



U.S. Department  
of Transportation

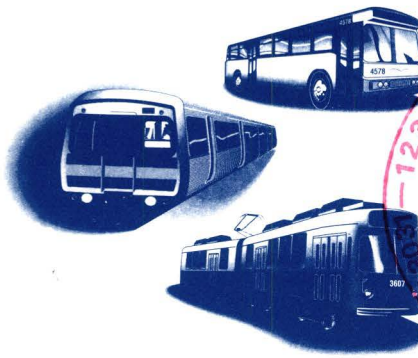
**Federal Transit  
Administration**

# **Intermodal Surface Transportation Efficiency Act**

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*Flexible Funding  
Opportunities  
for Transit  
FY '94*

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US Department  
of Transportation  
**Federal Transit  
Administration**

Administrator

400 Seventh St., S.W.  
Washington, D.C. 20590

January 4, 1993

Dear Colleague:

This has been a very important year for transportation in the United States. In addition to the Clinton Administration's commitment to increasing investments in the Nation's transportation infrastructure, 1993 has seen the issuance of joint Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regulations for metropolitan and statewide transportation planning *and* transportation management and monitoring systems. These regulations implement the planning provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and support the continuing, cooperative, and comprehensive planning process at metropolitan, regional, and statewide levels.

The multimodal nature of these regulations, and the applicability of the Environmental Protection Agency's Conformity Rule to transportation plans and programs, underscores the way planners and decisionmakers must begin to look at transportation infrastructure development. Emerging priorities, such as increased mobility and improved air quality, now require that a wide range of multimodal options be considered in the development of transportation plans, programs, and projects.

ISTEA offers state and local transportation officials the funding mechanisms for implementing these solutions. The Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and other programs provide flexible funding for the projects, irrespective of mode, which best meet transportation and other related objectives established at the metropolitan and state levels. This edition of "Flexible Funding Opportunities for Transit" explains these flexible programs and summarizes the multimodal planning process which will provide decisionmakers with the information they need to select appropriate transportation investments.

Last year, \$469 million in flexible funds was transferred to FTA for transit purposes; millions more were used for transit and transit-related projects while still being administered by FHWA. We expect even greater success for transit in 1994. FTA and FHWA remain committed to assisting local and state officials implement an intermodal program of transportation improvements, and we are looking forward to another landmark year in working with you to meet the transportation and air quality challenges of the coming decade.

Sincerely,

Gordon J. Linton

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## ISTEA FLEXIBLE FUNDING OPPORTUNITIES FOR TRANSIT

The **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** has established several flexible funding opportunities for highway and transit use. In addition to the multimodal Surface Transportation Program (STP), amendments under Title I, SURFACE TRANSPORTATION, have brought about a number of changes to Title 23 Federal Highway Administration (FHWA) programs which provide for the potential use of \$ 12,219,844,950 to finance qualifying transit projects in FY 1994. Furthermore, *over the six year life of the authorization, over \$ 70 billion has similar flexibility.*

Clearly, just as the strength of the ISTEA reauthorization lies in the intermodal flexibility of its transportation programs, so, too, is its success dependent on the intra-agency cooperation of transit operators, State Departments of Transportations (DOTs), and Metropolitan Planning Organizations (MPOs). This is true at both the State and local level. Part I of this report reaffirms the need for **collaborative multimodal planning** and summarizes some of the major provisions of the joint FTA/FHWA Metropolitan and Statewide Transportation Planning Regulations. Part II explains the flexible fund transfer and administration process, as well as FHWA's obligation authority mechanism. Part III presents a broad overview of the **Surface Transportation Program**, including an explanation of the distribution rules and eligibility criteria which extend to most of the flexible funding sources presented here. These "Flexible Funds"—the **STP Apportionment Adjustments, Minimum Allocation, Donor State Bonus, Interstate Maintenance, Bridge Replacement and Rehabilitation, National Highway System (NHS), Substitute Highway, and Congestion Mitigation and Air Quality Improvement (CMAQ)** programs—are profiled and their transit opportunities are defined in Part IV.

Part V provides, through a series of tables, a **state-by-state breakdown of FY 1994 flexible funding opportunities**. Part VI presents a series of brief **case studies** which highlight some of FY 1993's flexibly funded transit projects and the factors that played a part in the successful programming of these activities. The studies were selected to represent a range of project types, costs, funding sources, city sizes, and geographical locations. Finally, a number of appendices are also included to help further explain ISTEA's flexibility provisions.

While the Federal programs discussed in this report have intermodal flexibility, it is important to note that there are both programmatic and distributive limitations to the use of at least some portions of some funds. For example, the 10% set-asides for Safety and Transportation Enhancement activities under the Surface Transportation Program must meet strictly defined eligibility criteria; while there may be some intermodal flexibility, these apportionments have limited transit opportunities and will not be considered in the aggregation of flexible use allocations in the Program Profiles, *nor in the summation of flexible funds per population category in tables 2 through 5*. Similarly, although their use may be flexible, at least 50% of many of the funds must be allocated within States according to population-based distribution rules. These considerations will be further highlighted in the *Program Profiles* section of this report.

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*Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

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## PART I

### PROJECT PLANNING, PROGRAMMING, AND SELECTION

On October 28, 1993, FTA and FHWA jointly issued their final rule on Statewide and Metropolitan Transportation Planning. The rule implements the multimodal planning requirements of ISTEA, emphasizing a new approach to transportation investment decisionmaking with a focus on the preservation and increased operating efficiencies of existing facilities, the mitigation and management of urban congestion, and a stronger linkage between transportation, land use, and environmental planning. In addition, the regulations define a Federal planning and programming process which provides a framework for the development of priorities and the utilization of Federal resources – including FHWA "flexible" funds – to meet urban, rural, and statewide transportation needs.

ISTEA contains a more comprehensive set of planning and programming requirements than any previous surface transportation authorization, including the addition of a statewide planning process requirement. The following is only a brief summary of the Federal transportation planning and programming process. It is important that local and State transportation officials and other interested players become familiar with the complete set of joint FTA/FHWA planning regulations in order to most effectively participate at both the metropolitan and statewide levels.

It should be noted, too, that while sound planning is critical to the identification of the most appropriate transportation projects and strategies for a given problem, the development of a cooperative process for information sharing between State and local transportation and air quality agencies is equally essential. The FTA/FHWA planning regulations require this coordination. The ability of transit interests to participate in the negotiation process will be key to maximizing the use of flexible funds delivered by FHWA for transit.

#### THE PROCESS

Sections 8 of the Federal Transit Act and 134 and 135 of Title 23 U.S.C., as amended by ISTEA, require a continuing, comprehensive, and coordinated transportation planning process in metropolitan areas and States. This process is carried out in urbanized areas by Metropolitan Planning Organizations (MPOs) and at the statewide level by State Departments of Transportation (DOTs). The process provides for the development of multimodal plans and programs which result in the implementation of appropriate transportation projects.

As part of this process, ISTEA requires for both urbanized areas and States a 20 year transportation plan which addresses all modes of transportation and a number of planning factors (i.e. current land use and development plans, strategies to reduce congestion and develop bicycle and pedestrian facilities, and the overall economic, social, and environmental impacts of transportation decisions). Each MPO, in

cooperation with the State and local transit operators, is responsible for the development of a **metropolitan transportation plan**. The intent of the metropolitan plan is to forecast regional growth, identify long-term transportation needs, and develop a strategy for meeting these needs. The **statewide transportation plan** reflects both the content of a State's metropolitan plans and identifies the long-term transportation issues in rural areas. The ultimate purpose of the statewide plan is to unify urban and non-urban plans within a State in a coordinated statewide vision of future transportation investment opportunities and ensure the maintenance and efficient operation of the existing transportation system.

Projects identified through the planning process in metropolitan areas are then prioritized and programmed in a **transportation improvement program (TIP)**. The TIP reflects the overall transportation goals specified in the metropolitan plan and identifies the realistic local and Federal financial resources available to implement the programmed projects. The **statewide transportation improvement program (STIP)** is the programming document for statewide transportation investments. The portion of the STIP in a metropolitan area is developed in cooperation with the MPO, and metropolitan TIPs are included in STIPs after approval by the State Governor.

## **PLANNING, PROGRAMMING, AND FLEXIBLE FUNDS**

Within the framework of plan and TIP development, ISTEA provides a number of broad themes which support the flexible programming of FHWA funds for transit purposes:

**MPO Designation.** MPOs in Transportation Management Areas (TMAs; urbanized areas of 200,000 population and above or other areas as designated by the State Governor) designated or redesignated after December 18, 1991, must include transit operators and operators of other major modes of transportation as voting members of their policy boards. This provision gives operators a clear voice in the programming of Federal-aid transportation funds in metropolitan areas.

Even where a redesignation does not occur, both FTA and FHWA encourage MPOs in all urbanized areas to include transit and other modal operators on their policy boards.

**Project Selection Authority.** The inclusion of transit operators on TMA MPO decisionmaking boards is even more critical considering the project selection authority given these organizations. Except for projects on the National Highway System or funded under the interstate maintenance or bridge programs, all Title 23 and Federal Transit Act-funded transportation projects in TMAs are selected by the MPO in *consultation* with the State. This means that flexible funds, both attributable to urbanized areas of over 200,000 population *and* statewide discretionary funds programmed in these areas, may be used to meet the priorities established at the metropolitan level.

***Fiscally Constrained TIPs.*** One of the most significant changes from past surface transportation authorizations is that the programming of Federal-aid projects must be fiscally constrained to a realistic scope of ready-to-go activities. TIPs are no longer "wish lists" of projects that are dependent on later financing actions for implementation but rather the mechanism for managing the advancement of the transportation improvements identified in the plan. Indeed, projects programmed in the first year of the TIP are considered "selected" for actual implementation.

***Major Transportation Investments.*** The joint planning regulations require a multimodal approach to planning for major transportation investments. Where the transportation planning process has identified the need for any transportation improvement that will have a significant effect on corridor capacity, traffic flow, or mode share, the MPO, in cooperation with appropriate local and State transportation and air quality agencies, must consider a broad range of appropriate modal alternatives. These corridor or sub-area analysis must evaluate the social, environmental, land use, and economic development benefits and impacts of each option, and produce projects for inclusion in metropolitan and State plans and programs.

The intent of this major investment process is to develop early in the planning process a broad set of options for future improvements to the transportation network. This approach not only meets ISTEA's intent of a truly multimodal planning process, but provides local and State decisionmakers with an objective basis for the use of flexible funding.

***Public Participation.*** ISTEA goes further than any previous legislation in requiring the involvement of the general public in transportation investment decisionmaking. The FTA/FHWA joint planning regulations support this mandate by requiring that public participation be a proactive process which guarantees interested parties timely notice, full access to key decisions, and an opportunity for early and continuing involvement in the development of plans and TIPs. The regulations further stipulate minimum required public comment periods on plans and TIPs and complete consideration by the MPO of all comments received on these documents.

By continuously involving the public throughout the transportation planning process, concerns can be more adequately addressed in the evaluation of alternatives and the development of projects for implementation. Transit advocates thus have a much stronger voice in the early and continued development of transportation options to meet needs identified during the planning process.

***Coordination.*** In order to optimize the effectiveness of any of the above provisions, a cooperative dialogue between State and local highway, transit, other modal operators, and air quality and environmental agencies must be facilitated. To ensure this, the FTA/FHWA joint planning regulations require an open and coordinated planning process among all affected players. This coordination must be reflected in the development of multimodal transportation plans and corridor and sub-area analysis, as well as the incorporation of metropolitan transportation plans and improvement programs into statewide plans and programs.

To ensure the implementation of fiscally constrained TIPs, the regulations further require that States provide MPOs an estimate of the amount of State-administered funds available for programming in respective metropolitan areas.

**PART II**  
**FUND ADMINISTRATION**  
**and**  
**OBLIGATION LIMITATION**

Once the planning, programming, and selection process is complete and the decision has been made to utilize flexible funds for a specific transit project, the grantee then submits an application for the project to the appropriate FTA Regional Office. At the same time, the grantee must notify the State that it has submitted an application to FTA which will require the obligation of Highway funds. These two steps must be completed on or before the start of a quarter for the application to be approved by FTA by the end of that quarter.

The application should specify under which Federal Transit Act section the funds will be utilized and should be prepared in conformance with the requirements and procedures governing that section. Funds to be used in urbanized areas for bus rolling stock or facilities, fixed guideway modernization, or new systems should be applied for by the designated recipient following the FTA Section 9 application procedures. Funds to be used for transit projects in nonurbanized areas should adhere to Section 18 requirements; that is, the State will apply to FTA for the funds on behalf of local subrecipients. Flexible funds used for the purposes of the Section 16 program will be administered through the State following Section 16 procedures. These funds will have distinguishing account codes but will otherwise be processed as Section 9, 18, or 16 formulae funds.

Several transit projects are earmarked under ISTEA as Innovative Demonstration, Intermodal, or Congestion Relief projects (Sections 1106-08). Although these funds are not technically "flexible funds", FHWA has asked that they be administered by FTA. These funds are transferred to FTA for obligation and, having distinguishing accounting codes, are processed as Section 3 funds, following the FTA Section 3 procedures.

It should be noted here that several FHWA programs may provide for transit and transit-related projects without actually being administered by FTA. For example, eligible projects under the National Highway System, as stated under Title 23 U.S.C. 103 (i)(3)/ ISTEA, Title 1, Section 1006 include selected transit opportunities provided they meet certain NHS-mandated conditions. The Interstate Maintenance and Substitute Highways programs also provide for specific, limited transit opportunities. Local and State officials may choose to administer certain types of flexibly funded transit projects (e.g. HOV lanes, park and ride lots) through FHWA rather than through FTA, *if this would facilitate project delivery*. Potential transit projects and transit eligibility criteria under each FHWA program will be identified in the appropriate *Program Profile*.

