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**Federal
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September 2000
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Federal Transit Administration
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Washington, DC 20590
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A M E S S A G E F R O M T H E
A C T I N G A D M I N I S T R A T O R

It is my pleasure to present this booklet, *This is the Federal Transit Administration (FTA)*.

FTA is the principal source of Federal financial assistance to America's communities for the planning, development, and improvement of public transportation systems. We provide leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the nation's communities and natural environment, and to strengthen the national economy. We are dedicated to our vision of "People Moving People into America's Future."



Secretary Rodney E. Slater has declared that safety in transportation modes is the U.S. Department of Transportation's highest priority. FTA has likewise made safety the number one goal.

Thank you for your interest in FTA and public transportation. If you need further information on any of our programs, please call the number listed in the brochure. If you need additional copies, please contact the regional office that has the geographical responsibility for your area or Mr. William B. Menczer of my staff on 202-366-1698 or by email: william.menczer@fta.dot.gov. The brochure can also be found in electronic form on our web site at www.fta.dot.gov.

A handwritten signature in cursive script that reads "Nuria I. Fernandez".

Nuria I. Fernandez
Acting Administrator

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I N T R O D U C T I O N

FTA is one of eleven modal administrations within the U.S. Department of Transportation. Headed by an Administrator who is appointed by the President of the United States, FTA functions through a Washington, DC, headquarters office and ten regional offices which assist transit agencies in all 50 states, the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, Northern Mariana Islands, and American Samoa.

Public transportation includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, and people movers.



The Federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA oversees thousands



of grants to hundreds of state and local transit providers, primarily through its ten regional offices. These grantees are responsible for managing their programs in accordance with Federal requirements, and FTA is responsible for ensuring that grantees follow Federal mandates along with statutory and administrative requirements.

Our web site at <http://www.fta.dot.gov> contains further information on all programs contained in this brochure.

P U B L I C T R A N S I T I N T H E U N I T E D S T A T E S

Transit serves many public purposes, among the most important ones are: affordable mobility, congestion management, and supporting neighborhoods served by intensive transit services. These objectives are not mutually exclusive and frequently overlap.

P U B L I C P U R P O S E S

Affordable Mobility

Affordable mobility for all is the most fundamental reason for offering transit service.

All transit systems provide low cost mobility for people who do not, or cannot, operate a motor vehicle because of personal preference, low income, disability, youth or old age.

An important characteristic of low cost affordable mobility service is that regular access is provided to as many destinations as possible. Trip types include school, medical,

business, shopping, recreation, social, etc. It is estimated that these types of trips comprise about 60 percent of total transit ridership.



Congestion Management

Transit services that can compete effectively with the automobile are the most effective in mitigating traffic congestion. When transit provides reliable rapid door-to-door travel times, many automobile owners will choose transit to avoid the unreliability, stress, and delays of roadway congestion. On average, 57 percent of all transit riders have reduced travel time and efficient cost effective travel as their objective. These travelers tend to be served by transit systems in larger cities that have multimodal systems including rail and bus service. A congestion management trip offers travel times competitive with driving times for the same trip. Reduced congestion provides the additional benefits of improving air quality and conserving energy.

FEDERAL TRANSIT ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

Supporting Transit Intensive Neighborhoods

Transit trips that help support household locations in densely developed neighborhoods served by intensive transit service are typically made where service frequency is high and land use patterns make it easy to reach bus stops and rail stations by walking. These areas served by transit are pedestrian-oriented and multiple-purpose central business districts and communities. A survey of nine systems found that 54 percent of transit riders cite community livability for using transit. Pedestrian access to transit allows households and businesses to reduce their use of motor vehicles. In this way, transit helps support "Smart Growth."



Economic Benefits of Transit

By economic yardsticks, the annual benefits that transit returns to the national economy easily outpace costs (by \$26 billion in 1997) according to a newly published Federal study. During the 1990s transit returned \$23 billion per year in affordable mobility for households that prefer not to drive, cannot afford a car, or cannot drive due to age or disability; \$19.4 billion per year in reduced congestion delays for rush-hour passengers and motorists; \$10 billion per year in reduced auto ownership costs for residents of location efficient neighborhoods; up to \$12 billion per year in reduced auto emissions; \$2 billion savings per year in local human service agency budgets; and a 2 percent boost in property tax receipts from commercial real estate.

Transit System Usage and Characteristics

Five hundred fifty-six (556) local public transit operators provided transit services in 319 urbanized areas of over 50,000 population. An additional 1,260 organizations provided transit services in nonurbanized (rural) areas and 3,660 organizations provided specialized services to the elderly and to people with disabilities. A total of 9 billion trips representing 43 billion passenger miles of transit services were provided in 1999.

