appropriated pursuant to subsection (c)(2) of this section. For subsequent fiscal years, the Secretary shall apportion the sums appropriated pursuant to subparagraph (B) of this paragraph. Such sums shall be made available for expenditure in urbanized areas or parts thereof on the basis of a formula under which urbanized areas or parts thereof will be entitled to receive an amount equal to the sum of--

(i) one-half of the total amount so apportioned multiplied by the ratio which the population of such urbanized area or part thereof, as designed by the Bureau of Census, bears to the total population of all the urbanized areas in all the States as shown by the latest available Federal census; and

(ii) one-half of the total amount so apportioned multiplied by a ratio for that urbanized area determined on the basis of population weighted by a factor of density, as determined by the Secretary.

As used in this section, the term 'density' means the number of inhabitants per square mile... .

(2)(A) To make grants for construction or operating assistance purposes under this subsection, the Secretary shall apportion for expenditure in each fiscal year the sums appropriated... .

(3)(A) To make grants for construction and operating assistance projects under this subsection involving commuter rail or other fixed guideway systems, the Secretary shall apportion for expenditure in each fiscal year the sums appropriated... .

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\* Sections refer to the Urban Mass Transportation Act of 1964, as amended.

Sums apportioned under this paragraph shall be available for expenditure only for capital or operating assistance projects involving commuter rail or other fixed guideway systems... .

(4)(A) To make grants under this subsection for the purchase of buses and related equipment, or the construction of bus related facilities, the Secretary shall apportion in each fiscal year the sums appropriated... . Sums apportioned under this paragraph shall be available only for projects for the purchase of buses and related equipment, in the construction of bus related facilities, except that projects assisted pursuant to section 3(h) of this Act may utilize funds apportioned under this section for any eligible construction project.

EXCERPTS FEDERAL-AID HIGHWAY LAWS RELATING TO MASS TRANSPORTATION\*

§103. Federal-aid systems

(a) For the purposes of this title, the four Federal-aid systems, the primary system, the urban system, the secondary system, and the Interstate System, are established and continued pursuant to the provisions of this section... .

(d)(1) The Federal-aid urban system shall be established in each urbanized area, and in such other urban areas as the State highway department may designate. The system shall be so located as to serve the major centers of activity, and shall include high traffic volume arterial and collector routes, including access roads to airports and other transportation terminals... .

(2) After June 30, 1976, the Federal-aid urban system shall be located in each urbanized area and such other urban areas as the State highway departments may designate and shall consist of arterial routes and collector routes, exclusive of urban extensions of the Federal-aid primary system. The routes on the Federal-aid urban system shall be designated by appropriate local officials, with the concurrence of the State highway departments, subject to the approval of the Secretary as provided in subsection (f) of this section, and in the case of urbanized areas shall also be in accordance with the planning process required pursuant to the provisions of section 134 of this title.

§105. Programs

(d) In approving programs for projects on the Federal-aid urban system, the Secretary shall require that such projects be selected by the appropriate local officials with the concurrence of the State highway department of each State and, in urbanized areas, also in accordance with the planning process required pursuant to section 134 of this title.

§142. Public Transportation

(a)(1) To encourage the development, improvement, and use of public mass transportation systems operating motor vehicles (other than on rail) on Federal-aid highways for the transportation of passengers (hereafter in this section referred to as "buses"), so as to increase

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\* Sections refer to Federal-Aid Highways, Title 23, U.S.C. (Highways).

the traffic capacity of the Federal-aid systems for the movement of persons, the Secretary may approve as a project on any Federal-aid system the construction of exclusive or preferential bus lanes, highway traffic control devices, bus passenger loading areas and facilities to serve bus and other public mass transportation passengers, and sums apportioned under section 104(b) of this title shall be available to finance the cost of projects under this paragraph... .

(2) In addition to the projects under paragraph (1), the Secretary may, beginning with the fiscal year ending June 30, 1975, approve as a project on the Federal-aid urban system, for payment from sums apportioned under section 104(b)(6) of this title, the purchase of buses, and, beginning with the fiscal year ending June 30, 1976, approve as a project on the Federal-aid urban system, for payment from sums apportioned under section 104(b)(6) of this title, the construction, reconstruction, and improvement of fixed rail facilities, including the purchase of rolling stock for fixed rail... .

(c) Whenever responsible local officials of an urbanized area notify the State highway department that, in lieu of a highway project the Federal share of which is to be paid from funds apportioned under section 104(b)(6) of this title for the fiscal years ending June 30, 1974, and June 30, 1975, their needs require a nonhighway public mass transit project involving the construction of fixed rail facilities, or the purchase of passenger equipment, including rolling stock for any mode of mass transit, or both, and the State highway department determines that such public mass transit project is in accordance with the planning process under section 134 of this title and is entitled to priority under such planning process, such public mass transit project shall be submitted for approval to the secretary... .

(i) Funds available for expenditure to carry out the purposes of subsection (a)(2) and subsection (c) of this section shall be supplementary to and not in substitution for funds authorized and available for obligation pursuant to the Urban Mass Transportation Act of 1964, as amended.

(j) The provisions of section 3(e)(4) of the Urban Mass Transportation Act of 1964, as amended, shall apply in carrying out subsection (a)(2) and subsection (c) of this section.

(k) The Secretary shall not approve any project under subsection (a)(2) of this section in any fiscal year when there has been enacted an Urban Transportation Trust Fund or similar assured funding for both highway and public transportation.

SUMMARY OF AUTHORIZATIONS FOR FINANCING UMTA GRANTS  
(Urban Mass Transportation Act of 1954, as amended through December 1978)

Fiscal Years	1/ Discretionary Grants and Loans, Planning and Technical Studies		2/ Formula Grant Programs		
	Annual Limits	Additional Aggregate Limits	Construction and Operating Assistance	Construction & Operating Assistance, Commuter Rail, etc.	Bus Purchases Bus Facilities
1965	\$ 75,000,000				
1966	150,000,000				
1967	150,000,000				
1968	150,000,000				
1969	150,000,000				
1970	190,000,000				
1971	300,000,000	\$ 80,000,000			
1972		310,000,000			
1973		710,000,000			
1974		1,260,000,000			
1975		1,860,000,000	\$ 300,000,000		
1976		5,100,000,000	500,000,000		
1977		(10,925,000,000 commitment limit to 9/30/78. Authority lapses on 9/30/80)	650,000,000		
1978			\$ 775,000,000		
1979	\$1,375,000,000		1,100,000,000	\$ 115,000,000	\$300,000,000
1980	1,410,000,000		1,275,000,000	130,000,000	300,000,000
1981	1,515,000,000			145,000,000	370,000,000
1982	1,600,000,000			160,000,000	455,000,000
1983	1,580,000,000				
			Aggregate not to exceed 3,975,000,000 Dollars		

1/ Funds authorized for appropriation by Section 4 for capital assistance programs include some additional constraints in the Act on allocations for specific uses.