## FEDERAL SHARE

With the exception of the Substitute Highway Program, the *minimum* Federal matching ratio for flexible funds made available for transit is 80%. This rate may be increased to 90% for projects undertaken on the Interstate system which do not increase highway capacity for single occupancy vehicles i.e. HOV lanes, busways, etc. In addition, ISTEA Section 1006/23 U.S.C. 120 provides for a sliding scale adjustment which may increase the Federal share of transportation projects in some States to as much as 95%, based on the ratio of the area of various public lands to the total area of a State. Appendix A(1) presents the Federal share rates of 14 States whose ratio of designated public lands, *exclusive* of national forests, parks, and monuments, exceed 5% of their total area. Appendix A(2) provides a breakdown of rates available to all States based on each State's ratio of designated public lands *inclusive* of national forests, parks, and monuments. *States which choose to utilize the rates provided in Appendix A(2) must agree to commit to fund all projects eligible for assistance under Title 23 at these rates.* Grantees need to consult their State DOT to determine the Federal matching share options available to them under ISTEA.

In addition, commuter carpooling and vanpooling projects and transit safety projects using flexible funds administered by FTA may retain the same 100 percent Federal share that would be allowed for ride-sharing or safety projects administered by FHWA. The 100 percent safety projects are subject to a nationwide 10 percent program limitation.

The participating rate for Substitute Highway funds is 85%.

## FHWA OBLIGATION CEILING

ISTEA Section 1002 establishes a ceiling "of all obligations for Federal-aid highways and highway safety construction" programs. What this generally means is that the sum total of *all* FHWA appropriations in any fiscal year for these programs (including STP, CMAQ, and other flexible programs) does *not* equal the sum total of available funds for that year; instead, each State has the authority to obligate only up to a lesser amount, i.e. its "obligation ceiling." The gap between the sum of FHWA apportionments and the obligation ceiling is carried over as an unobligated balance, available for obligation in future years until these funds lapse.

Because this ceiling is applied by Congress to the sum total of *all* Federal-aid highways and highway safety construction program apportionments and *not* to each individual program which make up this total, States have the flexibility to obligate the mix of FHWA program funds which best meets their transportation needs. Transit operators and MPOs need to be aware, however, that this choice typically allows States to obligate funds for projects that are immediately ready for implementation regardless of individual program funding; this, in turn, may prevent States from obligating their full apportionment of STP, CMAQ, or other flexible funds if a State has already reached its obligation ceiling. In fiscal years 1992 and 1993, for example, *nearly 27% of all available STP funds and 47% of available CMAQ funds were left unobligated* because States met their obligation ceiling from other programs (e.g. NHS and Interstate Maintenance) before these monies could be expended.

It should be noted that FHWA flexible funds made available to FTA are counted against a State's obligation limitation at the time of the transfer, *not* with the obligation by FTA of the funds. Furthermore, States which have not obligated their entire limitation by August 1 of each year have their unobligated authority redistributed among States which have met their ceiling. This annual redistribution of authority provides transit operators another opportunity for project funding *if projects are already in an approved STIP and are ready to go*. Selection would flow from projects programmed for Sections 3, 9, or 18 where FHWA flexible funding is substituted for projects in first, second or third years of the STIP.

Clearly, it is critical that transit operators and MPOs not only program flexibly funded transit projects as early in the fiscal year as possible, but also carefully monitor the status of their State's obligation limitation to avoid funding shortfalls and take advantage of any possible authority redistribution. The ability of transit interests to fully participate in the metropolitan planning process and to effectively justify their projects within a coordinated multimodal transportation plan will be key in determining the success of this strategy.

PART III

SURFACE TRANSPORTATION PROGRAM

The Surface Transportation Program (STP) has the highest authorization among all programs contained in the ISTEA legislation, with an FY 1994 availability of \$4,151,834,125. Moreover, when adjusted by the equity additions (Apportionment Adjustments) explained in the Program Profiles, STP allocations total \$4,542,068,007. Aside from the intermodal flexibility of the program, the STP shares fund allocation and project eligibility criteria with some other ISTEA Title I funding sources.

STP FUND DISTRIBUTION

ISTEA Section 1007 (a) establishes distribution rules which apply to many of the flexible funds discussed here (whether or not the funds themselves can actually be used for STP purposes). This distribution formula is presented below:

STP Fund Distribution Formula

<b>GENERAL PURPOSES</b>	<b>80%</b>
<b>SAFETY</b>	<b>10%</b>
<b>TRANSPORTATION ENHANCEMENT</b>	<b>10%</b>

The General Purpose funds have four distribution components:

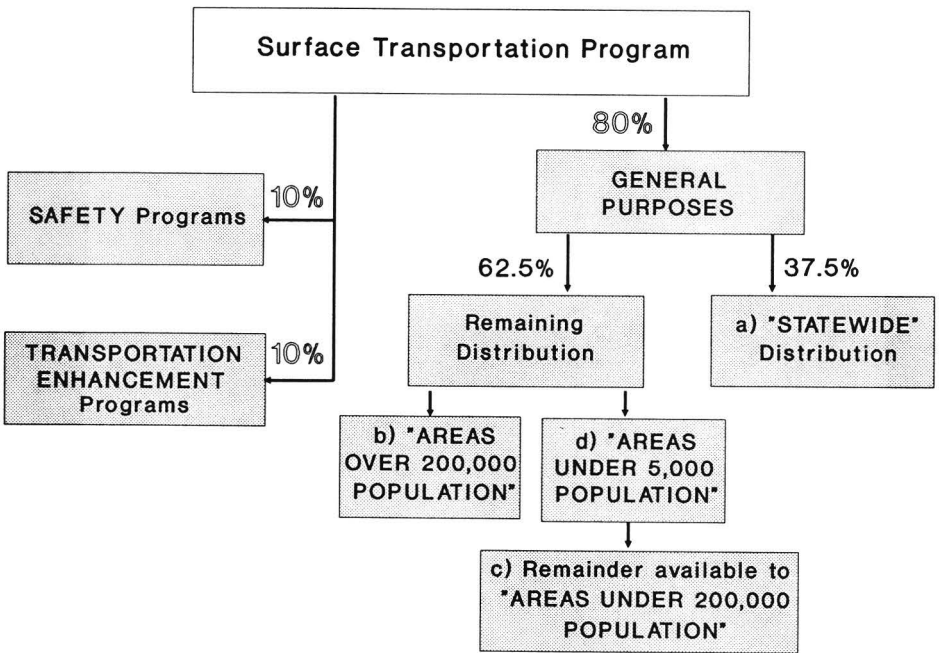
- a) "STATEWIDE" DISTRIBUTION  
Funds are allocated for use in any area(s) of a State at the State's discretion.
- b) "AREAS OVER 200,000 POPULATION" DISTRIBUTION  
Funds are attributable to and must be distributed in urbanized areas over 200,000 population.
- c) "AREAS UNDER 200,000 POPULATION" DISTRIBUTION  
Though not attributable to specific areas, these funds are to be obligated only for use in areas under 200,000 population, including rural areas.
- d) "AREAS UNDER 5,000 POPULATION" DISTRIBUTION  
Areas under 5,000 population are guaranteed an amount which is not less than 110% of the State's 1991 Secondary (Highways) apportionment. *This requirement must be met before STP funds can be made available to areas under 200,000 population under distribution c.*



The "Statewide" distribution of STP funds is 37.5% of a State's General Purpose apportionment. The remaining 62.5% is distributed between areas over 200,000 population (*distribution b*) and other areas of the State (*distributions c and d*) based on their relative share of the State's population.

The Safety and Transportation Enhancements apportionments may be spent anywhere within the State, though they may only be used to fulfill strictly defined purposes.

A flow chart representing STP distribution is presented below:



## STP PROJECT ELIGIBILITY

### *GENERAL PURPOSES*

Section 1007 (a) of ISTEA outlines project eligibility for Surface Transportation Program (and STP-applied flexible) funds (see Appendix B). ***Opportunities for transit under the 80% General purposes apportionment include all projects which might otherwise be eligible for funding under current FTA grant programs*** excluding Federal Transit Act Section 9 operating assistance. Eligibility under this apportionment also includes all qualifying projects under the STP Safety and Transportation Enhancement set-asides.

Possible transit and transit-related projects include (but are not limited to):

- Purchases of rolling stock (buses) and other transit equipment.
- Construction, rehabilitation, and/or improvements of fixed rail systems and other transit facilities.
- Programs for improved public transit and most other transportation control measures (TCMs) defined under the Clean Air Act Amendments of 1990 (see Appendix D).
- Transit and transit-related planning, research, and development activities.
- Transit safety improvements and programs.
- Car/vanpool projects.
- Construction of pedestrian walkways and bicycle transportation (though not recreation) facilities and other eligible programs and projects under 23 U.S.C. Section 217.

### *SAFETY*

The 10% of the STP funds available for Safety programs is to be used for carrying out Sections 130 (Railway-Highway Crossings) and 152 (Hazard Elimination) of Title 23 U.S.C. Specifically, the Safety program funds made available to States have been distributed between the two categories proportional to each State's FY 1991 23 U.S.C. Section 130 and 152 apportionments; money allocated to fulfill the purposes of Section 130 has been further divided in equal amounts between "protective devices" and "elimination of hazards (railway crossing-specific)."

At-grade rail transit-highway crossing improvements will be eligible for STP funds under the Safety provision, provided such crossings have previously been identified by States as a priority hazard, as required by Section 130 (d). The Section 152 Hazard Elimination program only applies to the improvement of hazardous locations, sections, and elements of public roads, and as such has extremely limited applications to transit.

Most transit and transit-related safety measures would qualify under the more broadly defined General Purpose provision of the STP.

### ***TRANSPORTATION ENHANCEMENTS***

FHWA has determined that only those activities listed in ISTEA Section 1007(c) (see Appendix C) may be accounted for as Transportation Enhancements. Enhancements which are not listed may have sub-elements which are; in these cases, the costs associated with such sub-elements could be obligated as transportation enhancement activities. Normally, only those enhancements above and beyond what would normally be provided by implementing authorities are eligible for funding under the Transportation Enhancement provision.

Enhancements to new or existing transit facilities such as landscaping or the improvement of pedestrian access would qualify for Transportation Enhancement funds, as would any type of preservation, rehabilitation, and operation of legitimate historic transit facilities.

## PART IV

### PROGRAM PROFILES

For each of the below, a brief profile is provided which outlines FY 1994 apportionments, fund distribution formulas, and project eligibility criteria. "STATEWIDE" Flexible Use refers to the portion of each fund which may be obligated in any area of a State for any STP purpose. "**AREAS OVER 200,000**" Flexible Use amounts are those apportionments which may be utilized to fulfill STP purposes but which are attributable to specific UZAs of over 200,000 population. "**AREAS UNDER 200,000**" Flexible Use are monies available to pursue STP activities in all areas under 200,000 population, including—at State discretion—areas under 5,000 population. Finally, "**AREAS UNDER 5,000**" Flexible Use amounts may only be used in areas under 5,000 population.

STP purposes include any *non-operating assistance* transit program or project eligible under the Federal Transit Act. *For each Program Profile, all amounts presented under any of the four distributions mentioned above are available for transit use .*

FY 1994 apportionments reflect the deduction of a 2% set-aside for the FHWA State Planning and Research program.

- a) **Surface Transportation Program (STP) and STP Apportionment Adjustments**
- b) **Minimum Allocation**
- c) **Donor State Bonus**
- d) **Interstate Maintenance Program**
- e) **Bridge Program**
- f) **National Highway System (NHS)**
- g) **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**
- h) **Substitute Highway Funds of the Interstate Substitute Program**

**SURFACE TRANSPORTATION PROGRAM (STP) and STP  
 APPORTIONMENT ADJUSTMENTS (Hold Harmless, 90% Payment  
 Guarantee, State of Wisconsin Adjustment)**

<b>FY '94 STP Total Apportionment:</b>	\$ 4,151,834,125
<b>FY '94 Apportionment Adjustments:</b>	\$ 390,233,882
<b>Aggregate '94 STP Total:</b>	\$ 4,542,068,007
<b>Minus Safety and Transportation      Enhancement set-asides</b>	\$ (843,468,444)
<b>"STATEWIDE" Flexible Use:</b>	\$ 1,705,407,250
<b>"AREAS OVER 200,000" Flexible Use:</b>	\$ 937,970,216
<b>"AREAS UNDER 200,000" Flexible Use:</b>	\$ 471,990,078
<b>"AREAS UNDER 5,000" Flexible Use:</b>	\$ 583,232,019

**Fund Distribution**

Apportionment Adjustments are funding sources legislated by Congress to achieve equity in funding levels among States. **Hold Harmless** funds guarantee each State a legislative percentage of the nationwide total of selected Title 23 funds. **90% of Payments** returns to each State a minimum of 90 cents to every dollar they are estimated to have contributed to the Highway Trust Fund. The state of Wisconsin receives an additional allocation under ISTEA Section 1015 (c).

The Surface Transportation Program Apportionment Adjustments were incorporated directly into the STP to create the aggregate FY '94 STP total. *Fifty percent of the adjustments were distributed within States according to the STP distribution rules presented earlier; the other 50% are effectively "Statewide" Flexible Use funds, available for use to fulfill any STP purposes in any area(s) of the State .*

**Project Eligibility**

Aside from the Safety and Transportation Enhancement set-aside from the 1/2 of the Apportionment Adjustments which follows STP distribution rules, these funds may be utilized to finance any type of non-operating assistance transit project.