TRANSIT FINANCE

Transit Finance

Almost all public transit systems need financial assistance. Fairbox revenues on average account for only 40 percent of system operating costs. Transit systems receive funds from the Federal, state, and local levels, and private sector sources, and it remains essentially a public service that is provided and managed locally. There has been an increase in the number of urbanized areas served by a single transit system. Regional transit authorities and transit organizations, decision making, and financing are becoming much more common. As transit plays a more important role in regional job access and congestion mitigation and in shaping development, this change in transit organization and governance is expected to accelerate.



Collectively, all levels of government provided \$17.6 billion for transit operations and capital improvements in 1998, with the Federal government contributing \$4.4 billion, and State and local governments contributing \$13.2 billion. Since 1991, the State and local share of total transit funding has remained around 75 percent.

In 2000, Federal funding for transit is over \$6 billion.

Federal support for transit includes revenue from motor fuel taxes (from the Mass Transit Account of the Highway Trust Fund) and general fund appropriations. The Taxpayer Relief Act of 1997 increased the amount dedicated for transit in the Mass Transit Account to a total of 2.86 cents per gallon.

Sources of funds at the state and local levels include direct transit system taxing authority, property taxes, motor fuel taxes, tolls, sales taxes, income taxes, and a variety of other tax sources.

P L A N N I N G A N D P R O J E C T D E V E L O P M E N T P R O C E S S

The Federally-mandated metropolitan transportation planning and project development process in the United States was established in 1964. The process was significantly expanded by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to include Statewide planning and was strengthened and reinforced by the Transportation Equity Act for the 21st Century (TEA-21) in 1998. The process is ongoing, a feature of State and regional governments, as discussed below.

M E T R O P O L I T A N P L A N N I N G

Contact: Metropolitan or Regional Office

Regional or metropolitan transportation planning (49 U.S.C. 5303-5306) in urbanized areas, those over 50,000 in population, is performed by the metropolitan planning organization (MPO). MPOs are responsible for developing a long-range transportation plan (20 year) and the three to five-year transportation improvement program (TIP) for the area, in cooperation with the State and affected transit operators. The TIP must be consistent with the long-range plan and must include all projects in the metropolitan area that are proposed for funding with Federal transit funds.

The major elements of transportation planning in metropolitan areas are as follows:

- **A proactive and inclusive public involvement process;**
- **Consideration of seven broad areas:** support for the economic vitality of the metropolitan area; increase safety and security of the transportation system; increase the accessibility and mobility for people and freight, protect and enhance the environment, promote energy conservation, and improve the quality of life; enhance the integration and connectivity of the transportation system; promote efficient system management and operation; emphasize the preservation of the existing transportation system;
- **Area studies** conducted to address significant transportation problems in a corridor or subarea that might involve the use of Federal funds;

- **Development of financial plans** for implementing the transportation plan and TIP; and
- **Assurance** that the transportation plan and TIP in air quality nonattainment areas conform to the State Implementation Plan as required by the Clean Air Act Amendments.

Metropolitan areas are also encouraged to coordinate planning for Federally funded non-emergency transportation service as part of the metropolitan planning process, including human services transportation.

STATEWIDE PLANNING

Contact: Metropolitan or Regional Office

Since the passage of ISTEA in 1991, each State is responsible for the state-wide transportation planning process within its jurisdiction. This planning process produces both the 20-year statewide transportation plan and the three to five-year statewide transportation improvement program (STIP).

Statewide transportation plans include the future State vision for mobility that considers the same seven factors of the metropolitan planning process. These are: support for the economic vitality of the metropolitan area; increase safety and security of the transportation system; increase the accessibility and mobility for people and freight, protect and enhance the environment, promote energy conservation, and improve the quality of life; enhance the integration and connectivity of the transportation system; promote efficient system management and operation; and emphasize the preservation of the existing transportation system.

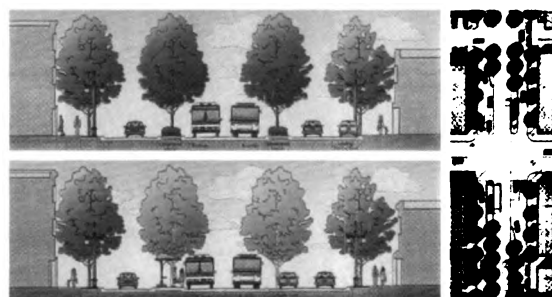


STIPs are short-term documents that list the projects to be advanced by the State over three to five years with FTA funding. Only projects listed in the STIP can receive FTA funding and must be consistent with the long-range plan. STIPs include all capital projects in rural areas as well as all capital projects contained in the metropolitan TIPs. STIPs are approved by the State, FTA, and the Federal Highway Administration (FHWA) at least biannually.