2/ Funds authorized for formula grants (include capital and operating grants) under Section 5.

APPENDIX B  
URBAN MASS TRANSPORTATION ADMINISTRATION  
CUMULATIVE DATA ON CAPITAL GRANTS  
1965 THROUGH SEPTEMBER 30, 1979





TABLE 1

URBAN MASS TRANSPORTATION ADMINISTRATION  
CAPITAL GRANTS BY FISCAL YEAR AND PROGRAM  
1965 Through 9/30/79

FY	(number of new projects in parentheses)									
		*SECTION 3	SECTION 5 CAPITAL	URBAN SYSTEMS	INTERSTATE TRANSFERS	TOTAL CAPITAL GRANTS				
1965 - 1970 Inclusive	(148)	\$ 681,227,695	\$ -	\$ -	\$ -	(148)	\$ 681,227,695			
1971	( 49)	284,786,042	-	-	-	( 49)	234,786,042			
1972	( 66)	510,000,000	-	-	-	( 66)	510,000,000			
1973	( 95)	863,708,000	-	-	-	( 95)	863,708,000			
1974	(120)	870,299,997	-	( 2) 34,566,597	( 1) 51,000,000	(123)	955,866,594			
1975	(166)	1,196,600,868	( 14) 9,062,495	( 5) 15,676,374	( 2) 65,728,784	(187)	1,287,068,521			
1976	(103)	1,092,190,977	( 27) 25,514,821	( 8) 23,437,755	( 3) 337,494,988	(141)	1,478,638,541			
T.Q.	( 20)	253,909,023	( 10) 6,741,960	-	( 4) 215,553,758	( 34)	476,204,741			
1977	(137)	1,249,999,996	( 76) 39,443,964	( 7) 41,996,625	( 1) 392,301,016	(221)	1,723,741,603			
1978	(181)	1,400,000,000	( 73) 50,112,435	( 8) 30,441,481	( 3) 556,350,728	(265)	2,036,904,644			
1979	(151)	1,225,000,000	(167) 255,644,819	( 10) 21,280,229	( 11) 599,662,294	(339)	2,101,587,342			
<b>Total</b>	<b>(1236)</b>	<b>9,627,722,600</b>	<b>(367)</b>	<b>386,520,494</b>	<b>( 40)</b>	<b>167,399,061</b>	<b>( 75)</b>	<b>2,218,091,568</b>	<b>(1668)</b>	<b>12,399,733,723</b>

\*Including advance land acquisition loans and Section 16(b)2 grants. See Table 1A for breakdown by mode.

TABLE 1-A

URBAN MASS TRANSPORTATION ADMINISTRATION  
 CUMULATIVE CAPITAL GRANTS BY FISCAL YEAR AND CATEGORY

Section 3  
 2/1/65 through 9/30/79

FY	Total NEW	Number AMEND.	NEW PROJECTS	BUS	NEW PROJECTS	RAIL	NEW PROJECT	MISCELLANEOUS	TOTAL
1965 - 1970 inclusive	148	34	(114)	\$ 152,193,759	( 31)	\$ 513,100,320	( 3)	\$ 15,933,616	\$ 681,227,695
1971	49	21	( 42)	116,059,415	( 7)	160,226,627	( - )	8,500,000	284,786,042
1972	66	33	( 52)	197,218,215	( 14)	298,086,269	( - )	14,695,516	510,000,000
1973	94 1(a)	32 --	( 72)	235,373,528 --	( 20) ( 1)a	583,020,196 19,500,000	( 2)	25,814,276 --	863,703,000
1974	120	52	(108)	374,914,711	( 10)	464,192,892	( 2)	31,192,394	870,299,997
1975	117 49(b)	71 --	(107) ( 49)b	409,280,418 20,837,412(b)	( 10)	754,209,346 --	( - )	12,273,592	1,196,600,868
1976	100 2(a) 1(b)	89 -- --	( 88) -- ( 1)b	330,791,350 -- 38,440(b)	( 11) ( 2)a	747,622,976 815,543 --	( 1)	12,922,668 --	1,092,190,977
T.O.	17 3(b)	17 --	( 14) ( 3)b	60,918,339 427,772(b)	( 2)	127,892,912 --	( 1)	64,670,000 --	253,909,023
1977	105 32(b)	79 --	( 89) ( 32)b	423,753,661 10,645,828(b)	( 15)	808,619,541 --	( 1)	6,975,968 --	1,249,999,998
1978	125 56(b)	100 --	(109) ( 56)b	530,028,169 16,338,073(b)	( 12)	849,795,750 --	( 4)	3,838,008 --	1,400,000,000
1979	85 66(b)	78 --	( 55) ( 66)b	234,784,566 25,664,352(b)	( 28)	963,433,482	( 2)	1,117,600	1,225,000,000
Total	1236	606	(350) (207)b	<u>2,139,273,008</u>	( 160) ( 3)a	<u>6,290,515,854</u>	( 16)	<u>197,933,738</u>	<u>9,627,722,600</u>

TABLE 1-A cont.

- a) advance land acquisition loan
- b) Section 16(b)2 grants

Note on cancelled projects: Between 1970 and 1976 4 Section 3 capital grant projects were cancelled and 14 reduced in funding. This affected \$2,382,388 in bus grants and \$81,289,936 in rail grants for a total reduction of \$83,672,324 in Section 3 grants.