**Note**

In fiscal years 1996 and 1997, **Reimbursement** for non-Federally aided Interstate expansion will be incorporated into Surface Transportation Program funds. Every State is guaranteed a minimum 0.5% apportionment of the yearly \$ 2 billion authorization.

**MINIMUM ALLOCATION  
and  
DONOR STATE BONUS**

<b>FY '94 Minimum Allocation Apportionment:</b>	<b>\$ 1,234,618,753</b>
"STATEWIDE" Flexible Use:	\$ 848,800,403
"AREAS OVER 200,000" Flexible Use:	\$ 201,854,044
"AREAS UNDER 200,000" Flexible Use:	\$ 182,400,411
"AREAS UNDER 5,000" Flexible Use:	\$ 1,563,895
<b>FY '94 Donor State Bonus Apportionment:</b>	<b>\$ 496,010,000</b>
"STATEWIDE" Flexible Use:	\$ 341,006,879
"AREAS OVER 200,000" Flexible Use:	\$ 76,818,473
"AREAS UNDER 200,000" Flexible Use:	\$ 78,184,648
"AREAS UNDER 5,000" Flexible Use:	\$ 0

**Fund Distribution**

The Minimum Allocation distribution is another equity provision which guarantees each State a 90% return in Highway fund allocations of its contribution to the Highway Account of the Highway Trust Fund. Fifty percent of Minimum Allocation funds are subject to the General Purpose component of the STP distribution; in other words, 62.5% of this amount is allocated to areas within the State according to each area's relative share of the State population, while 37.5% may be allocated "Statewide." There is no Safety or Transportation Enhancement set-aside. The entire remaining 50% may be used "Statewide."

The Donor State Bonus equity program follows the same distribution rules as the Minimum Allocation funds.

**Project Eligibility**

Minimum Allocation and Donor State Bonus funds may be used for any STP purpose, as well as for qualifying projects under FHWA's NHS, Interstate Maintenance, Bridge, CMAQ, Hazard Elimination, and Railway Crossings programs.

**INTERSTATE MAINTENANCE PROGRAM**

**FY '94 Apportionment:** \$ 2,683,407,524

"STATEWIDE" Flexible Use (if transferred to the STP): \$ 536,681,504

**Fund Distribution**

States are apportioned Interstate Maintenance funds according to interstate lane miles and vehicle miles travelled criteria established by 23 U.S.C. 104 (b)(5)(B). Unconditionally, a State may transfer up to 20% of its Interstate Maintenance apportionment to the Surface Transportation Program and/or National Highway System. Additionally, if a State certifies that its apportionment is in excess of its maintenance needs, it may, upon approval by the Secretary, transfer the excess amount to the STP/NHS. All Interstate Maintenance monies transferred to the STP may be obligated in any area(s) of the State.

**Project Eligibility**

Interstate Maintenance funds transferred to the Surface Transportation Program may be used to fulfill any STP purpose. Interstate Maintenance funds *not* transferred to the STP may be used to construct HOV, Bus, and other auxiliary lanes which do not add single occupancy vehicle capacity to existing Interstates.

**BRIDGE PROGRAM**

<b>FY '94 Apportionment:</b>	\$ 2,505,706,893
"STATEWIDE" Flexible Use (if transferred to the STP):	\$ 1,002,282,756

**Fund Distribution**

States are apportioned replacement and rehabilitation money based on the square footage of "deficient" highway (not rail) bridges surveyed by the State and inventoried in a priority system established by 23 U.S.C. Section 144 (b) and (c). Up to 40% of these funds may be transferred by States to its STP or NHS Programs; any transfer to the Surface Transportation Program may be used anywhere in a State.

**Project Eligibility**

Bridge program funds transferred to the STP may be used for any STP purpose.



**NATIONAL HIGHWAY SYSTEM (NHS)**

**FY '94 Apportionment:** \$ 3,218,758,076  
"STATEWIDE" Flexible Use (if transferred to the STP): \$ 3,218,758,076

**Fund Distribution**

States are apportioned NHS funds in the same ratio and under the same distribution rules as the Surface Transportation Program. Up to 50% of a State's NHS apportionment may be transferred to the STP, although the entire amount is eligible for transfer if "the Secretary approves such transfer as being in the public interest, after providing notice and sufficient opportunity for public comment (23 U.S.C. 104 (c))."

**Project Eligibility**

NHS funds transferred to the STP may be made available anywhere in the State and be used to fulfill any STP purpose. Subject to project approval by the Secretary, transit projects are directly eligible for nontransferred NHS funds if such projects:

- a) are within, or in close proximity to, an NHS-designated freeway corridor.
- b) can demonstrate an improvement in the level of service on a specific NHS link and can improve regional travel.
- c) meet defined transportation needs and are more cost-effective than other construction of or improvements to the freeway.

Car/vanpool projects are also eligible for NHS funds, provided such projects are undertaken on NHS corridors.

CONGESTION MITIGATION AND AIR QUALITY  
IMPROVEMENT (CMAQ) PROGRAM

FY '94 Apportionment:	\$ 962,457,843
"STATEWIDE" Flexible Use:	\$ 67,372,060

Only applies to States with no classified nonattainment areas for ozone or carbon monoxide; see eligibility below.

Fund Distribution

The CMAQ program was created by ISTEA to help States attain the Federal air quality standards for ozone and carbon monoxide. CMAQ funds are apportioned to States "in the ratio which the weighted nonattainment area population of each State bears to the total weighted nonattainment area population of all States (ISTEA Section 1008 (b)(2))." This weighted population is determined by multiplying the population living within an ozone nonattainment area by a set factor associated with each nonattainment classification (1.0 for MARGINAL ozone nonattainment, 1.1 for MODERATE ozone nonattainment, up to 1.4 for EXTREME nonattainment). *States which have ozone and/or CO nonattainment areas must use their apportioned funds in such areas*, although they are **not** required to suballocate funds to these areas based on the same weighted formula established by ISTEA for its nation-wide allocation of CMAQ funds. PART V, *Table 6*, provides a state-by-state breakdown of CMAQ funds and the ozone and CO nonattainment areas where these funds may be obligated. Please note that under certain conditions CMAQ funds may also be utilized in small particulate matter (PM-10) nonattainment areas (see eligibility below).

Every State is guaranteed at least 0.5% of CMAQ funds (\$ 4,812,290 in FY 1994).

Project Eligibility

On October 16, 1992, FTA and FHWA issued joint guidance on the CMAQ program. This guidance, which was coordinated with the Environmental Protection Agency (EPA), addresses a number of eligibility issues raised over the course of the program's first year of implementation. Among the key points presented:

- The CMAQ provisions in ISTEA recognize ozone and CO as the primary transportation pollutants, and States must generally obligate CMAQ funds for projects in these nonattainment areas. In certain cases, CMAQ funds may be used for projects which reduce PM-10 pollution, but only after it is demonstrated that such projects will not delay efforts to attain CO or ozone standards.
- In general, the capital cost of transit system expansions/improvements which are projected to increase ridership are eligible under the CMAQ program. The CMAQ guidance stresses that emissions reductions should be estimated for all candidate projects to provide the basis for appropriate project selection in nonattainment areas.

- In limited cases, operating costs for new transit service are eligible for CMAQ funding. Specifically, the costs must be associated with *new transit service which supports a new program or project that has been specifically developed for air quality benefits*. The intent is to support travel demand management measures and services which provide alternatives to single-occupant vehicle use in a central city or suburban activity center. *Transit operating costs meeting this criterion are eligible for a maximum of two years.*
- Project planning or development activities that lead directly to construction of facilities or new services that will have an air quality benefit are eligible under the CMAQ program, although general planning activities are not.
- Eligible Transportation Control Measures (TCMs) listed in the Clean Air Act Amendments of 1990 (see Appendix D) which are contained in a State Implementation Plan for reducing airborne pollutants are *provided the highest priority for funding under the CMAQ program.*

Additional eligible activities under the CMAQ program include:

- The construction of pedestrian and bicycle facilities and the implementation of bicycle safety programs.
- Projects required to develop and establish management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems if it can be demonstrated that they are likely to contribute to the attainment of NAAQS.
- Traffic monitoring, management, and control operations.

Other projects and programs may qualify if, after consultation with the EPA, FHWA or FTA determines that they are likely to contribute to the attainment of a National Ambient Air Quality Standard. Please reference the October 16 CMAQ guidance for more information on eligibility criteria.

States which do not have nonattainment areas classified under the CAAA of 1990 for ozone or carbon monoxide may use their CMAQ apportionment for any project or program eligible for assistance under STP. These States are: Arkansas, Hawaii, Idaho, Iowa, Kansas, Mississippi, Nebraska, North Dakota, Oklahoma, South Carolina, South Dakota, Vermont, Wyoming, and Puerto Rico.

**SUBSTITUTE HIGHWAY FUNDS  
of the  
INTERSTATE SUBSTITUTE PROGRAM**

**FY '94 Apportionment:** \$ 226,968,011

**Fund Distribution**

ISTEA amends the Federal-Aid Highway Act of 1978, which permits State and local officials to withdraw planned interstate routes and to substitute transit or other highway projects in their place. Previously, qualifying transit projects could be funded from the Substitute Transit Funds apportionment of the Interstate Substitute Program administered by FTA, while FHWA administered alternate highway projects through the Substitute Highway Funds program. ISTEA maintains the two distinct programs, but now allows for Substitute Highway Funds to be used for mass transit purposes.

Substitute Highway Funds are apportioned to States based on the estimated costs of completing withdrawn interstate routes. Only those States which have withdrawn routes may receive these funds, which then must be used for projects "which will serve the area or areas from which the interstate route or portion thereof was withdrawn (23 U.S.C. 103 (e)(4)(B))."

**Project Eligibility**

While these Highway funds are now eligible for transit use, transit opportunities under the Interstate Substitute Program are limited to the construction and improvements of fixed rail facilities, the purchase of rolling stock (buses) and other transportation equipment, and any other project eligible for funding under FTA's Section 3 grant program.

**PART V**  
**FY 1994**  
**STATE-BY-STATE SUMMATION**  
**OF FLEXIBLE FUNDS**

*all amounts are in dollars*

**Table 1**      **TOTAL INTERMODAL FUNDS**

Equals the sum of monies allocated under STP (including Apportionment Adjustments), Minimum Allocation, Donor State Bonus, the *transferable portions* of the Interstate Maintenance and Highway Bridge programs, NHS, CMAQ, and the Substitute Highway Funds program.

**Table 2**      **"STATEWIDE" FLEXIBLE USE FUNDS**

Funds which may be allocated to any area of a State for any STP purpose.

**Table 3**      **"AREAS OVER 200,000 POPULATION" FLEXIBLE USE FUNDS**

Funds are attributable to specific UZAs over 200,000 population. May be used for any STP purpose.

**Table 4**      **"AREAS UNDER 200,000 POPULATION" FLEXIBLE USE FUNDS**

Funds are to be obligated for any STP purpose in areas under 200,000 population, including areas under 5,000 population.

**Table 5**      **"AREAS UNDER 5,000 POPULATION" FLEXIBLE USE FUNDS**

Funds are available to fulfill STP purposes only in areas under 5,000 population.

**Table 6**      **CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) FUNDS**

Funds may be used only in the nonattainment areas for ozone and carbon monoxide listed under each State heading. If no such nonattainment areas exist, funds may be obligated in any area of the State for any STP purpose.