NEW STARTS PLANNING AND PROJECT DEVELOPMENT PROCESS

Contact: Metropolitan or Regional Office

FTA's Discretionary New Starts program is the Federal government's primary financial resource for supporting locally planned, implemented, and operated transit "guideway" capital investments. TEA-21 authorized \$8.44 billion in Section 5309 New Starts funding through fiscal year 2003 for the construction of new transit projects. Projects seeking New Starts funding, like all

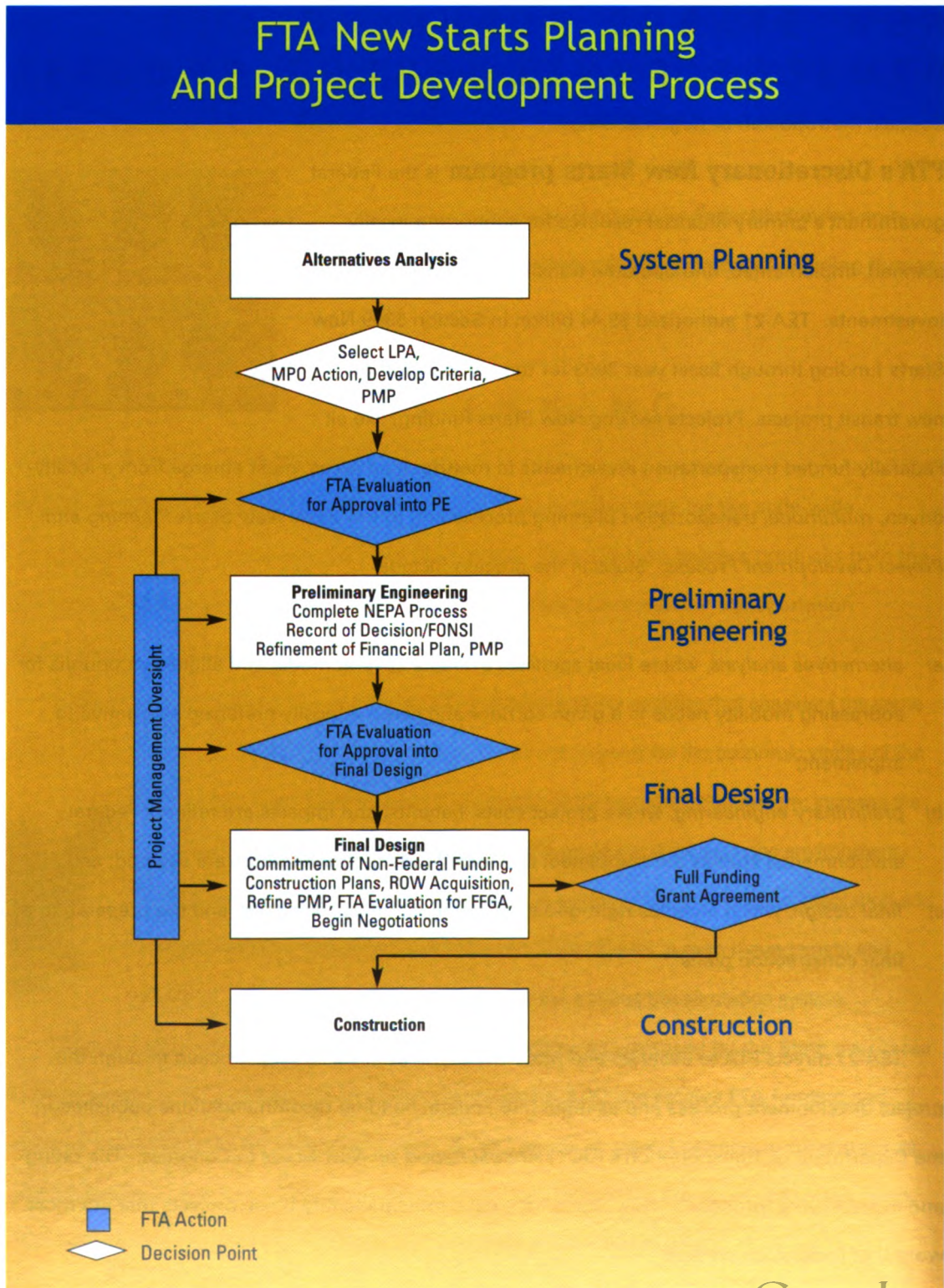


Federally-funded transportation investments in metropolitan areas, must emerge from a locally-driven, *multimodal* transportation planning process and follow FTA's *New Starts Planning and Project Development Process*. Steps in the process include

- a) *alternatives analysis*, where local agencies evaluate several modal and alignment options for addressing mobility needs in a given corridor and select a locally preferred alternative to implement;
- b) *preliminary engineering*, where project costs, benefits, and impacts are refined; Federal environmental studies are completed; and local funding commitments are secured; and
- c) *final design*, which includes right-of-way acquisition, utility relocation, and the preparation of final construction plans.