TABLE 1-B

<u>PROGRAM</u>	<u>BUS</u>	<u>RAPID TRANSIT*</u>	<u>COMMUTER RAIL</u>	<u>BOAT AND OTHER(c)</u>	<u>TOTAL</u>
Section 3 (Net)	\$3,136,890,620	\$4,733,501,018	\$1,475,724,900 (a)	\$ 197,933,738	\$9,544,050,276
Section 5 Capital	349,339,944	24,979,380	11,587,968	613,202	386,520,494
Urban Systems	51,007,703	98,719,574	13,351,034	4,320,750	167,399,061
Interstate Transfers	49,524,141	1,995,624,037	172,943,390(b)	-----	2,218,091,568
Total	<u>\$3,586,762,408</u>	<u>\$6,852,824,009</u>	<u>\$1,673,507,292</u>	<u>\$ 202,867,690</u>	<u>\$12,316,061,399</u>
Percentage	29.1%	55.7%	13.6%	1.6%	100.0%

\*includes light rail

(a) Includes \$20,315,543 in advance land acquisition loans.

(b) Includes \$24,172,750 in advance land acquisition loans.

(c) Ferry transportation \$ 97,424,798  
 Morgantown PRT and DPMS 73,795,036  
 Inclines, cable cars, etc. 31,647,856  
 Total \$202,867,690

TABLE-1c

SECTION 5 OPERATING GRANTS

<u>Fiscal Year</u>	<u>No. Of Projects</u>	<u>Total Operating Grants</u>
1975	100	\$ 142,520,876
1976	181	364,474,892
TQ	30	47,348,163
1977	386	571,771,225
1978	398	685,309,330
1979	376	868,463,197
Total	<u>1471</u>	<u>\$2,679,887,683</u>

TABLE 2

APPROVED CAPITAL GRANTS BY STATE AND PROGRAM  
2-1-65 THROUGH 9-30-79

<u>State</u>	<u>Total No. of Projects</u>	<u>Grand Total</u>	<u>Section 3</u>	<u>Section 5</u>	<u>Interstate Transfer</u>	<u>Urban Systems</u>
Alabama	11	\$ 11,364,290	\$ 6,023,568	\$ 5,340,722	\$ --	--
Alaska	5	4,345,478	4,139,654	205,824	--	--
Arizona	12	28,005,906	23,872,493	4,133,413	--	--
Arkansas	6	3,649,609	3,399,313	250,296	--	--
California	195	1,009,137,134	952,934,016	43,022,922	--	\$ 13,180,196
Colorado	27	134,374,307	94,495,357	22,308,957	17,569,993	--
Connecticut	24	190,857,546	181,889,557	3,652,089	5,315,900	--
Delaware	3	6,440,275	6,440,275	--	--	--
District of Columbia	3	8,637,250	8,637,250	--	--	--
Florida	54	338,800,694	322,789,981	16,010,713	--	--
Georgia	26	894,204,535	889,325,041	4,879,494	--	--
Hawaii	6	37,034,270	37,034,270	--	--	--
Idaho	4	1,812,908	1,108,648	704,260	--	--
Illinois	84	1,009,565,932	972,120,692	14,858,944	13,705,645	8,880,651
Indiana	43	37,527,182	26,495,398	11,031,784	--	--
Iowa	36	21,868,612	16,340,613	5,527,999	--	--
Kansas	12	6,670,411	2,548,071	4,122,340	--	--
Kentucky	17	40,848,337	38,448,581	2,399,756	--	--

TABLE 2 Cont.

<u>State</u>	<u>Total No. of Projects</u>	<u>Grand Total</u>	<u>Section 3</u>	<u>Section 5</u>	<u>Interstate Transfer</u>	<u>Urban Systems</u>
Louisiana	21	\$ 60,662,001	\$ 55,781,196	\$ 4,880,805	\$ --	\$ --
Maine	5	4,535,506	3,300,746	1,234,760	--	--
Maryland	14	607,933,632	603,282,457	4,651,175	--	--
Massachusetts	79	1,260,345,284	595,855,747	12,984,428	651,505,109	--
Michigan	71	168,605,503	145,852,594	22,752,909	--	--
Minnesota	29	110,524,352	103,382,649	3,845,064	--	3,296,639
Mississippi	6	2,990,512	2,826,544	163,968	--	--
Missouri	12	19,143,850	18,017,366	1,126,484	--	--
Montana	6	3,084,588	1,652,020	1,432,568	--	--
Nebraska	12	19,821,642	19,459,754	361,888	--	--
Nevada	2	779,088	--	779,088	--	--
New Hampshire	2	2,746,112	2,746,112	--	--	--
New Jersey	17	416,334,927	405,198,045	10,693,172	--	443,710
New Mexico	6	6,731,938	6,187,742	544,196	--	--
New York	115	2,162,411,265	1,984,640,099	49,637,690	2,899,996	125,233,480
North Carolina	22	22,934,679	19,554,010	3,380,669	--	--
North Dakota	5	2,377,152	1,727,788	618,564	--	30,800
Ohio	69	307,376,973	288,571,170	18,105,803	--	700,000
Oklahoma	8	9,643,693	5,799,733	3,843,960	--	--
Oregon	19	63,499,382	57,797,638	3,176,964	--	2,524,780

Table 2 cont.

State	Total No. of Projects	Grand Total	Section 3	Section 5	Interstate Transfer	Urban Systems
Pennsylvania	91	\$ 926,993,911	\$ 670,405,714	\$ 21,064,860	\$ 226,871,932	\$ 8,651,405
Rhode Island	10	11,199,789	8,082,745	3,117,044	--	--
South Carolina	2	322,120	322,120	--	--	--
South Dakota	--	--	--	--	--	--
Tennessee	15	38,127,393	35,639,237	2,488,156	--	--
Texas	78	181,145,903	140,910,116	39,142,387	--	1,093,400
Utah	6	25,626,018	25,626,018	--	--	--
Vermont	2	3,313,390	3,313,390	--	--	--
Virginia	29	42,518,256	34,053,930	8,464,320	--	--
Washington	29	155,524,959	140,125,603	12,399,256	--	3,000,000
West Virginia	15	78,086,131	77,243,181	842,950	--	--
Wisconsin	39	83,739,159	77,804,724	5,934,435	--	--
Puerto Rico	18	36,637,221	29,437,901	6,835,320	--	364,000
Virgin Islands	1	115,000	115,000	--	--	--