**Table 7**      **SUBSTITUTE HIGHWAY FUNDS**

Table 1

## TOTAL INTERMODAL FUNDS

State	STP	Minimum Allocation	Donor State Bonus	Interstate Maintenance	Transferable Interstate Maintenance	Bridge	Transferable Bridge	NHS	CMAQ	Substitute Highway	Total Intermodal Funds
ALABAMA	84,718,521	32,169,869	17,041,183	48,916,720	9,783,344	35,338,985	14,135,594	59,649,069	4,812,290	0	222,309,870
ALASKA	130,657,427	0	0	21,133,017	4,226,603	6,235,178	2,494,071	51,725,256	4,812,290	0	193,915,647
ARIZONA	80,425,160	35,822,806	7,367,730	58,502,701	11,700,540	5,771,883	2,308,753	43,868,256	12,922,643	0	194,415,888
ARKANSAS	60,864,256	33,203,236	8,435,376	29,750,476	5,950,095	27,270,268	10,908,107	37,648,129	4,812,290	0	161,821,489
CALIFORNIA	337,011,327	189,625,109	67,225,312	263,905,255	52,781,051	160,056,479	64,022,592	270,906,185	142,198,394	9,078,604	1132848574
COLORADO	69,905,910	0	0	49,539,868	9,907,974	23,413,837	9,365,535	51,397,881	4,812,290	0	145,389,590
CONN.	82,521,371	0	0	34,424,706	6,884,941	67,076,531	26,830,612	55,653,757	22,643,877	54,063,083	248,597,641
DELAWARE	25,887,259	0	0	12,945,089	2,589,018	6,298,159	2,519,264	15,844,284	4,812,290	0	51,652,115
DIST. OF COL.	20,906,338	0	0	13,641,061	2,728,212	13,107,979	5,243,192	17,350,878	4,812,290	567,414	51,608,324
FLORIDA	213,307,675	161,433,342	25,893,041	100,387,851	20,077,570	44,419,148	17,767,659	128,985,765	28,775,228	0	596,240,280
GEORGIA	122,581,711	70,827,291	20,893,907	91,490,851	18,298,170	43,380,200	17,352,080	89,784,275	14,902,461	4,788,964	359,428,859
HAWAII	64,796,380	0	0	13,641,061	2,728,212	17,799,350	7,119,740	17,023,502	4,812,290	0	96,480,124
IDAHO	52,394,028	0	0	24,532,315	4,906,463	6,235,178	2,494,071	25,535,254	4,812,290	0	90,142,106
ILLINOIS	232,336,148	0	0	94,784,777	18,956,955	90,500,499	36,200,200	127,021,515	47,155,241	0	461,670,059
INDIANA	95,214,966	50,565,606	36,897,656	58,611,982	11,722,396	34,582,430	13,832,972	67,726,547	10,844,535	22,697	286,827,375
IOWA	77,567,101	0	0	37,732,197	7,546,439	37,636,523	15,054,609	51,397,881	4,812,290	776	156,379,906
KANSAS	57,821,302	0	0	36,692,727	7,338,545	39,884,927	15,953,971	44,426,130	4,812,290	0	130,352,238
KENTUCKY	76,819,318	5,874,951	19,403,811	44,221,045	8,844,209	33,162,070	13,264,828	51,260,919	7,076,797	0	182,544,833
LOUISIANA	87,352,705	0	0	48,775,227	9,755,045	50,663,801	20,265,520	54,344,257	4,812,290	0	176,529,817
MAINE	28,647,140	0	0	13,641,061	2,728,212	14,930,255	5,972,102	20,624,628	4,812,290	0	62,784,372
MARYLAND	59,813,895	44,733,894	8,423,780	45,099,883	9,019,977	50,926,401	20,370,560	51,397,881	29,875,126	15,229,358	238,864,471
MASS.	15,631,204	0	0	46,365,823	9,273,165	108,843,002	43,537,201	62,201,258	39,633,804	612,807	170,889,439
MICHIGAN	88,997,697	69,466,216	35,686,825	83,225,355	16,645,071	69,579,081	27,831,632	86,988,225	27,998,278	0	353,613,944
MINNESOTA	79,623,073	0	0	51,800,037	10,360,007	24,780,087	9,912,035	56,963,257	4,812,290	593	161,671,255
MISSISSIPPI	54,128,129	15,900,812	6,694,442	32,349,373	6,649,875	40,164,762	16,065,905	40,921,880	4,812,290	0	144,993,333
MISSOURI	78,990,582	27,935,873	19,589,868	73,404,391	14,680,878	83,954,445	33,581,778	79,879,509	9,548,290	0	264,206,547
MONTANA	62,330,386	0	0	42,431,008	8,486,202	9,956,330	3,982,532	36,011,255	4,812,290	0	115,622,665
NEBRASKA	48,176,708	0	0	22,005,688	4,401,138	25,767,241	10,306,896	35,029,129	4,812,290	0	102,726,161
NEVADA	42,588,904	0	0	24,026,423	4,805,285	6,235,178	2,494,071	25,207,878	4,812,290	0	79,908,428
NEW HAMP.	29,803,825	0	0	13,641,061	2,728,212	12,097,251	4,838,900	19,969,878	4,812,290	0	62,153,105
NEW JERSEY	113,800,071	0	0	28,925,363	5,785,073	116,212,351	46,484,940	81,085,453	55,514,472	12,256,115	314,926,124
NEW MEXICO	87,089,918	0	0	43,616,860	8,723,372	6,861,937	2,744,775	35,029,129	4,812,290	0	138,399,484
NEW YORK	151,873,424	0	0	94,947,741	18,989,548	249,407,055	99,762,822	169,627,038	101,002,803	89,515,028	630,770,663

N. CAROLINA	138,688,803	57,657,110	15,861,315	55,312,903	11,062,581	63,585,581	25,434,232	82,825,885	11,892,950	0	343,422,876
N. DAKOTA	47,480,996	0	0	20,846,560	4,169	6,235,178	2,494,071	24,553,128	4,812,290	0	83,509,797
OHIO	143,059,627	47,632,347	54,444,310	104,150,120	20,830,024	101,887,065	40,754,826	118,509,764	42,282,923	0	467,513,821
OKLAHOMA	82,264,573	15,350,532	7,814,479	37,288,458	7,457,692	40,873,577	16,349,431	50,088,382	4,812,290	0	184,137,379
OREGON	51,414,829	12,588,802	6,982,809	41,260,918	8,252,184	35,047,179	14,018,872	40,267,130	5,644,588	22,697	139,191,911
PENN.	145,076,265	53,342,235	21,279,860	72,217,982	14,443,596	251,926,317	100,770,527	134,551,141	58,177,632	1,552	527,642,808
RHODE ISLE	20,907,271	0	0	13,641,061	2,728,212	16,562,874	6,625,150	17,023,502	5,635,228	30,186,356	83,105,719
S. CAROLINA	67,408,886	24,876,853	8,057,857	44,111,187	8,822,237	26,816,549	10,726,620	45,979,491	4,812,290	0	170,684,234
S. DAKOTA	52,979,229	0	0	25,075,437	5,015,087	8,975,413	3,590,165	27,172,129	4,812,290	0	93,568,900
TENNESSEE	93,011,226	17,289,123	17,442,122	67,239,243	13,447,849	59,526,915	23,810,766	72,022,508	10,746,246	10,621,967	258,391,807
TEXAS	308,940,009	119,393,086	44,312,286	205,686,353	41,137,271	97,613,433	39,045,373	223,269,775	95,366,410	0	871,464,210
UTAH	38,127,284	0	0	45,363,093	9,072,619	9,668,764	3,867,506	31,100,629	4,812,290	0	86,980,328
VERMONT	22,652,502	0	0	13,641,061	2,728,212	13,271,983	5,308,793	18,005,628	4,812,290	0	53,507,425
VIRGINIA	72,167,309	77,643,165	17,770,887	75,997,036	15,199,407	48,751,270	19,500,508	71,695,134	20,490,883	0	294,467,293
WASHINGTON	107,913,390	27,350,078	12,387,620	58,137,534	11,627,507	53,562,411	21,424,964	57,618,007	15,309,658	0	253,631,224
W. VIRGINIA	35,300,511	0	0	22,025,857	4,405,171	53,270,072	21,308,029	40,267,130	4,812,290	0	106,093,131
WISCONSIN	136,483,217	43,936,417	16,103,524	36,410,168	7,282,034	32,971,862	13,188,745	54,999,007	12,075,487	0	284,068,431
WYOMING	38,023,253	0	0	33,616,605	6,723,321	6,235,178	2,494,071	27,172,128	4,812,290	0	79,225,063
PUERTO RICO	25,584,968	0	0	12,276,955	2,455,391	16,376,471	6,550,588	19,151,440	4,812,290	0	58,554,677
<b>TOTAL</b>	<b>4,542,068,007</b>	<b>1,234,618,753</b>	<b>496,010,000</b>	<b>2,683,407,524</b>	<b>536,681,504</b>	<b>2,505,706,893</b>	<b>1,002,282,756</b>	<b>3,218,758,076</b>	<b>962,457,843</b>	<b>226,968,011</b>	

**\$12,219,844,950**

**Table 2**

**"STATEWIDE" FLEXIBLE USE FUNDS**

State	STP	Minimum Allocation	Donor State Bonus	Transferable Interstate Maintenance	Transferable Bridge	NHS	CMAQ	Total "Statewide" Funds
ALABAMA	23,653,603	22,116,785	11,715,813	9,783,344	14,135,594	59,649,069	0	141,054,208
ALASKA	106,128,105			4,226,603	2,494,071	51,725,256	0	164,574,035
ARIZONA	32,786,142	24,628,180	5,065,315	11,700,540	2,308,753	43,868,256	0	120,357,186
ARKANSAS	23,327,915	22,827,225	5,799,321	5,950,095	10,908,107	37,648,129	4,812,290	111,273,082
CALIFORNIA	92,211,138	130,367,263	46,217,402	52,781,051	64,022,592	270,906,185	0	656,505,631
COLORADO	21,646,680	0	0	9,907,974	9,365,535	51,397,881	0	92,318,070
CONN.	24,756,412	0	0	6,884,941	26,830,612	55,653,757	0	114,125,722
DELAWARE	7,268,349	0	0	2,589,018	2,519,264	15,844,284	0	28,220,915
DIST. OF COL.	6,271,902	0	0	2,728,212	5,243,192	17,350,878	0	31,594,184
FLORIDA	65,495,581	110,985,423	17,801,466	20,077,570	17,767,659	128,985,765	0	361,113,464
GEORGIA	35,348,101	48,693,763	14,364,561	18,298,170	17,352,080	89,784,275	0	223,840,950
HAWAII	51,837,104	0	0	2,728,212	7,119,740	17,223,502	4,812,290	83,520,848
IDAHO	20,299,769	0	0	4,906,463	2,494,071	25,535,254	4,812,290	58,047,847
ILLINOIS	93,762,680	0	0	18,956,955	36,200,200	127,021,515	0	275,941,350
INDIANA	25,213,248	34,763,855	25,367,139	11,722,396	13,832,972	67,726,547	0	178,626,157
IOWA	27,521,991	0	0	7,546,439	15,054,609	51,397,881	4,812,290	106,333,210
KANSAS	19,126,592	0	0	7,338,545	15,953,971	44,426,130	4,812,290	91,657,528
KENTUCKY	24,476,862	4,039,029	13,340,120	8,844,209	13,264,828	51,260,919	0	115,225,967
LOUISIANA	39,520,949	0	0	9,755,045	20,265,520	54,344,257	0	123,885,771
MAINE	8,846,951	0	0	2,728,212	5,972,102	20,624,628	0	38,171,893
MARYLAND	23,079,497	30,754,553	5,791,349	9,019,977	20,370,560	51,397,881	0	140,413,817
MASS.	4,689,362	0	0	9,273,165	43,537,201	62,201,258	0	119,700,986
MICHIGAN	23,349,935	47,758,024	24,534,692	16,645,071	27,831,632	86,988,225	0	227,107,579
MINNESOTA	23,886,923	0	0	10,360,007	9,912,035	56,963,257	0	101,122,222
MISSISSIPPI	21,367,063	10,931,809	4,602,429	6,469,875	16,065,905	40,921,880	4,812,290	105,171,251
MISSOURI	29,631,374	19,205,913	13,468,035	14,680,878	33,581,778	79,879,509	0	190,447,487
MONTANA	24,267,934	0	0	8,486,202	3,982,532	36,011,255	0	72,747,923
NEBRASKA	14,453,013	0	0	4,401,138	10,306,896	35,029,129	4,812,290	69,002,466
NEVADA	23,029,027	0	0	4,805,285	2,494,071	25,207,878	0	55,536,261
NEW HAMP.	9,183,871	0	0	2,728,212	4,838,900	19,969,878	0	36,720,861
NEW JERSEY	41,033,054	0	0	5,785,073	46,484,940	81,085,453	0	174,388,520
NEW MEXICO	40,626,816	0	0	8,723,372	2,744,775	35,029,129	0	87,124,092
NEW YORK	47,223,361	0	0	18,989,548	99,762,822	169,627,038	0	335,602,769
N. CAROLINA	52,366,544	39,639,264	10,904,654	11,062,581	25,434,232	82,825,885	0	222,233,160
N. DAKOTA	16,760,401	0	0	4,169,312	2,494,071	24,553,128	4,812,290	52,789,202
OHIO	51,178,448	32,747,239	37,430,464	20,830,024	40,754,826	118,509,764	0	301,450,765
OKLAHOMA	32,823,274	10,553,491	5,372,454	7,457,692	16,349,431	50,088,382	4,812,290	127,457,014
OREGON	21,542,623	8,654,802	4,800,681	8,252,184	14,018,872	40,267,130	0	97,536,292
PENN.	78,406,192	36,672,787	14,629,904	14,443,596	100,770,527	134,551,141	0	379,474,147
RHODE ISLE	6,272,182	0	0	2,728,212	6,625,150	17,023,502	0	32,649,046
S. CAROLINA	21,625,700	17,102,837	5,539,777	8,822,237	10,726,620	45,979,491	4,812,290	114,608,952
S. DAKOTA	20,265,485	0	0	5,015,087	3,590,165	27,172,129	4,812,290	60,855,156
TENNESSEE	35,590,282	11,886,272	11,991,459	13,447,849	23,810,766	72,022,508	0	168,749,136
TEXAS	92,682,004	82,082,747	30,464,697	41,137,271	39,045,373	223,269,775	0	508,681,867
UTAH	14,181,061	0	0	9,072,619	3,867,506	31,100,629	0	58,221,815
VERMONT	6,834,900	0	0	2,728,212	5,308,793	18,005,628	4,812,290	37,689,223
VIRGINIA	21,650,194	53,379,676	12,217,485	15,199,407	19,500,508	71,695,134	0	193,642,404
WASHINGTON	54,039,910	18,803,179	8,516,489	11,627,507	21,424,964	57,618,007	0	172,030,056
W. VIRGINIA	10,590,154	0	0	4,405,171	21,308,029	40,267,130	0	76,570,484
WISCONSIN	60,243,876	30,206,287	11,071,173	7,282,034	13,188,745	54,999,007	0	176,991,122
WYOMING	12,564,740	0	0	6,723,321	2,494,071	27,172,128	4,812,290	53,766,550
PUERTO RICO	20,467,976	0	0	2,455,391	6,550,588	19,151,440	4,812,290	53,437,685
<b>TOTAL</b>	<b>1,705,407,250</b>	<b>848,800,403</b>	<b>341,006,879</b>	<b>536,681,504</b>	<b>1,002,282,756</b>	<b>3,218,758,076</b>	<b>67,372,060</b>	<b>7,720,308,928</b>