TEA-21 directs FTA to evaluate and rate New Starts projects as they proceed through the project development process and as input into Federal Funding recommendations published in the Department of Transportation's (DOT) *Annual Report on New Starts* to Congress. The rating and evaluation of proposed "New Starts" are used to help identify those projects that are most worthy of Federal investment.

PLANNING AND PROJECT DEVELOPMENT PROCESS



PLANNING AND PROJECT DEVELOPMENT PROCESS

ENVIRONMENTAL REVIEW PROCESS

Contact: Metropolitan or Regional Office

Projects which are proposed for Federal funding by FTA must meet the requirements of the National Environmental Policy Act (NEPA). NEPA requires Federal agencies to carefully consider the environmental effects of the projects they propose to fund before making a decision to proceed. Like other Federal agencies, FTA relies on past experience with a wide variety of mass transit projects to select the appropriate level of environmental impact



assessment and review. Many types of projects can be processed with minimal or no environmental documentation. Major projects involving substantial new construction and greater off-site impacts are handled with specially prepared environmental documents and a formal review-and-comment process.

There are many single-purpose environmental protection statutes in addition to NEPA, such as Section 404 of the Clean Water Act; Section 106 of the National Historic Preservation Act; and Section 4(f) of the DOT Act. FTA's general policy is to satisfy the requirements of related environmental statutes within the framework of NEPA

compliance. This 'one-stop' review process is particularly important as FTA strives to implement Environmental Streamlining.

Another important goal of the environmental review process is to provide a forum for the general public to learn about a project proposal and react to it. Over three decades, many citizens have become aware of FTA's responsibility to comply with NEPA. FTA uses this process as the primary means of soliciting comments about a project from the affected community. After public review and comment, FTA works with the local project sponsor, usually a public transit agency, to try to mitigate adverse environmental effects caused by the project.

M A J O R A S S I S T A N C E P R O G R A M S

FTA has several major assistance programs for eligible activities. Funds are provided through legislative formulas or discretionary authority. Funding from these programs is provided on an 80/20 Federal/local funding match basis, unless otherwise specified.

M E T R O P O L I T A N P L A N N I N G

Contact: Metropolitan or Regional Office

This program (49 U.S.C. 5303) provides funding to support the cooperative, continuous, and comprehensive planning program for making transportation investment decisions in metropolitan areas, required by 49 U.S.C. 5303-5306.

State DOTs and metropolitan planning organizations may receive funds for purposes that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increasing the safety and security of the



transportation system for motorized and nonmotorized users; increasing the accessibility and mobility options available to people and for freight; protecting and enhancing the environment, promoting energy conservation, and improving quality of life; enhancing the integration and connectivity of the transportation system, across and between modes, for

people and freight; promoting efficient system management and operation; and emphasizing the preservation of the existing transportation system.

Funds are apportioned by a complex formula to States that includes consideration of each State's urbanized area population in proportion to the urbanized area population for the entire Nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub-allocated by States to MPOs by a formula that considers each MPO's urbanized area population, their individual planning needs, and a minimum distribution.

TRANSIT ASSISTANCE PROGRAMS

STATE PLANNING AND RESEARCH GRANTS

Contact: Regional Office

The Section 5313(b) program provides financial assistance to States for Statewide planning and other technical assistance activities (including supplementing the technical assistance program provided through the Metropolitan Planning Formula Program), planning support for nonurbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development.

Funds are allocated by a formula that is based on information received from the latest census and the State's urbanized area as compared to the urbanized area of "all" states. However, a State must receive at least 0.5 percent of the amount apportioned under this subsection.

URBANIZED AREA FORMULA PROGRAM

Contact: Metropolitan or Regional Office

This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and

OPERATING ASSISTANCE PROGRAMS

rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with 200,000 population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution. A few areas under 200,000 in population have been designated as transportation management areas and receive apportionments directly.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

NONURBANIZED AREA FORMULA PROGRAM

Contact: Regional Office

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. It is apportioned in proportion to each State's nonurbanized population. Funding may be used for capital, operating, State administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations (including Indian tribes and groups), and operators of public transportation services. The state must use 15 percent of its annual

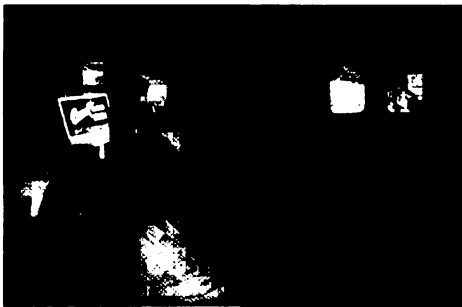
OPERATING ASSISTANCE PROGRAMS

apportionment to support intercity bus service, unless the Governor certifies that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

RURAL TRANSIT ASSISTANCE PROGRAM

Contact: Regional Office

The Rural Transit Assistance Program (49 U.S.C. 5311(b)(2)) provides a source of funding to assist in the design and implementation of training and technical assistance projects



and other support services tailored to meet the needs of transit operators in nonurbanized areas. RTAP has both State and national program components. The State program provides an annual allocation to each State to develop and implement training and technical assistance programs in conjunction with the State's administration of the Section 5311 formula

assistance program. The national program provides for the development of information and materials for use by local operators and State administering agencies and supports research and technical assistance projects of national interest. There is no Federal requirement for a local match.