TABLE 3  
CUMULATIVE APPROVED CAPITAL GRANTS IN FIRST 25 URBANIZED AREAS AND IN ALL UZAs WITH TOTAL  
FUNDING OVER \$25 MILLION AS OF SEPTEMBER 30, 1979  
(number of projects in parentheses)

Rank Order	UZA Pop.	Cap. Gr.	Section 3	Section 5 Capital	Interstate Transfer	Urban Systems	Grand Total
1	1		\$	\$	\$	\$	\$
New York- Northeastern New Jersey- (Note A)		(52)	2,402,095,358 ( 7)	43,670,760	-	(12) 123,514,410 (71)	2,569,280,528
NY		1,973,995,736					
NJ		412,853,993					
CT		138,164,799					
NY/NJ		44,266,000					
		<u>2,569,280,528</u>					
2	10						
Los Angeles Long Beach (Note B)		(37)	182,624,633 ( 8)	23,299,266	-	-	
Orange County (Note B)		( 4)	37,184,732	-	-	( 3) 6,532,576 (52)	249,691,207
3	4						
Chicago- Northwestern Indiana (Note C)		(47)	957,687,357 ( 4)	13,975,892 ( 1)	13,705,645 ( 3)	7,333,054 (55)	992,701,948
4	6						
Philadelphia- Southern New Jersey		(33)	488,773,761* ( 1)	10,003,600 ( 3)	226,871,932 ( 2)	8,876,405 (39)	734,525,698
5	15						
Detroit		(17)	109,486,994 ( 1)	16,861,172	-	-	(18) 126,348,166



TABLE 3 CONT.

Rank Order UZA Pop. Cap. Gr.			Section 3	Section 5 Capital	Interstate Transfer	Urban Systems	Grand Total
6	7		\$	\$	\$	\$	\$
San Francisco- Oakland (Note D)		(41)	613,653,002 ( 5)	7,803,888	- ( 4)	5,582,650 (50)	627,039,540
7 Boston	3	(42)	584,666,873* ( 1)	6,529,764 (10)	675,677,859	- (53)	1,266,874,496
8 Washington	2	(11)	154,820,986	- ( 6)	1,276,050,243	- (17)	1,430,871,229
9 Cleveland	12	(10)	181,908,612 ( 1)	4,205,056	-	- (11)	186,113,668
10 St. Louis	19	(10)	58,377,091 ( 2)	4,228,092	- ( 1)	1,547,597 (13)	64,152,780
11 Pittsburgh	11	(11)	203,750,859 ( 1)	1,117,440	-	- (12)	204,868,299
12 Minneapolis- St. Paul	17	(15)	89,942,057 ( 2)	3,340,032	- ( 2)	3,296,639 (19)	96,578,728
13 Houston	20	( 5)	49,406,492 ( 3)	12,315,704	- ( 1)	1,093,400 ( 9)	62,815,596
14 Baltimore	8	( 7)	590,155,181 ( 2)	4,651,175	-	- ( 9)	594,806,356
15 Dallas	26	(10)	39,569,858 (10)	6,389,020	-	- (20)	45,958,878
16 Milwaukee	25	( 3)	44,751,596 ( 1)	2,689,912	-	- ( 4)	47,441,508
17 Seattle- Everett	13	( 6)	126,842,067 ( 2)	10,706,128	- (1)	3,000,000 ( 9)	140,554,195

TABLE 3 Cont.

Rank Order	UZA Pop.	Cap. Gr.		Section 3	Section 5 Capital	Interstate Transfer	Urban Systems	Grand Total
18		9	(13)	\$ 282,651,555	( 1)\$ 3,274,172	\$ -	\$ -	(14) \$ 285,925,727
Miami								
19		32	(10)	24,283,144	-	-	-	
San Diego								
(Note D)								
Oceanside			( 4)	3,085,012	-	-	( 1) 240,700	(15) 27,608,856
(Note E)								
20		5	( 8)	881,629,628	( 3) 2,110,819	-	-	(11) 883,740,447
Atlanta								
21		24	( 9)	47,660,066	( 3) 2,287,183	-	( 1) 700,000	(13) 50,647,249
Cincinnati								
22		30	( 6)	30,649,353	( 1) 86,092	-	-	( 7) 30,735,445
Kansas City								
23		16	( 5)	111,644,289	( 4) 12,887,732	-	( 1) 1,540,000	(10) 126,072,021
Buffalo								
24		14	( 8)	90,541,751	( 6) 19,162,485	( 1) 17,569,993	-	(15) 127,274,229
Denver								
25		22	( 9)	54,034,600	( 1) 2,431,303	-	-	(10) 56,465,903
San Jose								
26		23	( 7)	50,213,480	( 2) 2,276,672	-	-	( 9) 52,490,152
New Orleans								
28		21	(11)	54,229,760	( 1) 1,660,012	-	( 1) 2,524,780	(13) 58,414,552
Portland, OR								
29		28	(12)	29,437,901	( 3) 2,565,792	-	( 1) 364,000	(16) 32,367,693
San Juan, PR								

TABLE 3 Cont.

<u>Rank Order</u> <u>UZA Pop. Cap. Gr.</u>		<u>Section 3</u>	<u>Section 5</u> <u>Capital</u>	<u>Interstate</u> <u>Transfer</u>	<u>Urban</u> <u>Systems</u>	<u>Grand</u> <u>Total</u>
32	29					
San Antonio	( 5)	\$ 26,051,439	( 2) \$ 4,988,641	( ) \$ -	( ) \$ -	( 7) \$ 31,040,080
33	31					
Louisville	( 4)	27,033,976	( 1) 1,538,120	-	-	( 5) 28,572,096
51	33					
Salt Lake City	( 6)	25,626,018	-	-	-	( 6) 25,626,018
54	27					
Honolulu	( 5)	36,326,102	-	-	-	( 5) 36,326,102
--	18					
Morgantown, WV	( 1)	<u>67,932,628</u>	<u>-</u>	<u>-</u>	<u>-</u>	( 1) <u>67,932,628</u>
		<u>\$8,758,734,231</u>	<u>\$277,055,924</u>	<u>\$2,209,875,672</u>	<u>\$166,196,211</u>	<u>\$11,361,862,038</u>

(GRAND TOTAL of the above 32 UZA's (and Morgantown) represent 92.3% of total capital funding commitment at 9-30-79 of \$12,316,061,399).