Table 3

"AREAS OVER 200,000 POPULATION" FLEXIBLE USE FUNDS

State and Urbanized Area	STP	Donor State Bonus	Minimum Allocation	Total
<b>ALABAMA</b>				
BIRMINGHAM	6,715,237	819,874	1,547,736	9,082,847
COLUMBUS (GA)	348,546	42,554	80,333	471,433
MOBILE	3,248,320	396,593	748,677	4,393,590
MONTGOMERY	2,267,008	276,783	522,503	3,066,294
TOTAL	12,579,111	1,535,804	2,899,249	17,014,164
<b>ALASKA</b>				
ANCHORAGE	0	0	0	0
TOTAL	0	0	0	0
<b>ARIZONA</b>				
PHOENIX	18,625,864	1,260,275	6,127,612	26,013,751
TUCSON	5,377,601	363,862	1,769,145	7,510,608
TOTAL	24,003,465	1,624,137	7,896,757	33,524,359
<b>ARKANSAS</b>				
LITTLE ROCK-NORTH LITTLE ROCK	3,482,766	342,416	1,347,816	5,172,998
MEMPHIS (TN-MS)	394,637	38,800	152,723	586,160
TOTAL	3,877,403	381,216	1,500,539	5,759,158
<b>CALIFORNIA</b>				
BAKERSFIELD	1,777,979	213,612	602,544	2,594,135
FRESNO	2,663,916	320,051	902,782	3,886,749
LOS ANGELES-LONG BEACH	66,998,881	8,049,459	22,705,428	97,753,768
MODESTO	1,354,961	162,789	459,186	1,976,936
OXNARD-VENTURA-THOUSAND OAKS	2,823,109	339,177	956,731	4,119,017
SACRAMENTO	6,445,537	774,387	2,184,345	9,404,269
SAN BERNARDINO-RIVERSIDE	6,875,576	826,054	2,330,082	10,031,712
SAN DIEGO	13,798,303	1,657,772	4,676,144	20,132,219
SAN FRANCISCO-OAKLAND	21,325,498	2,562,113	7,227,055	31,114,666
SAN JOSE	8,431,564	1,012,995	2,857,395	12,301,954
STOCKTON	1,539,671	184,981	521,783	2,246,435
TOTAL	134,034,995	16,103,390	45,423,475	195,561,860
<b>COLORADO</b>				
COLORADO SPRINGS	3,693,499	0	0	3,693,499
DENVER	15,883,347	0	0	15,883,347
TOTAL	19,576,846	0	0	19,576,846

*Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

State and Urbanized Area	STP	Donor State Bonus	Minimum Allocation	Total
<b>CONNECTICUT</b>				
BRIDGEPORT	5,194,910	0	0	5,194,910
HARTFORD	6,856,011	0	0	6,856,011
NEW HAVEN	5,667,163	0	0	5,667,163
SPRINGFIELD-CHICOPEE-HOLYOKE (MA)	854,117	0	0	854,117
WORCESTER (CONNECTICUT)	6,966	0	0	6,966
TOTAL	18,579,167	0	0	18,579,167
<b>DELAWARE</b>				
WILMINGTON (NJ-MD)	8,144,457	0	0	8,144,457
TOTAL	8,144,457	0	0	8,144,457
<b>DIST. OF COL.</b>				
WASHINGTON (MD-VA)	10,453,170	0	0	10,453,170
TOTAL	10,453,170	0	0	10,453,170
<b>FLORIDA</b>				
DAYTONA BEACH	1,806,255	138,430	863,059	2,807,744
FORT LAUDERDALE-HOLLYWOOD	10,103,804	774,348	4,827,767	15,705,919
FORT MYERS	1,799,817	137,937	859,983	2,797,737
JACKSONVILLE	6,025,826	461,815	2,879,241	9,366,882
MELBOURNE-COCOA	2,496,936	191,363	1,193,078	3,881,377
MIAMI	15,624,601	1,197,457	7,465,695	24,287,753
ORLANDO	7,239,400	554,822	3,459,106	11,253,328
PENSACOLA	2,069,163	158,579	988,680	3,216,422
ST. PETE-CLEARWATER-TAMPA	13,943,944	1,068,653	6,662,649	21,675,246
SARASOTA-BRADENTON	3,626,408	277,925	1,732,758	5,637,091
WEST PALM BEACH	6,486,365	497,110	3,099,293	10,082,768
TOTAL	71,222,519	5,458,439	34,031,309	110,712,267
<b>GEORGIA</b>				
ATLANTA	20,754,524	2,174,837	7,372,378	30,301,739
AUGUSTA (SC)	2,087,200	218,715	741,411	3,047,326
CHATTANOOGA (TN)	444,310	46,558	157,827	648,695
COLUMBUS (AL)	1,812,193	189,897	643,723	2,645,813
TOTAL	25,098,227	2,630,007	8,915,339	36,643,573
<b>HAWAII</b>				
HONOLULU	0	0	0	0
TOTAL	0	0	0	0

*Flexible Funding Opportunities for Transit*

State and Urbanized Area	STP	Donor State Bonus	Minimum Allocation	Total
<b>ILLINOIS</b>				
CHICAGO-NORTHWESTERN INDIANA (IN)	54,563,240	0	0	54,563,240
DAVENPORT-ROCK ISLAND-MOLINE (IA)	1,169,595	0	0	1,169,595
PEORIA	2,098,608	0	0	2,098,608
ROCKFORD	1,799,628	0	0	1,799,628
ST. LOUIS (MO)	2,842,841	0	0	2,842,841
TOTAL	62,473,912	0	0	62,473,912
<b>INDIANA</b>				
CHICAGO-NORTHWESTERN INDIANA (IL)	4,427,967	1,021,110	1,399,358	6,848,435
FORT WAYNE	2,240,467	516,662	708,049	3,465,178
INDIANAPOLIS	8,249,975	1,902,483	2,607,217	12,759,675
LOUISVILLE (KY)	903,306	208,306	285,469	1,397,081
SOUTH BEND (MI)	1,940,666	447,527	613,304	3,001,497
TOTAL	17,762,381	4,096,088	5,613,397	27,471,866
<b>IOWA</b>				
DAVENPORT-ROCK ISLAND-MOLINE (IL)	1,660,035	0	0	1,660,035
DES MOINES	3,780,504	0	0	3,780,504
OMAHA (NE)	770,993	0	0	770,993
TOTAL	6,211,532	0	0	6,211,532
<b>KANSAS</b>				
KANSAS CITY (MO)	5,357,515	0	0	5,357,515
WICHITA	3,779,429	0	0	3,779,429
TOTAL	9,136,944	0	0	9,136,944
<b>KENTUCKY</b>				
CINCINNATI (OH)	2,397,770	388,882	117,743	2,904,395
LEXINGTON-FAYETTE	2,239,020	363,136	109,948	2,712,104
LOUISVILLE (IN)	6,642,940	1,077,386	326,203	8,046,529
TOTAL	11,279,730	1,829,404	553,894	13,663,028
<b>LOUISIANA</b>				
BATON ROUGE	2,962,730	0	0	2,962,730
NEW ORLEANS	8,421,826	0	0	8,421,826
SHREVEPORT	2,076,574	0	0	2,076,574
TOTAL	13,461,130	0	0	13,461,130
<b>MARYLAND</b>				
BALTIMORE	10,370,896	1,040,467	5,525,328	16,936,691
WASHINGTON (DC-VA)	7,797,895	782,329	4,154,504	12,734,728
WILMINGTON (DE-NJ)	75,356	7,560	40,148	123,064
TOTAL	18,244,147	1,830,356	9,719,980	29,794,483

*Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

State and Urbanized Area	STP	Donor State Bonus	Minimum Allocation	Total
<b>MASSACHUSETTS</b>				
BOSTON	3,605,328	0	0	3,605,328
LAWRENCE-HAVERHILL (NH)	275,397	0	0	275,397
PROVIDENCE-PAWTUCKET-WARWICK (RI)	120,928	0	0	120,928
SPRINGFIELD-CHICOPEE-HOLYOKE (CT)	603,669	0	0	603,669
WORCESTER	409,343	0	0	409,343
TOTAL	5,014,665	0	0	5,014,665
<b>MICHIGAN</b>				
ANN ARBOR	1,120,214	266,420	518,600	1,905,234
DETROIT	18,652,635	4,436,150	8,635,191	31,723,976
FLINT	1,644,663	391,150	761,393	2,797,206
GRAND RAPIDS	2,201,150	523,499	1,019,017	3,743,666
LANSING	1,337,304	318,051	619,102	2,274,457
SOUTH BEND (IN)	114,765	27,294	53,130	195,189
TOLEDO (OH)	94,925	22,576	43,945	161,446
TOTAL	25,165,656	5,985,140	11,650,378	42,801,174
<b>MINNESOTA</b>				
MINNEAPOLIS-ST. PAUL	18,924,165	0	0	18,924,165
TOTAL	18,924,165	0	0	18,924,165
<b>MISSISSIPPI</b>				
JACKSON	2,630,750	235,187	558,623	3,424,560
MEMPHIS (TN-AR)	266,826	23,854	56,659	347,339
TOTAL	2,897,576	259,041	615,282	3,771,899
<b>MISSOURI</b>				
KANSAS CITY (KS)	5,478,010	951,183	1,356,422	7,785,615
ST. LOUIS (IL)	11,149,566	1,935,973	2,760,769	15,846,308
TOTAL	16,627,576	2,887,156	4,117,191	23,631,923
<b>NEBRASKA</b>				
OMAHA (IA)	7,392,649	0	0	7,392,649
TOTAL	7,392,649	0	0	7,392,649
<b>NEVADA</b>				
LAS VEGAS	6,620,463	0	0	6,620,463
RENO	2,029,265	0	0	2,029,265
TOTAL	8,649,728	0	0	8,649,728

*Flexible Funding Opportunities for Transit*

State and Urbanized Area	STP	Donor State Bonus	Minimum Allocation	Total
<b>NEW HAMPSHIRE</b>				
LAWRENCE-HAVERHILL (MA)	336,754	0	0	336,754
TOTAL	336,754	0	0	336,754
<b>NEW JERSEY</b>				
ALLENTOWN-BETHLEHEM-EASTON (PA)	166,865	0	0	166,865
NEW YORK-NORTHEASTERN NJ (NY)	34,384,840	0	0	34,384,840
PHILADELPHIA (PA)	6,353,175	0	0	6,353,175
TRENTON (PA)	1,719,256	0	0	1,719,256
WILMINGTON (DE-MD)	175,109	0	0	175,109
TOTAL	42,799,245	0	0	42,799,245
<b>NEW MEXICO</b>				
ALBUQUERQUE	10,889,526	0	0	10,889,526
EL PASO (NEW MEXICO)	179,163	0	0	179,163
TOTAL	11,068,689	0	0	11,068,689
<b>NEW YORK</b>				
ALBANY-SCHENECTADY-TROY	2,115,327	0	0	2,115,327
BUFFALO	3,965,234	0	0	3,965,234
NEW YORK-NORTHEASTERN NJ (NJ)	45,414,518	0	0	45,414,518
ROCHESTER	2,574,648	0	0	2,574,648
SYRACUSE	1,615,948	0	0	1,615,948
TOTAL	55,685,675	0	0	55,685,675
<b>NORTH CAROLINA</b>				
CHARLOTTE	4,237,906	340,679	1,238,396	5,816,981
DURHAM	1,910,187	153,557	558,192	2,621,936
FAYETTEVILLE	2,248,849	180,782	657,156	3,086,787
RALEIGH	2,845,676	228,760	831,560	3,905,996
TOTAL	11,242,618	903,778	3,285,304	15,431,700
<b>OHIO</b>				
AKRON	3,193,784	827,960	724,367	4,746,111
CANTON	1,479,783	383,621	335,623	2,199,027
CINCINNATI (KY)	5,907,165	1,531,380	1,339,777	8,778,322
CLEVELAND	10,149,502	2,631,169	2,301,962	15,082,633
COLUMBUS	5,719,065	1,482,617	1,297,115	8,498,797
DAYTON	3,711,722	962,231	841,839	5,515,792
LORAIN-ELYRIA	1,355,817	351,484	307,507	2,014,808
TOLEDO	2,845,734	737,731	645,428	4,228,893
YOUNGSTOWN-WARREN	2,187,989	567,217	496,248	3,251,454
TOTAL	36,550,561	9,475,410	8,289,866	54,315,837

*Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

State and Urbanized Area	STP	Donor		Minimum Allocation	Total
		State	Bonus		
<b>OKLAHOMA</b>					
OKLAHOMA CITY	8,806,672	608,975		1,196,254	10,611,901
TULSA	5,329,057	368,501		723,872	6,421,430
TOTAL	14,135,729	977,476		1,920,126	17,033,331
<b>OREGON</b>					
PORTLAND (WA)	7,542,097	771,317		1,390,552	9,703,966
TOTAL	7,542,097	771,317		1,390,552	9,703,966
<b>PENNSYLVANIA</b>					
ALLENTOWN-BETHLEHEM-EASTON (NJ)	1,545,556	215,824		541,007	2,302,387
HARRISBURG	1,173,956	163,933		410,932	1,748,821
PHILADELPHIA (NJ)	13,135,523	1,834,270		4,597,965	19,567,758
PITTSBURGH	6,728,389	939,565		2,355,209	10,023,163
SCRANTON-WILKES-BARRE	1,556,001	217,283		544,664	2,317,948
TRENTON (NJ)	171,967	24,014		60,195	256,176
WILMINGTON (PENNSYLVANIA)	7,531	1,052		2,636	11,219
TOTAL	24,318,923	3,395,941		8,512,608	36,227,472
<b>RHODE ISLAND</b>					
PROVIDENCE-PAWTUCKET-WARWICK (MA)	7,846,528	0		0	7,846,528
TOTAL	7,846,528	0		0	7,846,528
<b>SOUTH CAROLINA</b>					
AUGUSTA (GA)	652,188	50,219		155,039	857,446
CHARLESTON	3,694,969	284,513		878,371	4,857,853
COLUMBIA	3,079,631	237,132		732,093	4,048,856
GREENVILLE	2,327,649	179,229		553,331	3,060,209
TOTAL	9,754,437	751,093		2,318,834	12,824,364
<b>TENNESSEE</b>					
CHATTANOOGA (GA)	2,108,788	280,246		277,788	2,666,822
KNOXVILLE	2,560,424	340,266		337,281	3,237,971
MEMPHIS (AR-MS)	6,401,791	850,763		843,300	8,095,854
NASHVILLE-DAVIDSON	4,821,148	640,704		635,084	6,096,936
TOTAL	15,892,151	2,111,979		2,093,453	20,097,583

*Flexible Funding Opportunities for Transit*

State and Urbanized Area	STP	Donor State Bonus	Minimum Allocation	Total
<b>TEXAS</b>				
AUSTIN	5,110,725	458,155	1,234,433	6,803,313
CORPUS CHRISTI	2,455,350	220,112	593,060	3,268,522
DALLAS-FORT WORTH	29,083,966	2,607,256	7,024,876	38,716,098
EL PASO	5,118,272	458,831	1,236,256	6,813,359
HOUSTON	26,388,525	2,365,621	6,373,825	35,127,971
MCALLEN-EDINBURG	2,393,386	214,557	578,093	3,186,036
SAN ANTONIO	10,268,173	920,499	2,480,151	13,668,823
TOTAL	80,818,397	7,245,031	19,520,694	107,584,122
<b>UTAH</b>				
OGDEN	2,572,810	0	0	2,572,810
PROVO-OREN	2,189,678	0	0	2,189,678
SALT LAKE CITY	7,837,625	0	0	7,837,625
TOTAL	12,600,113	0	0	12,600,113
<b>VIRGINIA</b>				
NEWP NEWS-HAMPTON-VA BEACH-NORFOLK	7,716,090	1,187,534	5,188,479	14,092,103
RICHMOND	3,440,666	529,531	2,313,584	6,283,781
WASHINGTON (DC-MD)	7,786,270	1,198,334	5,235,669	14,220,273
TOTAL	18,943,026	2,915,399	12,737,732	34,596,157
<b>WASHINGTON</b>				
PORTLAND (OR)	1,324,284	133,221	294,132	1,751,637
SEATTLE-EVERETT	13,790,532	1,387,304	3,062,969	18,240,805
SPOKANE	2,206,361	221,956	490,047	2,918,364
TAKOMA	3,931,452	395,498	873,202	5,200,152
TOTAL	21,252,629	2,137,979	4,720,350	28,110,958
<b>WISCONSIN</b>				
MADISON	2,720,023	251,358	685,798	3,657,179
MILWAUKEE	13,651,470	1,261,534	3,441,937	18,354,941
TOTAL	16,371,493	1,512,892	4,127,735	22,012,120
<b>PUERTO RICO</b>				
SAN JUAN	0	0	0	0
TOTAL	0	0	0	0
<b>GRAND TOTAL</b>	937,970,216	76,818,473	201,854,044	1,216,642,733

**Table 4**

**“AREAS UNDER 200,000 POPULATION” FLEXIBLE USE FUNDS**

State	SIP	Minimum Allocation	Donor State Bonus	Total Under 200,000
ALABAMA	17,849,538	7,153,835	3,789,566	28,792,939
ALASKA	0	0	0	0
ARIZONA	0	2,643,820	678,278	3,322,098
ARKANSAS	10,999,851	8,875,472	2,254,839	22,130,162
CALIFORNIA	14,045,111	13,834,371	4,904,520	32,784,002
COLORADO	2,980,412	0	0	2,980,412
CONNECTICUT	18,231,234	0	0	18,231,234
DELEWARE	1,955,036	0	0	1,955,036
DIST. OF COL.	0	0	0	0
FLORIDA	17,623,439	16,416,610	2,633,136	36,673,185
GEORGIA	19,915,199	13,218,189	3,899,339	37,032,727
HAWAII	0	0	0	0
IDAHO	14,973,142	0	0	14,973,142
ILLINOIS	18,268,851	0	0	18,268,851
INDIANA	17,263,455	10,188,354	7,434,429	34,886,238
IOWA	16,109,040	0	0	16,109,040
KANSAS	5,885,212	0	0	5,885,212
KENTUCKY	12,916,432	1,282,028	4,234,287	18,432,747
LOUISIANA	10,014,843	0	0	10,014,843
MAINE	8,574,338	0	0	8,574,338
MARYLAND	1,655,232	4,259,361	802,075	6,716,668
MASS.	0	0	0	0
MICHIGAN	2,670,186	10,057,814	5,166,993	17,894,993
MINNESOTA	5,158,553	0	0	5,158,553
MISSISSIPPI	8,845,798	4,353,721	1,832,972	15,032,491
MISSOURI	1,533,286	4,612,769	3,234,677	9,380,732
MONTANA	15,463,709	0	0	15,463,709
NEBRASKA	6,705,384	0	0	6,705,384
NEVADA	0	0	0	0
NEW HAMPSHIRE	11,192,057	0	0	11,192,057
NEW JERSEY	3,288,632	0	0	3,288,632
NEW MEXICO	11,552,625	0	0	11,552,625
NEW YORK	0	0	0	0
NO. CAROLINA	30,420,495	14,732,542	4,052,883	49,205,920
NORTH DAKOTA	14,356,473	0	0	14,356,473
OHIO	8,751,616	6,595,242	7,538,436	22,885,294
OKLAHOMA	8,582,670	2,876,915	1,464,549	12,924,134
OREGON	2,837,499	2,543,448	1,410,811	6,791,758
PENNSYLVANIA	0	7,246,994	3,254,015	10,501,009
RHODE ISLAND	0	0	0	0
SO. CAROLINA	12,645,683	5,455,182	1,766,987	19,867,852
SOUTH DAKOTA	15,093,114	0	0	15,093,114
TENNESSEE	10,062,152	3,309,398	3,338,684	16,710,234
TEXAS	33,221,217	17,789,645	6,602,558	57,613,420
UTAH	0	0	0	0
VERMONT	8,098,559	0	0	8,098,559
VIRGINIA	2,733,208	11,525,757	2,638,003	16,896,968
WASHINGTON	6,097,143	3,826,549	1,733,152	11,656,844
WEST VIRGINIA	9,472,605	0	0	9,472,605
WISCONSIN	23,461,450	9,602,395	3,519,459	36,583,304
WYOMING	10,485,599	0	0	10,485,599
PUERTO RICO	0	0	0	0
TOTAL	471,990,078	182,400,411	78,184,648	732,575,137



*Table 5*

**“AREAS UNDER 5,000 POPULATION” FLEXIBLE USE FUNDS**

State	STP	Minimum Allocation	Donor State Bonus	Total Under 5,000
ALABAMA	13,189,151	0	0	13,189,151
ALASKA	0	0	0	0
ARIZONA	10,024,405	654,049	0	10,678,454
ARKANSAS	11,934,419	0	0	11,934,419
CALIFORNIA	26,777,173	0	0	26,777,173
COLORADO	11,913,622	0	0	11,913,622
CONNECTICUT	4,450,284	0	0	4,450,284
DELEWARE	3,199,729	0	0	3,199,729
DIST. OF COL.	0	0	0	0
FLORIDA	16,734,110	0	0	16,734,110
GEORGIA	17,296,296	0	0	17,296,296
HAWAII	0	0	0	0
IDAHO	7,951,329	0	0	7,951,329
ILLINOIS	18,238,287	0	0	18,238,287
INDIANA	14,975,392	0	0	14,975,392
IOWA	13,425,936	0	0	13,425,936
KANSAS	12,616,924	0	0	12,616,924
KENTUCKY	13,191,308	0	0	13,191,308
LOUISIANA	10,689,567	0	0	10,689,567
MAINE	5,568,655	0	0	5,568,655
MARYLAND	6,339,477	0	0	6,339,477
MASSACHUSETTS	2,800,937	0	0	2,800,937
MICHIGAN	19,055,418	0	0	19,055,418
MINNESOTA	15,728,818	0	0	15,728,818
MISSISSIPPI	11,657,388	0	0	11,657,388
MISSOURI	17,095,716	0	0	17,095,716
MONTANA	11,723,757	0	0	11,723,757
NEBRASKA	9,990,322	0	0	9,990,322
NEVADA	2,760,201	0	0	2,760,201
NEW HAMPSHIRE	3,199,729	0	0	3,199,729
NEW JERSEY	5,888,564	0	0	5,888,564
NEW MEXICO	10,566,616	0	0	10,566,616
NEW YORK	19,064,370	0	0	19,064,370
NO. CAROLINA	19,995,644	0	0	19,995,644
NORTH DAKOTA	7,586,810	0	0	7,586,810
OHIO	20,327,238	0	0	20,327,238
OKLAHOMA	12,596,816	0	0	12,596,816
OREGON	10,957,694	0	0	10,957,694
PENNSYLVANIA	23,302,558	909,846	0	24,212,404
RHODE ISLAND	2,607,107	0	0	2,607,107
SOUTH CAROLINA	10,302,156	0	0	10,302,156
SOUTH DAKOTA	8,273,846	0	0	8,273,846
TENNESSEE	15,060,657	0	0	15,060,657
TEXAS	40,430,391	0	0	40,430,391
UTAH	4,504,332	0	0	4,504,332
VERMONT	3,199,729	0	0	3,199,729
VIRGINIA	14,407,421	0	0	14,407,421
WASHINGTON	11,131,286	0	0	11,131,286
WEST VIRGINIA	8,177,650	0	0	8,177,650
WISCONSIN	14,623,730	0	0	14,623,730
WYOMING	7,699,054	0	0	7,699,054
PUERTO RICO	0	0	0	0
TOTAL	583,232,019	1,563,895	0	584,795,914

*Table 6*

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT  
(CMAQ) PROGRAM FUNDS**

<b>State and Nonattainment Area</b>	<b>Amount</b>	<b>State and Nonattainment Area</b>	<b>Amount</b>
<b>ALABAMA</b> Birmingham	4,812,290	<b>ILLINOIS</b> Chicago Jersey Co. St. Louis (MO)	47,155,241
<b>ALASKA</b> Anchorage Fairbanks	4,812,290	<b>INDIANA</b> Evansville Gary Indianapolis South Bend/Elkhart	10,844,535
<b>ARIZONA</b> Phoenix	12,922,643	<b>IOWA</b>	4,812,290
<b>ARKANSAS</b>	4,812,290	<b>KANSAS</b>	4,812,290
<b>CALIFORNIA</b> Chico Fresno Lake Tahoe South Shore Los Angeles Modesto Monterey Bay Sacramento San Diego San Francisco Bay Area San Joaquin Valley Santa Barbara/Maria SE Desert AQMA Stockton Ventura Co.	142,198,394	<b>KENTUCKY</b> Ashland Edmonson Co. Hamilton Lexington-Fayette Louisville Owensboro Paducah	7,076,797
<b>COLORADO</b> Colorado Springs Denver-Boulder Fort Collins Longmont	4,812,290	<b>LOUISIANA</b> Baton Rouge Lake Charles	4,812,290
<b>CONNECTICUT</b> Greater Connecticut Hartford/NewBrit/Mddltn	22,643,877	<b>MAINE</b> Hancock & Waldo Co. Knox & Lincoln Co. Lewiston-Auburn Portland	4,812,290
<b>DELAWARE</b> Sussex Co. Wilmington	4,812,290	<b>MARYLAND</b> Baltimore Kent & Queen Annes Co. Philadelphia(PA)/ Trenton (NJ) Washington (DC)	29,875,126
<b>DIST. OF COL.</b>	4,812,290	<b>MASSACHUSETTS</b> Boston/Worcester Springfield	39,633,804
<b>FLORIDA</b> Miami/Ft Lauderdale/ West Palm Beach Tampa/St Pete/Clearwtr	28,775,228	<b>MICHIGAN</b> Detroit-Ann Arbor Grand Rapids Muskegon	27,998,278
<b>GEORGIA</b> Atlanta	14,902,461	<b>MINNESOTA</b> Duluth Minneapolis-St Paul	4,812,290
<b>HAWAII</b>	4,812,290		
<b>IDAHO</b>	4,812,290		