ELDERLY AND PERSONS WITH DISABILITIES

Contact: Metropolitan or Regional Office

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons

ADDITIONAL ASSISTANCE PROGRAMS

with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of Federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.



CAPITAL INVESTMENT PROGRAM

Contact: Metropolitan or Regional Office

This program (49 U.S.C. 5309) provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems.

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

MAJOR ASSISTANCE PROGRAMS

Bus and Bus-Related Projects

Eligible purposes are acquisition of buses for fleet and service expansion, bus



maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fareboxes, computers, shop and garage

equipment, and costs incurred in arranging innovative financing for eligible projects. Funds are allocated on a discretionary basis.

Fixed Guideway Modernization

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

Eligible purposes are capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

Funds are allocated by a statutory formula to urbanized areas with rail systems that have been in operation for at least seven years.

F U N D I N G P R O G R A M
 F L E X I B L E F U N D I N G P R O G R A M

New Starts

This program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems.

Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a "people mover"), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

Major new fixed guideway projects, or extension to existing systems financed with New Starts funds, typically receive these funds through a full funding grant agreement that defines the scope of the project and specifies the total multi-year Federal commitment to the project.

Funding allocation recommendations are made in an annual report to Congress: "Annual Report on New Starts."

F L E X I B L E F U N D I N G P R O G R A M

Contact: Metropolitan or Regional Office

FHWA program funds can be transferred to FTA for transit projects, as discussed below.

Surface Transportation Program

The Surface Transportation Program (STP) (23 U.S.C. 133) provides the greatest flexibility in the use of funds. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

STP FUNDS DISTRIBUTION

STP funds are distributed among various population and programmatic categories within a State. Some program funds are made available to metropolitan planning areas containing urbanized areas over 200,000 population; STP funds are also set aside to areas under 200,000 and 50,000 population. The largest portion of STP funds may be used anywhere within the State to which they are apportioned.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ)

(23 U.S.C. 149) has the objective of improving the Nation's air quality and managing traffic congestion. CMAQ projects and programs are often innovative solutions to common mobility problems and are driven by Clean Air Act mandates to attain national ambient air quality standards. Eligible activities under CMAQ include transit system capital expansion and improvements that are projected to realize an increase in ridership; travel demand management strategies and shared ride services; pedestrian and bicycle facilities and promotional activities that encourage bicycle commuting. Programs and projects are funded in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) that reduce transportation-related emissions.



Funds are apportioned to States based on a formula that considers the severity of their air quality problems.

National Highway System

The National Highway System (NHS), established in 1995, provides funding for a wide range of transportation activities (23 U.S.C. 103(b)). Eligible transit projects under the NHS program include fringe and corridor parking facilities, bicycle and pedestrian facilities, carpool and vanpool projects, and public transportation facilities in NHS corridors, where they would be cost effective and improve the level of service on a particular NHS limited access facility.

J O B A C C E S S A N D R E V E R S E C O M M U T E P R O G R A M

Contact: Office of Research, Demonstration, & Innovation

202-366-4052

The purpose of this grant program (TEA-21, Section 3037, authorized through FY 2003) is to develop transportation services designed to transport welfare

recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities.

Emphasis is placed on projects that use mass transportation services.

Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

Funds are allocated on a discretionary basis as follows: 60 percent to areas over 200,000 population; 20 percent to areas of under 200,000 population; and 20 percent to nonurbanized areas. The Federal/local share is 50/50.

N A T I O N A L R E S E A R C H A N D T E C H N O L O G Y P R O G R A M

Contact: Office of Research, Demonstration, & Innovation

202-366-4052

The National Research and Technology Program (49 U.S.C. 5314(b))

addresses problems that are national in scope. It includes the development of innovative transit technologies such as bus rapid transit integrating vehicle and intelligent transportation system technology, safety-enhancing commuter rail control systems, hybrid electric buses, and fuel-cell and battery-powered propulsion systems. It also includes fundamental data collection and analysis of transit industry performance, policy studies, transportation planning techniques, and

TRANSIT COOPERATIVE RESEARCH PROGRAM

development of policies designed to further transit-oriented land-use. Other emphasis areas are: lower-cost and environmentally friendly vehicles, labor-management relations, customer service quality, equitable access, innovations in planning and infrastructure development, professional development, and mobility management.