\*Total includes advance loan acquisition loans as follows:

Boston (1 project - Sec 3)	\$19,500,000
(1 project - Interstate Transfer	24,172,750
Philadelphia (2 projects - Sec 3)	815,543
	<u>\$44,488,293</u>

Note A - Grant fundings for Conrail (New Haven Line) commuter improvements in Connecticut urbanized areas (Bridgeport, Danbury, New Haven, Stamford and Waterbury) are included in total.

Note B - Orange County is considered part of the Los Angeles - Long Beach urbanized area by the Census but is shown separately here for information purposes.

Note C - Several small adjacent UZAs (Aurora-Elgin, Joliet) are included in this total.

Note D - Of the total shown, the BART system received \$333,561,659 (all Sec. 3 except \$700,000 from Sec. 5).

Note E - The Northern part of San Deigo County centering around Oceanside is shown separately for information purposes.

TABLE 4

CAPITAL GRANT APPROVAL  
TO URBANIZED AREAS WITH MULTI-MODAL SYSTEMS  
2/1/65 through 9/30/79

(Urbanized Areas Not Shown Are Served Exclusively By Bus)

<u>Urbanized Area</u> <u>(In Rank Order)</u>	<u>Total</u>	<u>Bus</u>	<u>Rapid</u> <u>Transit</u>	<u>Commuter</u> <u>Rail</u>	<u>Miscellaneous</u>
New York - New Jersey	\$2,569,280,528	\$ 248,549,879	\$1,423,490,212	\$ 867,322,039	\$ 29,918,398
Connecticut					
Los Angeles	249,691,207	249,213,207	-	-	1,478,000
Chicago	992,701,948	183,922,907	508,964,545	299,814,496	-
Philadelphia	734,525,698	92,771,510	306,726,441	335,027,747	-
Detroit	126,348,165	120,748,894	-	4,648,984	950,288
San Francisco - Oakland	627,039,540	141,275,012	454,867,062	-	30,897,466
Boston	1,266,874,496	85,673,574	1,028,281,712	152,919,210	-
Washington	1,430,871,229	142,928,906	1,276,050,243	11,892,080	-
Cleveland	186,113,668	53,988,383	132,125,285	-	-
Pittsburgh	204,868,299	148,028,399	34,564,464	1,982,736	20,292,700
Minneapolis - St. Paul	96,578,728	95,510,328	-	-	1,068,400
Houston	62,815,596	62,053,796	-	-	761,800

TABLE 4 (Cont.)

<u>Urbanized Area (In Rank Order)</u>	<u>Total</u>	<u>Bus</u>	<u>Rapid Transit</u>	<u>Commuter Rail</u>	<u>Miscellaneous</u>
Baltimore	\$ 594,806,356	\$ 50,275,796	\$ 544,530,560	\$ -	\$ -
Dallas	45,958,878	33,323,338	-	-	7,635,540
Seattle-Everett	140,554,195	125,337,795	-	-	15,216,400
Miami	285,925,727	60,771,655	224,190,152	-	963,920
Atlanta	883,740,447	58,807,114	824,933,333	-	-
Buffalo	126,072,021	34,072,021	92,000,000	-	-
New Orleans	52,490,152	31,832,992	-	-	20,657,160
San Juan, PR	32,367,693	29,334,319	-	-	3,033,374
Honolulu	36,326,102	34,326,102	2,000,000	-	-
Chattanooga	6,547,039	5,555,423	-	-	991,616
Morgantown, WV	67,932,628	-	-	-	67,932,628
Saulte Ste. Marie, MI	<u>1,070,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,070,000</u>
<b>TOTALS</b>	<b><u>\$10,821,500,341</u></b>	<b><u>\$ 2,092,201,350</u></b>	<b><u>\$ 6,852,824,009</u></b>	<b><u>\$1,673,607,292</u></b>	<b><u>\$ 202,867,690</u></b>

Note: Light rail grants are included in rapid transit and trolley-coach grants in bus.

TABLE 4

CAPITAL GRANT FUNDING OTHER THAN  
RAIL AND BUS PROJECTS  
1965 THROUGH 9/30/79

<u>PROJECT</u>	<u>GRANTEE</u>	<u>FEDERAL FUNDING</u>	<u>PURPOSE</u>
CA-03-0036	Golden Gate B.H. & T District	\$27,224,264	3 ferry boats, ferry terminal facilities San Francisco area
CA-03-0042	Golden Gate B.H. & T District	305,202	Miscellaneous ferry system improvements
CA-03-0043	San Francisco Municipal Railway	2,328,000	Improvements to cable car system
CA-03-0078	San Francisco Municipal Railway	400,000	Improvements to cable car system
CA-03-0131	City of Los Angeles	1,472,000	Engineering, etc., for Downtown people Mover
CA-03-0184	Port of Oakland	640,000	Engineering for people Mover - BART to Oakland Airport
FL-03-0050	Metropolitan Dade County	963,920	Engineering, etc., for Downtown people Mover
LA-03-0056	Mississippi River Bridge Authority	20,349,160	3 ferry boats, ferry terminal facilities- New Orleans Area
LA-05-0001	Mississippi River Bridge Authority	308,000	1 ferry boat
MI-03-0063	Eastern Upper Peninsula Transporta- tion Authority (Sault Ste. Marie)	1,070,000	Ferry Terminal
MI-03-0063	Southeastern Michigan Transportation Authority	950,288	Engineering, etc., for Downtown People Mover
MN-03-0017	Twin Cities Area Metropolitan Transportation Commission	1,062,400	Engineering, etc., for Downtown People Mover, St. Paul