*Flexible Funding Opportunities for Transit*

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State and Nonattainment Area	Amount	State and Nonattainment Area	Amount
<b>MISSISSIPPI</b>	4,812,290	Altoona	
<b>MISSOURI</b>	9,548,059	Erie	
St. Louis		Harrisburg/Lebanon	
<b>MONTANA</b>	4,812,290	Lancaster	
Missoula		Philadelphia	
<b>NEBRASKA</b>	4,812,290	Pittsburgh/Beaver Valley	
<b>NEVADA</b>	4,812,290	Reading	
Las Vegas		Scranton/Wilkes-Barre	
Reno		York	
<b>NEW HAMPSHIRE</b>	4,812,290	<b>RHODE ISLAND</b>	5,635,228
Manchester		Providence	
Portsmouth/Dover		<b>SO. CAROLINA</b>	4,812,290
<b>NEW JERSEY</b>	55,514,472	<b>SOUTH DAKOTA</b>	4,812,290
Atlantic City		<b>TENNESSEE</b>	10,746,246
Camden Co./Trenton		Memphis	
Easton		Nashville	
Northern New Jersey		<b>TEXAS</b>	95,366,410
<b>NEW MEXICO</b>	4,812,290	Beaumont/Port Arthur	
Albuquerque		Dallas/Ft Worth	
<b>NEW YORK</b>	101,002,803	El Paso	
Albany/Schenectady/Troy		Houston/Galveston	
Buffalo/Niagara Falls		<b>UTAH</b>	4,812,290
Essex & Jefferson Cos.		Ogden	
New York City		Salt Lake City	
Poughkeepsie		<b>VERMONT</b>	4,812,290
<b>NO. CAROLINA</b>	11,892,950	<b>VIRGINIA</b>	20,490,883
Charlotte/Gastonia		Nrlk/VABeach/Nwp Nws	
Raleigh-Durham		Richmond/Petersburg	
<b>NORTH DAKOTA</b>	4,812,290	Smyth Co.	
<b>OHIO</b>	42,282,923	Washington (DC)	
Canton		<b>WASHINGTON</b>	15,309,658
Cincinnati		Seattle/Tacoma	
Cleveland/Akron/Lorain		Spokane	
Columbus		Vancouver	
Dayton/Springfield		<b>WEST VIRGINIA</b>	4,812,290
Toledo		Charleston	
Youngstown/Warren		Greenbrier Co.	
<b>OKLAHOMA</b>	4,812,290	Huntington	
<b>OREGON</b>	5,644,588	Parkersburg	
Grants Pass		<b>WISCONSIN</b>	12,075,487
Kalmath Falls		Door, Kewaunee, Manti-	
Medford		woc & Walworth Cos.	
Portland		Milwaukee/Racine	
<b>PENNSYLVANIA</b>	58,177,632	Sheboygan	
Allentown/Bethlehem		<b>WYOMING</b>	4,812,290
		<b>PUERTO RICO</b>	4,812,290

*Table 7*

**SUBSTITUTE HIGHWAY FUNDS**

State and Withdrawal Area	Amount	Total
CALIFORNIA		
San Francisco	9,078,604	9,078,604
CONNECTICUT		
Bolton to Killingly	51,861,521	
Hartford - New Britain	2,201,562	54,063,083
DISTRICT OF COLUMBIA		
District of Columbia	567,414	567,414
GEORGIA		
Atlanta	4,788,964	4,788,964
INDIANA		
Indianapolis	22,697	22,697
IOWA		
Waterloo	776	776
MARYLAND		
Baltimore	11,779,488	
Bowie to Millersville	3,109,422	
Washington, D.C.	340,448	15,229,358
MASSACHUSETTS		
Boston	45,393	
Fall River to Providence	567,414	612,807
MINNESOTA		
Minneapolis - St. Paul	593	593
NEW JERSEY		
New York City	1,793,024	
New York City to Trenton	10,463,091	12,256,115
NEW YORK		
New York City	89,515,028	89,515,028
OREGON		
Portland	22,697	22,697
PEENSYLVANIA		
Philadelphia	1,552	1,552
RHODE ISLAND		
Rhode Island	30,186,356	30,186,356
TENNESSEE		
Memphis	10,621,967	10,621,967
TOTAL	226,968,011	226,968,011

**PART VI**

**1993 FLEXIBLY FUNDED TRANSIT ACTIVITIES**

As demonstrated below, the amount of Highway funds programmed for transit through FTA has increased significantly over the past three years. Whereas less than \$6 million in Federal-aid Urban System (FAUS) funds were transferred by FHWA to FTA for transit purposes in the year prior to the passage of ISTEA, the availability of new flexible funding opportunities in 1992 generated over \$300 million for transit. That upward trend continued last year, with nearly \$470 million in FHWA flexible funding and earmarked demonstration projects programmed for 155 transit projects in 39 States and U.S. Territories.

**Flexible Funds Programmed for Transit  
Through FTA**

all amounts in million of dollars

	<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>Total</u>
FAUS	5.8	.2	---	6.0
Substitute Highway	---	100.0	.1	100.1
STP	---	25.2	146.9	172.1
CMAQ	---	177.0	298.4	475.4
FHWA Demonstrations	---	1.4	23.8	25.3
<b>Total</b>	<b>\$ 5.8</b>	<b>\$ 303.8</b>	<b>\$ 469.2</b>	<b>\$ 778.8</b>

Along with the increased programming of flexible funds for transit comes a wide range of strategies employed by local and State transit agencies to access these funds. The following provides brief examples of several large and small transit operators and State DOTs which were successful in programming flexible funds for transit, and some of the factors which played a role in this success. While the situation and source of flexible funding may vary, two themes from these case studies seem to emerge: successful transit agencies were those which were able to 1) demonstrate that their projects were based on a transportation plan and included in a transportation improvement program which focused on meeting the needs identified in the long range planning process; 2) develop a cooperative relationship with other transportation service providers and decisionmakers at the metropolitan, regional, and State level; and 3) play a formal, significant, and active role in the MPO planning and programming process.

Agency:	<b>Centre Area Transportation Authority (CATA) State College, PA</b>
MPO:	<b>Centre Region Planning Council (CRPC)</b>
Project:	<b>Purchase of Bike Racks for Buses</b>
Funds:	<b>\$24,000 STP Transportation Enhancements</b>

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## **Background**

Given the large student population living in and around Penn State University and the area's growing congestion problem, the provision of bicycle facilities has become an emerging issue in the State College region. CATA saw the purchase of bicycle racks for its fleet as part of a transportation demand management strategy that could reduce congestion, enhance the function of bicycles at either end of the commute trip, and increase transit ridership. Working with both the University and the CRPC, CATA gained widespread local consensus on the benefits of the project. In statewide competition for STP transportation enhancement funds, the MPO endorsed a package of bicycle projects as a region-wide priority; this, in turn, helped to win Penn DOT approval of the use of these funds.

## **Factors/Strategies**

CATA's success in accessing STP enhancement funds rested on:

**Participation.** CATA has been very involved in MPO decisionmaking since State College's designation as an urbanized area following the 1980 census. The Authority sits on both the MPO's policy and technical boards, and for the last few years its General Manager has served as chair of the MPO technical committee.

**Proactive Approach.** Shortly after the passage of ISTEA, CATA recognized the legislation as an opportunity for those who made the most of it. To that end, CATA took a proactive approach to educating it's regional, district, and State transportation officials of the landmark provisions of the Act. CATA has also taken the lead in developing multimodal evaluation criteria for project programming.

**Cooperation.** Over the years, CATA has maintained good, though limited, relationships with district and State transportation officials. ISTEA made these relationships essential to the development of multimodal plans and improvement programs, and CATA has been effective in strengthening it's partnership with other statewide interests. In particular, CATA's public support of needed highway improvements has created positive opportunities for consensus building and multimodal decisionmaking.

In addition to the bike rack purchases, the State College region received another \$800,000 in STP enhancement funds, administered by FHWA, for the development and implementation of two bike paths.

Agency:	<b>Metro-Dade Transit Agency (MDTA)</b> <b>Miami, FL</b>	
MPO:	<b>Miami Urbanized Area Metropolitan Planning Organization</b>	
Project:	Design and Construction of: 1) <b>South Corridor Busway</b>	
	Project Development/Environmental Analysis of: 2) <b>East/West Rail Line and Intermodal Center</b> 3) <b>Metrorail extension to the Palmetto Expressway</b>	
Funds:	1) <b>\$17.3 million</b>	<b>CMAQ</b>
	2) <b>\$8.5 million</b>	<b>CMAQ</b>
	3) <b>\$33 million</b>	<b>CMAQ</b>

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## **Background**

The Miami metropolitan area is facing severe congestion and moderate air quality issues. Both the MPO and Florida state DOT (FDOT) recognize transit's role in providing solutions to these problems, and have allocated the majority of the State's CMAQ apportionment for the planning and development of a number of ambitious transit investments. Because the scope of these projects are eligible under FHWA program guidelines, no transfer of funds to FTA has been necessary. The administration of these grants by FHWA, through FDOT, has been a factor in building a multimodal consensus on priorities for CMAQ funding, as well as eliminating the need for a formal transfer.

## **Factors/Strategies**

The utilization of flexible funds for transit under FHWA has been made possible through:

**Meeting Intermodal Objectives.** These transportation investments were developed as part of the region's long range plan, and reflect Florida's intermodal approach to transportation infrastructure improvements. The South Corridor Busway, in fact, was programmed for funding under the State Highway program prior to ISTEA and reprogrammed with CMAQ funds.

**Coordination.** In addition to working closely with the MPO, FDOT, and the FTA Region 4 Office, MDTA has also developed a dialogue with the FHWA's Florida Division Office. This has proved to be a useful mechanism both for information sharing and the eventual administration of funds.

Next year, the Florida Department of Environmental Protection will be applying to the U.S. EPA for statewide air quality attainment designation. If granted, this would significantly reduce Florida's CMAQ apportionment and thus MDTA's ability to utilize this funding source. MDTA, its MPO, and district and State transportation officials are developing a contingency plan to utilize Surface Transportation Program funds to support possible outyear shortfalls.

Agency: **Alameda County (AC) Transit  
Oakland, CA**

MPO: **Metropolitan Transportation Commission (MTC)**

Project: **Implementation of Phase Two of the Region's Translink  
Fare Collection System**

Funds: **\$6.0 million** **CMAQ**

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### **Background**

AC Transit is one of seventeen transit service providers in the San Francisco Bay Area. Given the region's large number of transit operators, serious air quality and congestion problems, and diverse funding needs, competition for both traditional modal and flexible funding is high. MTC's local and regional project evaluation criteria is the mechanism for funding decisionmaking throughout the Bay Area.

### **Factors/Strategies**

A number of factors contributed to AC Transit's success in accessing flexible funding for transit.

***Meeting Regional Needs.*** The Translink fare collection system is part of a region-wide effort to encourage transit ridership by integrating several local transit services under a single coordinated fare system. Phase One of the system provided a link between Central Contra Costa Transit and Bay Area Rapid Transit (BART) services. AC Transit's Phase Two project met county-level eligibility screening requirements and ranked highly in MTC's regional evaluation and programming processes.

***Understanding Evaluation Criteria.*** AC Transit participated in the development of the MTC project evaluation process and thus understood the factors used in the consideration and ranking of transportation projects for implementation. The agency was able to present the Translink system within the context of this criteria, and the project was consequently among the region's highest rated for inclusion in its transportation improvement program.

***Programming Deliverable Projects.*** In order to guarantee sufficient obligation authority, project readiness is an important variable in determining the success of transit projects to compete for flexible funding. MTC's TIP development process gives priority to projects which are ready to go, and AC Transit secured the local match and established a project implementation schedule which ensured the timely obligation of funds.



Agency: **Chittendon County Transportation Authority (CCTA)  
Burlington, VT**

MPO: **Chittendon County Metropolitan Planning Organization**

Project: **Major Renovation of the Authority's Bus Maintenance  
Facility**

Funds: **\$1,160,000**      **STP (Urbanized Areas Under 200,000  
Population)**

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## **Background**

The Vermont Agency of Transportation (VAOT) has established the preservation of existing facilities as a statewide transportation priority. Completion of the renovation of CCTA's bus maintenance facility was just one of several transfers of flexible highway funding in Vermont in FY 1993. CCTA also received one of the nation's first flexible fund transfers in 1992 for the beginning of the facility's rehabilitation.

VAOT has also been very progressive in the development of a planning and programming environment which encourages the consideration of multimodal options to solve transportation problems.

## **Factors/Strategies**

***Linking Transportation with Economic Vitality.*** Even before ISTEA, the VAOT has promoted transportation as a major function effecting the State's quality of life; transportation investments are tied to land use plans, and decisions are based on maximizing the potential for economic development. ISTEA and flexible funding provided the mechanism for the allocation of Federal resources to meet the transportation goals established at both the local and statewide level.

***Performance-based Evaluation Criteria.*** VAOT has developed performance-based indicators to drive much of the State's discretionary funding decisions. The efficient operations of existing services are considered when evaluating the proposed needs of local and regional transportation providers; this, in turn, encourages operators to maximize the performance of their systems.

In addition to the Burlington transit improvements, VAOT has supplemented it's FTA Section 8 Metropolitan Planning program with STP funds and has programmed flexible funds for a number of passenger rail studies.

Agency:     **Capital District Transportation Authority (CDTA)  
Albany, NY**

MPO:         **Capital District Transportation Committee (CDTC)**

Project:      **Park and Ride Lots, Bus Purchases**

Funds:        **\$3.5 million         CMAQ**

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## **Background**

The Albany-Schenectady-Troy region is a marginal nonattainment area for ozone. Like many metropolitan areas in the United States, the region is experiencing significant growth in suburban employment opportunities. The ability of transit to meet emerging commute trends will be a major factor in the improvement of Albany's ambient air quality.

## **Factors/Strategies**

Two major factors have guided CDTA's success in accessing CMAQ program funds:

***Planning Justification.*** Through its long range planning process, CDTA identified the present and anticipated distribution of employment throughout the Albany region and the evolving tripmaking patterns associated with a suburb-to-suburb commute. CDTA's CMAQ projects resulted from a suburban plan which included the construction of four park and ride lots, the purchase of several feeder buses to serve these lots and minibuses to serve a reverse commute program, the marketing of a new transit pass program, and a guaranteed ride home program. The anticipated growth in ridership provided from these new services and the associated reduction of vehicle emissions were factors which ranked highly in terms of the CDTC's CMAQ project evaluation criteria.