Funds are allocated on a discretionary basis.

TRANSIT COOPERATIVE RESEARCH PROGRAM

Contact: Office of Research, Demonstration, & Innovation

202-366-4052

The Transit Cooperative Research Program (TCRP) (49 U.S.C. 5313(a)(2))

promotes operating effectiveness and efficiency by assisting the industry in developing and applying the latest in technology and operating techniques designed to improve mobility and accessibility. The needs of the transit workforce are being addressed through innovative research, education, and information exchange. TCRP products, such as new transit paradigms, transit industry best practices, and new planning and management tools, as well as forums for the exchange of ideas, are being used to develop and equip a quality transit workforce with the resources necessary to meet the challenges and opportunities of newly developed and deployed technologies. The Transportation Research Board (TRB), which administers the TCRP, maintains a publications list and description of all TCRP projects on its Web site at www2.nas.edu/trbcrp.

Research problem statements are solicited annually from the transit community. TRB awards competitive contracts for research and synthesis studies of current best practices. The TCRP Oversight and Project Selection Committee selects the highest priority problems to be addressed and designates funds for conducting the research.

TCRP is sponsored by FTA and carried out under a three-way agreement among the National Academy of Sciences, acting through the Transportation Research Board; the Transit Development Corporation, the educational and research component of the American Public Transportation

MAJOR ASSOCIATIONS AND GRANTS

Association; and FTA. Funds are allocated by transit industry consensus through TRB.

UNIVERSITY TRANSPORTATION CENTERS PROGRAM

Contact: Office of Research, Demonstration, & Innovation

202-366-4052

Grants are allocated to non-profit institutions of higher learning to establish and operate university transportation centers (49 U.S.C. 5505). This program focuses on the transfer of knowledge relevant to national, state, and local issues, and builds professional capacity of the transportation workforce. The Centers address transportation management, research and development matters with special emphasis on increasing the number of highly skilled individuals entering the field of transportation. All centers are specified in law.

Under the program basic and applied research, education programs that include multidisciplinary course work and participation in research, and ongoing programs of technology transfers that make research results available to potential users are conducted. The Federal share is 50 percent.

NATIONAL TRANSIT INSTITUTE

Contact: Office of Research, Demonstration, & Innovation

202-366-4052

The National Transit Institute (49 U.S.C. 5315) was established in 1992 at Rutgers, The State University of New Jersey, to provide training and education programs for the transit industry. The institute develops and teaches new methods and techniques for improving transit workforce performance and increasing productivity in the workplace. Courses are conducted at sites nationwide on a broad range of subjects, from advanced technology and multimodal planning to management development and training effectiveness. Transit Trainers Workshops are conducted annually to bring together trainers and human resources specialists from the industry to learn the latest techniques in training and to share training experiences on the job.

ADVANCED PUBLIC TRANSPORTATION PROGRAMS

Workshops and seminars are conducted to assist the transit industry in understanding and implementing advanced public transportation systems.

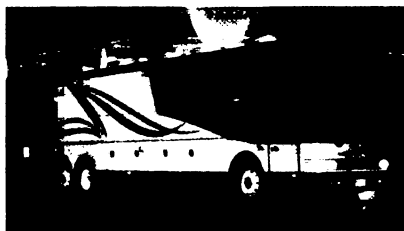
Available courses include recent developments, techniques, and procedures such as public transportation planning; management; environmental factors; acquisition and joint use of rights of way; engineering and architectural design; procurement strategies for mass transportation systems; turnkey approaches to delivering public transportation systems; new technologies; emission reduction technologies; ways to make public transportation accessible to individuals with disabilities; construction, construction management, insurance, and risk management; maintenance; contract administration; innovative finance; and workplace safety.

OVER-THE-ROAD BUS ACCESSIBILITY *(Rural Transportation Accessibility Incentive Program)*

Contact: Office of Research, Demonstration, & Innovation

202-366-2053

This new program (TEA-21, Section 3038) provides funding for the incremental capital and training costs associated with meeting the requirements of the DOT over-the-road bus accessibility rule, issued September 24, 1998. In FY 1999, assistance was available to operators of over-the-road buses used substantially or exclusively in intercity, fixed route, over-



the-road bus service. In FY 2000 and thereafter, assistance will also be available to operators of over-the-road buses in other services, including local commuter, charter, and tour service. The Federal share may not exceed 50 percent of the project costs.

Capital projects eligible for funding include adding lifts and other accessibility components to new vehicle purchases and purchasing lifts to retrofit existing vehicles. Eligible training costs include developing training materials or providing training for local providers of over-the-road bus services. This funding is separate from Section 5311 funding and is administered through a national competitive solicitation for applications from operators of over-the-road buses.