TABLE 5 Cont.  
CAPITAL GRANT FUNDING FOR OTHER THAN  
RAIL AND BUS PROJECTS  
1965 THROUGH 1979

<u>PROJECT</u>	<u>GRANTEE</u>	<u>FEDERAL FUNDING</u>	<u>PURPOSE</u>
NY-03-0017	New York City Department of Transportation	\$ 25,597,648	2 ferry boats (Staten Island service)
NY-23-2018	New York City Department of Transportation	4,320,750	Staten Island Ferry System modernization
PA-03-0012	Port Authority of Allegheny County	20,151,100	Transit Expressway Revenue Line
PA-03-0041	Port Authority of Alleghny County	80,000	Monongahela Incline-(2 new cars and other improvements)
PA-03-0086	Port Authority of Allegheny County	61,600	Additional funding for PA-03-0041 project
PR-03-0002	Puerto Rico Ports Authority	517,216	Ferry Terminal -San Juan
PR-03-0007	Puerto Rico Ports Authority	2,516,158	3 ferry boats, ferry terminal facilities - San Juan area
TN-30-0004	Chattanooga Area Regional Transportation Authority	991,616	Acquisition of and improvements to incline railway

TABLE 5 CONT.  
CAPITAL GRANTS FUNDING OTHER THAN  
RAIL AND BUS PROJECTS  
1965 THROUGH 9/30/79

<u>PROJECT</u>	<u>GRANTEE</u>	<u>FEDERAL FUNDING</u>	<u>PURPOSE</u>
TX-03-0010	Dallas-Ft. Worth Regional Airport	7,535,540	"AIRTRANS" system at airport
TX-03-0035	City of Houston	761,800	Engineering etc., for Downtown people Mover
WA-03-0002	Washington State Highway Commission	15,216,400	4 ferry boats - Seattle area
WV-03-0006	West Virginia University (Morgantown)	<u>67,932,622</u>	Morgantown PAT System
	TOTAL	202,867,690	



TABLE 6

Largest Grantees - Capital Grant Program  
Section 3 Program  
(Over \$20 million)  
2/1/65 through 9/30/79

<u>State</u>	<u>Public Body</u>	<u>Total Grants</u>
California	Southern California Rapid Transit District	\$ 161,389,969
California	Orange County Transit District	37,184,732
California	San Francisco Bay Area Rapid Transit District	332,661,659 (a)
California	San Francisco Municipal Railway	186,545,393
California	Alameda Contra Costa Transit District	40,303,116
California	Golden Gate B. H. & T. District	43,940,586
California	City of San Diego	24,283,144
California	Santa Clara County Transportation Agency	54,034,600
Colorado	Regional Transportation District (Denver)	90,516,551
Connecticut	State DOT	171,220,143
Florida	Metropolitan Dade County	281,759,955
Georgia	Metropolitan Atlanta Rapid Transit Authority	881,629,628
Hawaii	Honolulu (City and County)	36,326,102
Illinois	Chicago	607,209,662 (b)
Illinois	Regional Transportation Authority (Chicago)	188,807,000
Illinois	Chicago South Suburban MTD	58,806,777
Illinois	North West Suburban MTD	20,876,702
Illinois	West Suburban MTD	41,120,779
Kentucky	Transit Authority of Louisville and Jefferson County	27,033,976

B-19

TABLE 6 (Cont.)

<u>State</u>	<u>Public Body</u>	<u>Total Grants</u>
Louisiana	City of New Orleans	\$ 29,757,687
Louisiana	Mississippi River Bridge Authority (NO)	20,349,160
Maryland	Mass Transit Administration - Baltimore	590,155,181
Massachusetts	MBTA (See also under Interstate Transfer Grants)	561,019,193
Michigan	Southeastern Michigan Transportation Authority	96,914,904
Minnesota	Twin Cities Area Metropolitan Transit Commission	89,376,327
New Jersey	State DOT	402,124,323
New York	Metropolitan Transportation Authority (Exclusive of M.T.A.)	384,202,577
New York	New York City Transit Authority (See also Section 5 capital & Urban Systems)	1,360,910,226
New York	New York City (DOT)	51,974,424
New York	Niagara Frontier Transportation Authority	111,641,289
New York	Rochester - Genesee RTA	23,463,424
Ohio	City of Cincinnati	38,438,040
Ohio	Greater Cleveland Regional Transit Authority	179,513,878
Oregon	Tri-Met (Portland)	53,592,307
Pennsylvania	Philadelphia (See Interstate Transfer Grants)	441,218,973(c)
Pennsylvania	Port Authority Transit (Pittsburgh)	203,750,859
Puerto Rico	Metropolitan Bus Authority (San Juan)	26,295,327
Texas	Dallas Transit System	29,860,606
Texas	Houston - Metropolitan Transit Authority	49,406,492
Texas	San Antonio - Via Metropolitan Transit	26,051,439
Utah	Utah Transit Authority (Salt Lake City)	25,626,018

TABLE 6 (Cont.)

<u>State</u>	<u>Public Body</u>	<u>Total Grants</u>
Louisiana	City of New Orleans	\$ 29,757,687
Louisiana	Mississippi River Bridge Authority (NO)	20,349,160
Maryland	Mass Transit Administration - Baltimore	590,155,181
Massachusetts	MBTA (See also under Interstate Transfer Grants)	561,019,193
Michigan	Southeastern Michigan Transportation Authority	96,914,904
Minnesota	Twin Cities Area Metropolitan Transit Commission	89,376,327
New Jersey	State DOT	402,124,323
New York	Metropolitan Transportation Authority (Exclusive of NYCTA)	384,202,577
New York	New York City Transit Authority (See also Section 5 capital & Urban Systems)	1,360,910,226
New York	New York City (DOT)	51,974,424
New York	Niagara Frontier Transportation Authority	111,644,289
New York	Rochester - Genesee RTA	23,463,424
Ohio	City of Cincinnati	38,438,040
Ohio	Greater Cleveland Regional Transit Authority	179,513,878
Oregon	Tri-Met (Portland)	53,592,307
Pennsylvania	Philadelphia (See Interstate Transfer Grants)	441,218,973(c)
Pennsylvania	Port Authority Transit (Pittsburgh)	203,750,859
Puerto Rico	Metropolitan Bus Authority (San Juan)	26,295,327
Texas	Dallas Transit System	29,860,606
Texas	Houston - Metropolitan Transit Authority	49,406,492
Texas	San Antonio - Via Metropolitan Transit	26,051,439
Utah	Utah Transit Authority (Salt Lake City)	25,626,018

TABLE 8  
MAJOR FUNDING COMMITMENTS FOR BUSES  
(Over 300 Units) Since February 1965  
As of September 30, 1979