***Cooperation.*** CDTA benefits from a good relationship with its MPO. In addition to allowing CDTA full voting representation on its policy board, CDTC has a history of recognizing transit as a critical component of the region's transportation system. CDTC has also developed quantitative multimodal evaluation criteria for its CMAQ and STP projects. Technically strong MPOs, through the programming and project selection provisions of ISTEA, ensure that transportation improvement programs reflect the multimodal priorities necessary to meet current and future demands for mobility.

Agency:	<b>Greater Cleveland Regional Transit Authority (GCRTA) Cleveland, OH</b>
MPO:	<b>Northeast Ohio Areawide Coordinating Agency (NOACA)</b>
Project:	<b>Natural Gas Fueling Facility and two Park and Ride Lots</b>
Funds:	<b>\$7.2 million CMAQ</b>

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## **Background**

The Cleveland region is a nonattainment area for both ozone and carbon monoxide. Transit infrastructure improvements, as advanced by GCRTA, are critical to meeting the area's air quality and congestion mitigation goals.

## **Factors/Strategies**

GCRTA's success in obtaining CMAQ funds for transit projects can be attributed to the following:

***Participation.*** GCRTA has a seat on the MPO policy board and on the area's Transportation Advisory Board. These positions give the transit agency access to deliberations and voting rights on all major transportation planning and programming activities.

***Planning Justification.*** GCRTA has successfully utilized its position as a player in the region's long range planning and TIP development process to obtain flexible funding for transit projects. CMAQ funding for the park and ride lots and fueling facility were funded based on their demonstrated ability to meet the transportation needs and air quality improvement goals identified in the region's long and short range transportation plans. Beyond the projects already funded, there are a number of additional transit-related projects which appear on NOACA's long range plan and are programmed for flexible funds on its TIP.

In addition, GCRTA has programmed CMAQ funds for a pedestrian walkway which will improve access to a new downtown entertainment and sports complex, and is currently working on a strategy to secure STP funding for a number of alternatively fueled buses. Part of this strategy has entailed getting the bus purchase plan onto the region's air quality improvement plan, prior to presenting the proposal to the MPO for consideration.

Agency:	<b>Muskegon Area Transit System (MATS) Muskegon, Michigan</b>
MPO:	<b>West Michigan Shoreline Regional Development Commission</b>
Project:	<b>Renovation of the Historic Union Station Intermodal Facility</b>
Funds:	<b>\$554,970 STP Transportation Enhancements</b>

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## **Background**

MATS had for a long time been seeking funding for the renovation of the city's abandoned Union Station for use as a bus transfer facility and intermodal terminal. Following passage of ISTEA, FHWA Transportation Enhancement funds, delivered through the Surface Transportation Program, became a logical and available source of project funding. MATS was able to access Enhancement funds in large part due to the following factors.

## **Factors/Strategies**

***Meeting Evaluation Criteria.*** Michigan DOT's Transportation Enhancement program provides funding for a variety of projects which meet environmental, aesthetic, and historic preservation goals. MATS developed its innovative Union Station renovation project to address these goals, and in particular worked closely with the State Historic Preservation office in amending original project plans to meet specific guidelines for the restoration of buildings on the National Register. The project also reflected the transportation needs identified through the region's transportation planning process. By both meeting historic preservation concerns *and* advancing the intermodal objectives of the ISTEA legislation, the Union Station facility ranked highly in the Department's enhancement evaluation process.

***Early Programming of Funds.*** FHWA Obligation Limitation caps Federal-aid highway spending at a level under the sum total of FHWA program apportionments. The result of this ceiling is that funds may not always be available for projects programmed late in the fiscal year, depending on the amounts obligated in prior quarters. MATS and the Muskegon MPO understood Michigan's Obligation Limitation and purposely programmed the Union Station renovation early in the fiscal year to ensure the availability of funding.

It should be noted that FHWA flexible funds made available to FTA are counted against a state's Obligation Limitation at the time of the transfer, *not* with the obligation by FTA of the funds.

Agency: **Niagara Frontier Transit Authority (NFTA)  
Buffalo, NY**

MPO: **Niagara Frontier Transportation Commission (NFTC)**

Project: **Park and Ride Lots, Vehicle Purchases, Bus Shelters, and  
Bike Lockers**

Funds: **\$7.1 million CMAQ**

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## **Background**

NFTA has had representation on the MPO policy board and has played a key role in the planning and programming activities in the area for quite some time. Due to the factors below, the Authority has successfully programmed and obligated the majority of the area's CMAQ funds for transit-related projects.

## **Factors/Strategies**

The achievements that GCRTA have made with respect to obtaining CMAQ funds for transit projects can be attributed to the following:

***Goal-Oriented Planning.*** NFTA staff has extensive experience in regional and statewide planning. Similarly, the transit agency staff understands the intent behind legislation such as ISTEA, which requires that intermodal planning explicitly account for national, regional and statewide goals and objectives. NFTA has been very vocal in encouraging decisionmakers to identify transportation objectives which focus on outcomes, such as regional mobility, rather than on products, such as new transit service or road improvement. The Authority's staff is working with the MPO and State DOT to establish and enact a goal-oriented programming process. Instead of dealing with an "us versus them" transportation planning environment, transit is seen as a means to achieving an end rather than being an end in an of itself.

***Public Involvement.*** NFTC has increased its public involvement activities as part of its regional transportation planning process. As one component to adopting a long range plan for the area, the MPO has acted to seek more public involvement by increasing the number of public meetings associated with each major action (e.g. TIP adoption) from one to eight. The success of this strategy remains to be seen, as participation in these meetings was limited at times. Nevertheless, the MPO did approve funding of a number of "customer enhancements" including service improvement equipment, bike lockers, and bus shelters.

Agency:	<b>Michigan Department of Transportation (MDOT) Urban and Public Transportation Bureau</b>
Project:	<b>The Purchase of Vans, Maintenance, Communication, and Support Equipment for various rural transit operators</b>
Funds:	<b>\$320,000</b> <b>STP (Areas Under 5,000 Population)</b>

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## **Background**

With a larger and larger percentage of FTA Section 18 funds being used to support the operating deficits of rural services, flexible funds have become an increasingly important resource for the purchasing of capital equipment. In FY 1993, over \$24 million in STP and CMAQ funds were transferred from FHWA to the FTA Section 18 program. Michigan was one of fourteen States whose rural operators were successful in programming and receiving flexible funds for transit use.

## **Factors/Strategies**

In addition to the proactive role that MDOT's Urban and Public Transportation Bureau took in educating rural operators on the flexible funding provisions of ISTEA, the following factors were also instrumental in the transfer of flexible Highway funds for meeting rural transit needs.

***Involvement in Rural Programming.*** Shortly after the passage of ISTEA, MDOT established ISTEA Task Forces in each region of the State to program and implement projects in rural areas funded under the Michigan highway and transit programs. MDOT requires that transit interests not only have a vote on each regional task force, but that the task force's program of projects receives unanimous endorsement from all its members before being incorporated into the statewide transportation improvement program. This provision ensures transit a voice in rural programming and the leverage to negotiate for the flexible use of Highway funds to meet transit needs.

***Coordinated Development of Priorities.*** Rural transit in Michigan was most successful in accessing flexible funds where individual operators were able to agree on and present to the Task Force a consolidated, region-wide program of public transportation priorities. This rational and coordinated approach to setting transportation priorities results in projects which best meet the needs of a given region, not of individual operators.

Agency: **Sun Metro  
El Paso, TX**

MPO: **City of El Paso**

Project: **1) Preliminary Engineering for Downtown Transit Mall and  
Transit/ Pedestrian Plaza  
2) Construction of Eastside Transit Terminal  
3) Purchase of Rubber-Tire Trolleys for Downtown  
Circulator Service**

Funds: **\$4.2 million (all projects) CMAQ**

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### **Background**

Sun Metro is the Mass Transit Department of the City of El Paso and operates its public transportation services. The agency's areawide Mobility Study generated a number of potential transit improvements to reduce congestion downtown, along the congested border area El Paso shares with Juarez, Mexico, and on major commute corridors throughout the region. The CMAQ program was an appropriate funding source for the implementation of these mobility-enhancing investments.

### **Factors/Strategies**

A couple of factors contributed to Sun Metro's success in competing for flexible funds:

***Proactive Approach.*** Texas was one of several states in 1992 which failed to obligate any CMAQ program funds. Rather than rely solely on the State DOT for guidance, Sun Metro has since taken a very proactive approach to educating itself, through the utilization of consultant services and coordination with FTA and FHWA, on both the CMAQ program *and* the ISTEA planning and programming processes which support the use of flexible funds for appropriate non-highway purposes. Sun Metro's \$4.2 million 1993 obligation was the State's largest transfer of flexible funding.

***Participation.*** In addition to being represented on the MPO's Steering Committee, Sun Metro received voting privileges on the Transportation Advisory Board, the MPO's main policy body, for the first time in 1993. Sun Metro was also involved in the development of the MPO's multimodal project evaluation criteria for TIP development, and has been successful in generating MPO support for increased transit service as a means to solving El Paso's congestion and air quality problems.

**Appendix A(1)**

**Sliding Scale Rates of Federal-aid Participation in Public Land States for Projects not on the Interstate System Pursuant to U.S.C. 120 (b)(1)**

The rates below are based on the ratio of the area of nontaxable Indian lands and of public domain lands (reserved and unreserved) *exclusive* of national forests and national parks and monuments, to the total area of the State. Rates are available for States in which the designated public land area exceeds 5 percent of the total area of the State. *These rates are subject to change in FY 1994.*

State	Rate	State	Rate	State	Rate
ALASKA	90.97	IDAHO	84.97	OREGON	84.63
ARIZONA	90.49	MONTANA	82.75	SO. DAKOTA	81.95
CALIFORNIA	83.57	NEVADA	94.89	UTAH	89.52
COLORADO	82.79	NEW MEXICO	85.44	WASHINGTON	81.42
HAWAII	81.30			WYOMING	86.77

**Appendix A(2)**

**Sliding Scale Rates of Federal-aid Participation in Public Land States for Projects not on the Interstate System Pursuant to 23 U.S.C. 120 (b)(2)**

The rates below are based on the ratio of the area of nontaxable Indian lands and public domain lands (reserved and unreserved) *inclusive* of national forests and national parks and monuments, to the total area of the State. These rates are available for States that have signed agreements pursuant to 23 U.S.C. 120 (b)(2), and are *subject to change in FY 1994.*

State	Rate	State	Rate	State	Rate
ALABAMA	80.40	KENTUCKY	80.58	OHIO	80.16
ALASKA	94.95	LOUISIANA	80.41	OKLAHOMA	80.58
ARIZONA	94.30	MAINE	80.28	OREGON	89.73
ARKANSAS	81.55	MARYLAND	80.11	PENN.	80.38
CALIFORNIA	88.53	MASS.	80.12	RHODE ISLE	80.05
COLORADO	87.31	MICHIGAN	81.85	SO. CAROLINA	80.63
CONNECTICUT	80.04	MINNESOTA	81.42	SO. DAKOTA	82.82
DELAWARE	80.00	MISSISSIPPI	80.83	TENNESSEE	80.66
DIST. OF COL.	83.15	MISSOURI	80.69	TEXAS	80.22
FLORIDA	81.93	MONTANA	86.58	UTAH	93.23
GEORGIA	80.48	NEBRASKA	80.18	VERMONT	81.08
HAWAII	82.4*	NEVADA	95.00	VIRGINIA	81.50
IDAHO	92.66	NEW HAMP.	82.45	WASHINGTON	86.50
ILLINOIS	80.15	NEW JERSEY	80.14	W. VIRGINIA	81.36
INDIANA	80.17	NEW MEXICO	87.92	WISCONSIN	81.11
IOWA	80.00	NEW YORK	80.10	WYOMING	90.49
KANSAS	80.05	NO. CAROLINA	80.98	PUERTO RICO	80.25
		NO. DAKOTA	80.93		



## Appendix B

### STP Project Eligibility

#### *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

Sec. 1007. Surface transportation program.

(a) ESTABLISHMENT.--The Secretary shall establish a surface transportation program in accordance with this section.

(b) ELIGIBLE PROJECTS.--A State may obligate funds apportioned to it under Section 104 (b)(3) for the surface transportation program only for the following:

(1) Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title.

(2) Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intracity or intercity bus terminals and facilities.

(3) Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways in accordance with section 217.

(4) Highway and transit safety improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

(5) Highway and transit research and development and technology transfer programs.

(6) Capital and operating costs for traffic monitoring, management, and control facilities and programs.

(7) Surface transportation planning programs.

(8) Transportation enhancement activities.

(9) Transportation control measures listed in section 108 (f)(1)(a) (other than clauses (xii) and (xvi)) of the Clean Air Act.

(10) Development and establishment of management systems under section 303.

(11) In accordance with all applicable Federal law and regulations, participation in wetlands mitigation efforts related to projects funded under this title, which may include participation in wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create wetlands; and development of statewide and regional wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes.

## **Appendix C**

### **Definition of Transportation Enhancements**

#### *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

Sec. 1007. Surface transportation program.

(c) The term "transportation enhancement activities" means, with respect to any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

**Appendix D**

**Transportation Control Measures (TCMs)**

*Clean Air Act Amendments (CAAA) of 1990*

Sec. 108.

- (b)(1)(A)(i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high- occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with Title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.





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