S A F E T Y

DOT'S HIGHEST PRIORITY AND FTA'S NUMBER ONE GOAL

TRANSIT SAFETY
AND SECURITY STATISTICS

Contact: Office of Program Management

202-366-2896

FTA publishes an annual Safety Management Information System report

that compiles and analyzes transit safety and security statistics reported through FTA's National Transit Database. Safety data includes collisions and non-collisions (derailments, personal casualties, and fire).

Security data is based on the FBI's Uniform Crime Reporting System and includes violent crime, property crime, and other

offenses. Additional data collection includes highway-rail grade crossing accidents.



SECURITY AUDITS

Contact: Office of Program Management

202-366-2896

The FTA Office of Safety and Security conducts voluntary audits of transit systems' security functions. Upon request, the Office will review in-place security functions such as communications systems, equipment and technology; fare protection; employee training; crime reporting; coordination with local law enforcement agencies; emergency management procedures; and other key security operations. Recommendations for improvement are based on the concept of "system security" and recognized industry standards and best practices.

S A F E T Y

DOT'S HIGHEST PRIORITY AND FTA'S NUMBER ONE GOAL

NATIONAL SAFETY AND SECURITY PROGRAM

Contact: Office of Program Management

202-366-2896

The safety and security program addresses a broad range of safety oversight and technical assistance initiatives. In the area of oversight, FTA ensures that recipients of Federal assistance under Sections 5309, 5307 and 5311 have implemented and are administering drug and alcohol testing programs for safety-sensitive employees. The State Safety Oversight program provides oversight of rail fixed guideway operations and the companion security audit activity assesses and recommends corrective actions to lessen a transit system's vulnerability to serious security problems such as crime and vandalism. Technical assistance is provided through special studies, best practices, recommended guidelines, and safety data analysis that focus on particular safety issues of concern to the transit industry, for example, fatigue management.

FTA provides transit system personnel an opportunity to attend, without charge, 22 different safety focused training courses through financial support of the Transportation Safety Institute (TSI). Training courses include bus and rail system safety, substance abuse management, industrial safety, rail and bus accident investigation, emergency event management, alternative fuels, fatigue management, transit system security and bus operator safety.

O V E R S I G H T R E Q U I R E M E N T S

OVERSIGHT PROGRAMS

FTA evaluates grantee effectiveness in carrying out project obligations under a grant agreement that is signed by FTA and the grantee after project approval. A site inspection may follow up on events that impact a grantee's project or may take the form of a compliance review focused on civil rights laws, regulations, or agreements.

PLANNING CERTIFICATION REVIEWS

Contact: Office of Planning

202-366-6385

ISTEA established a requirement in 23 U.S.C. 134 and 49 U.S.C. 1607

calling for FHWA and FTA to certify jointly the transportation planning processes in metropolitan areas with over 200,000 population, known as Transportation Management Areas (TMAs), every three years.

In TEA-21, 23 U.S.C. 134(i)(5) continues to require that FHWA/FTA jointly certify the metropolitan transportation planning processes in TMAs, with new emphasis on public

involvement. 23 U.S.C. 134(i)(5)(B) states that these certifications may be issued if: (i) the transportation planning process complies with 23 U.S.C. 134 and 49 U.S.C. 1607 (as amended), and (ii) there is a TIP for the TMA that has been approved by the MPO and the Governor. The certification remains in effect for three years, unless a new finding is issued sooner. In practice, Certification Reviews are conducted jointly by FTA/FHWA field staff, with findings published in a final certification report. These reports note 1) Recommendations for Improvement (areas that could be improved

but do not represent a regulatory deficiency), 2) Corrective Actions (areas where action needed to be taken to correct a regulatory deficiency, and timelines for such action) and 3)

Commendations (areas of noteworthy planning practices or performance). These findings



OVERSIGHT REQUIREMENTS

provide an overview of the Metropolitan Planning program, and identify areas where FTA/FHWA needs to provide guidance or direction to the process.

TRIENNIAL REVIEW

Contact: Office of Program Management

202-366-4020

FTA is required by law to perform reviews and evaluations of urbanized area formula program grantees to evaluate formula grant management performance and grantee compliance with FTA and other Federal requirements. The reviews must be conducted for each formula grant recipient at least once every three years with the results integrated into FTA's grant management functions. The reviews are conducted by FTA staff and outside contractor teams following an annual work program. Desk reviews are followed by a site visit. The team documents its findings and recommendations in a draft triennial review report, which is furnished to the grantee for comment before it is released in final form to interested local, State and Federal officials.

When appropriate, corrective actions are recommended to resolve grantees' program management deficiencies. FTA monitors the grantee's performance until compliance with all program requirements is achieved. If needed, FTA can invoke sanctions to assure that grantees act to correct any noted program deficiencies.