<u>City and Transit System</u>	<u>Total</u>	<u>FY 79 Funding*</u>	<u>Remarks**</u>
New York (NYCTA)	1490	20	
New Jersey (DOT)	986	120	For use by systems statewide
Los Angeles (SCRTD)	1858	220	30 articulated & 20 double-deck
Orange County (OCTD)	413	-	
Chicago (CTA)	1910	-	20 articulated
Chicago Suburban (RTA) (a)	592	5	
Philadelphia (SEPTA)	1248	280	110 trolley coaches
Detroit (SEMTA & DOT)	1234	275	
San Francisco (MUNI)	888	-	345 trolley coaches
Oakland (ACTD)	566	-	30 articulated
Boston (MBTA)	989	86	50 trolley coaches
Washington (WMATA)	1343	-	43 articulated
Cleveland (RTA)	616	19	
St. Louis (Bi-State)	797	41	
Pittsburgh (PAT)	1029	-	20 articulated
Minneapolis-St. Paul (MTC)	1072	-	20 articulated

<u>City and Transit System</u>	<u>Total</u>	<u>FY 79 Funding*</u>	<u>Remarks**</u>
Houston (Houtran)	640	--	
Baltimore (MTA)	796	61	
Dallas (DTS-Surtran)	569	22	
Seattle (Metro)	807	138	150 articulated & 109 trolley-coaches
Miami (MTA)	710	--	
San Diego (SDTS)	324	--	45 articulated
Atlanta (MARTA)	736	50	10 articulated
Kansas City (KCATA)	308	6	
Denver (Metro)	585	125	
San Jose (SCCTD)	520	--	
New Orleans (City for NOPSI)	371	63	
Portland, OR (Tri-Met)	494	49	49 articulated
San Antonio (MTA)	325	15	
San Juan, PR (MBA)	495	35	
Salt Lake City (UTA)	300	--	
Honolulu (City)	314	--	

Other trolley-coaches funded: Dayton, 64

Other articulated buses funded: Golden Gate, 10; Louisville, 10; Phoenix, 20; San Mateo County, 10

Federal funds have been committed for the purchase of 39,147 new buses for over 300 transit systems.

*\*included in total*

*\*\*Articulated and trolley-coach, etc. equipment included in grant total, as are vans.*

*(a) Includes grants approved for suburban systems prior to formation of RTA.*

**Notes:**

- (1) The above figures show only buses actually funded by 9-30-79 and do not include buses purchased under Letters of No Prejudice but not funded by that date.*
- (2) As the capital grant program is now 15 years old, a second generation of UMTA funded buses is now being funded. Totals here show all UMTA funded buses, and are not necessarily related to fleet size in any given property.*

TABLE 8-A

NEW BUS COMMITMENTS BY VEHICLE SIZE  
AND YEAR OF APPROVAL

(Does not Include Sec. 16(b)2 Vehicles)

<u>FY</u>	<u>Total</u>	<u>Sec. 3</u>	<u>Sec. 5</u>	<u>FAUS</u>	<u>INTST</u> <u>TRF</u>	<u>40'</u>	<u>35'</u>	<u>30 &amp;</u> <u>Less</u>	<u>VANS</u>	<u>Articu-</u> <u>Lated</u>	<u>Double</u> <u>Deck</u>	<u>Trolley</u> <u>Coaches</u>
65	358	358	--	--	--	210	56	92	--	--	--	--
66	1110	1110	--	--	--	685	266	159	--	--	--	--
67	311	311	--	--	--	100	116	95	--	--	--	--
68	637	637	--	--	--	221	304	112	--	--	--	--
69	501	501	--	--	--	238	178	85	--	--	--	--
70	1487	1487	--	--	--	1140	295	52	--	--	--	--
71	2521	2521	--	--	--	1401	685	225	--	--	--	210
72	3502	3502	--	--	--	2430	805	267	--	--	--	--
73	4072	4072	--	--	--	2467	972	473	--	--	--	160
74	5816	5378	--	438	--	3615	1162	634	6	150	--	249
75	4426	4307	99	20	--	2443	1267	586	25	60	--	45
76	3318	2867	391	60	--	2035	861	181	73	138	--	30
TQ	359	312	47	--	--	197	67	81	14	--	--	--
77	3798	3200	472	126	--	2527	753	410	74	50	--	(16)
78	3992	3620	331	41	--	2692	696	423	141	20	20	--
79	2939	1020	1611	99	209	1706	462	399	323	49	--	--
<u>GD TL</u>	<u>39147</u>	<u>35203</u>	<u>2951</u>	<u>784</u>	<u>209</u>	<u>24107</u>	<u>8945</u>	<u>4274</u>	<u>656</u>	<u>467</u>	<u>20</u>	<u>678</u>
% GD TL	100.0	90.0	7.5	2.0	0.5	61.6	22.8	10.9	1.7	1.2	0.1	1.7

TABLE 9

FUNDING COMMITMENTS FOR RAIL VEHICLES  
(SINCE FEBRUARY 1965)  
As of 9-30-79

RAPID TRANSIT CARS

New York City Transit Authority	1,145
Chicago Transit Authority	650
San Francisco Bay Area Rapid Transit District	450
Massachusetts Bay Transportation Authority	266
Metropolitan Dade County Transportation Administration - Miami	136
Southeastern Pennsylvania Transportation Authority	125
Metropolitan Atlanta Rapid Transit Authority	100
Washington Metropolitan Area Transit Authority	94
Greater Cleveland Regional Transit Authority	90
Mass Transit Administration - Baltimore	56
Delaware River Port Authority	46
Port Authority Trans-Hudson Corporation	44
<b>Total</b>	<u>3,202</u>

LIGHT RAIL CARS

Massachusetts Bay Transportation Authority	175
Southeastern Pennsylvania Transportation Authority	141
San Francisco Municipal Railway	100
Greater Cleveland Regional Transit Authority	48
<b>Total</b>	<u>464</u>

COMMUTER RAILROAD CARS - ELECTRIC  
MULTIPLE UNIT

Conrail:

ex-New Haven service	244
ex-Erie Lackawanna service	180
ex-Penn Central Philadelphia service	130
ex-Penn Central North Jersey service	105
ex-Reading Company service	102
ex-New York and Long Branch service	50
<b>Total</b>	<u>811</u>



Subtotal Carried Forward	811
Long Island Rail Road	389
Illinois Central Gulf	165
Total	<u>1,365</u>

COMMUTER RAILROAD CARS - DIESEL-HAULED

Boston and Maine	60
Chicago area (as originally assigned by RTA):	
Burlington	53
Chicago & North Western	16
Illinois Central Gulf	6
Milwaukee Raod	72
Norfolk & Western	5
Rock Island	50
Total	<u>202</u>
New York area - Conrail Raritan Valley Line	57
Total	<u>319</u>
Grand Total	<u>5,350</u>

NEW COMMUTER DIESEL - ELECTRIC LOCOMOTIVES

Boston area - Boston & Maine	18
Chicago area:	
Chicago & North Western	14
Illinois Central Gulf	2
Milwaukee Road	24
Norfolk & Western	2
Rock Island	21
For Pool	2
Total Chicago area	<u>65</u>
Detroit area (Grand Trunk Western)	1
New York Area - Conrail Raritan Valley line	10
Pittsburgh area - Chessie system	2
Grand Total	<u>96</u>

B-27

TABLE 9-A

COMMITMENTS

NEW RAIL CARS BY TYPE AND FISCAL YEAR

	<u>TOTAL</u>	<u>RAPID TRANSIT</u>	<u>LIGHT RAIL</u>	<u>COMMUTER ELECTRIC</u>	<u>COMMUTER DIESEL</u>
FY 65	64	64	--	--	--
66	400	400	--	--	--
67	35	--	--	35	--
68	370	226	--	144	--
69	383	260	--	123	--
70	309	--	--	309	--
71	317	--	80	237	--
72	509*	420	--	64*	25
73	851	650	150	15	36
74	420	200	45	170	5
75	320	140	--	160	20
76	108	--	--	58	50
TQ	71	71	--	--	--
77	420	320	48	50	2
78	356	125	141	--	90
79	417	326	--	--	91
<b>TOTAL</b>	<u><u>5350</u></u>	<u><u>3202</u></u>	<u><u>464</u></u>	<u><u>1365</u></u>	<u><u>319</u></u>

B-28

DIESEL LOCOMOTIVES

FY 73	13
74	2
75	--
76	22
TQ	8
77	9
78	23
79	19
<b>Total</b>	<u><u>96</u></u>

\* Does not include 21 cars funded in FY 1972 which were subsequently cancelled/

TABLE 10-A  
UMTA FUNDED COMMUTER RAIL EXTENSIONS AND BUSWAYS  
AS OF SEPTEMBER 30, 1979

<u>City and Railroad</u>	<u>Description</u>	<u>Route Miles Commuter Extensions</u>	<u>Approved Federal Grants to Date (millions)</u>	<u>Remarks</u>
Chicago - Illinois Central Gulf	Ext. from Richton Park to Park Forest South	2	\$ 4.8	In service
New York City - Long Is. Railroad	Connection to 63rd St. tunnel	3	156.8	Under construction
Philadelphia - Conrail	Center City Commuter Connection (Tunnel)	2	157.0	Under construction
Totals		<u>7</u>	<u>318.6</u>	
<u>BUSWAYS</u>				
Los Angeles	San Bernardino Freeway - El Monte Busway	11	10.9 (a)	In service
Pittsburgh	South Busway	5	17.6	In service
	East Busway	7	63.1	Under construction
Totals		<u>23</u>	<u>91.6</u>	

(a) Includes 100 new buses and maintenance facility. Does not include FHWA funding for bus lanes, parking, etc.

TABLE 10  
UMTA FUNDED RAIL RAPID TRANSIT EXTENSIONS AND NEW SYSTEMS  
AS OF SEPTEMBER 30, 1979  
(Section 3 Funding Unless Otherwise Noted)

<u>City and System</u>	<u>Route</u>	<u>Route Miles Extensions</u>	<u>Approved Federal Grants to Date (millions)</u>	<u>Remarks</u>
Boston - MBTA	Orange Line - Haymarket North	6	\$ 79.9	In service
	Orange Line - Southwest Corridor	6	93.3(a)	Under construction
	Red Line - Alewife	3	358.4(a)	Under construction
	Red Line - South Shore	9	105.2(b)	In service as far as Quincy Center(3 miles Under construction on to South Braintree
Chicago - CTA	West-South - Dan Ryan	10	29.1(c)	In service
	West - Northwest Kennedy to Jefferson Park	5	33.5(c)	In service
	West - Northwest Kennedy to O'Hare	7	82.6	Under construction
Cleveland - RTA	Airport Extension	4	12.3	In service
New York City - NYCTA	63rd Street Subway	3	419.5	Under construction
	Archer Ave. Subway	3	215.5	Under construction
<b>Subtotal</b>		<u>56</u>	<u>1429.3</u>	

TABLE 10  
UMTA FUNDED RAIL RAPID TRANSIT EXTENSIONS AND NEW SYSTEMS  
AS OF SEPTEMBER 30, 1979  
(Section 3 Funding Unless Otherwise Noted)

<u>City and System</u>	<u>Route</u>	<u>New Systems</u>	<u>Grants to Date (millions)</u>	<u>Remarks</u>
San Francisco - BART	Various construction and Equipment	71*	\$ 302.0	In Service
	Municipal Railway Subway	4	included in above total	Nearing completion
Washington - WMATA	Various construction	100*	1276.1 (a)	Partially in service
Atlanta - MARTA	East-West Line	12	799.9	Partially in service
	North-South Line (part)	2		Under construction
	North-South Line (part)	2	25.0	Under construction
Baltimore - MTA	Northwest Line	8	525.8	Under construction
	Northwest Line extension	6	8.8	Engineering funded
Buffalo - NFTA	Main St. Light-rail r.t.	6	92.0	Under construction
Honolulu - City and County	Aloha Stadium - Kahala Mall	8	2.0	Engineering funded
Miami - MTA	Dadeland - Hialeah	21	224.2	Under construction
	Subtotal	240	3255.8	
	Grand Total	296	4685.1	

\*UMTA funded portions of these systems but it is not possible to assign exact mileage.

- Notes: (a) Interstate transfer funding  
(b) Partial (\$45.3 million) interstate transfer funding  
(c) Plus \$13.1 million for 150 new cars used on both extensions