STATE OVERSIGHT

Contact: Office of Program Management

202-366-4020

The State Management Review Program assesses the States' implementation and management of the Elderly and Persons with Disabilities Program and the Nonurbanized Area Formula Program to ensure that they are being administered in accordance with FTA's requirements and are meeting program objectives.

O V E R S I G H T R E Q U I R E M E N T S

FINANCIAL MANAGEMENT SYSTEMS REVIEWS

Contact: Office of Program Management

202-366-4020

Grantees are selected for financial management oversight (FMO) reviews

by FTA to provide FTA an oversight tool and the grantees with technical assistance on financial management systems issues. FTA contractors conduct a series of interviews, a review of grantee transactions, and several process and procedural tests. After the review, the contractor expresses an objective, external, independent professional opinion to FTA on the effectiveness of the grantees' internal control environment and FTA decides whether the grantee's financial management systems meet Federal requirements (Common rule, 49 CFR Part 18.20). An average FMO review takes three to four weeks, conducted at the grantee's site.

PROJECT MANAGEMENT OVERSIGHT

Contact: Office of Program Management

202-366-4020

FTA defines oversight as a continuous review and evaluation of grantee and FTA processes to ensure compliance with statutory, administrative, and regulatory requirements. Oversight of grantee project management focuses this review on the management of major investments in transit projects. This activity begins early in project implementation, usually at the time of preliminary engineering. PMO contractors monitor some \$48 billion in projects, following guidelines established by FTA. They serve to supplement the FTA technical staff to evaluate grantee project management and technical capacity and capability to successfully implement these major transit projects. They also monitor the projects to determine whether they are progressing on time, within budget, and in accord with approved grantee plans and specifications. Other activities are also involved, such as reviews of whether a given design can in fact be constructed, change order reviews, and value engineering.

OVERSIGHT COMPLIANCE

STATE SAFETY OVERSIGHT COMPLIANCE

Contact: Office of Program Management

202-366-4020

FTA manages State Safety Oversight for Rail Fixed Guideway Systems under 49 CFR 659. The program mandates that states designate an independent Oversight Agency (OA) to oversee the safety of rail systems not regulated by the Federal Railroad Administration. FTA ensures the states' compliance with the rule's requirements. FTA provides OAs ongoing technical assistance in the form of guidance and training, including an annual workshop, implementation guidelines, and newsletters. Audits guide the states in ensuring that the program is implemented according to standards that they set forth.

DRUG AND ALCOHOL TESTING COMPLIANCE

Contact: Office of Program Management

202-366-4020

FTA implements regulations governing substance abuse management programs, under its drug and alcohol testing regulations for transit employees, published in February 1994. The ultimate goal of the program is promoting the riding public's health and safety by eliminating illegal drug use and alcohol misuse by safety-sensitive employees.

PROCUREMENT SYSTEMS REVIEW

Contact: Office of Program Management

202-366-4020

Conduct of procurement system reviews of FTA grantees involves a site visit to ensure that the requirements and standards of the Common Rule on administrative requirements for grants, 49 CFR Part 18.36 as it specifically applies to procurements, are met, as well as FTA Circular 4220.1D, Third Party Contracting Requirements.

O V E R S I G H T R E Q U I R E M E N T S

CIVIL RIGHTS

Contact: Office of Civil Rights

202-366-4018

FTA's enabling legislation includes the non-discriminatory use of Federal funds by recipients of FTA assistance, including their sub-recipients and contractors. Non-discrimination is ensured through oversight of grantee's implementation of required civil rights regulations and policy. Compliance reviews and assessments are conducted to determine if the grantee's required efforts under Title VI of the Civil Rights Act of 1964, (including aspects of Environmental Justice), Equal Employment Opportunity (EEO), Disadvantaged Business Enterprise (DBE) programs, and the Americans with Disabilities Act of 1990 (ADA) requirements are in compliance as represented to the FTA.

The Environmental Justice Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898) addresses fair treatment of all people regardless of race, color, ethnicity or income with respect to the benefits and burdens of environmentally related programs, policies and activities. EO 12898 directs each Federal agency "to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." The EO and accompanying Presidential Memorandum emphasize that agencies should utilize existing laws, such as the National Environmental Policy Act (NEPA) and Title VI of the Civil Rights Act of 1964, to achieve this mission.

FTA has integrated Title VI and Environmental Justice considerations into FTA's general grant program. In FY 1999, FTA developed joint FTA/FHWA policy emphasizing environmental justice considerations in the metropolitan planning review process. An example of this is the Office of Civil Rights' work with the FTA Office of Planning to ensure that recipients of FTA funds incorporate Title VI requirements into the planning process for transit projects and activities.

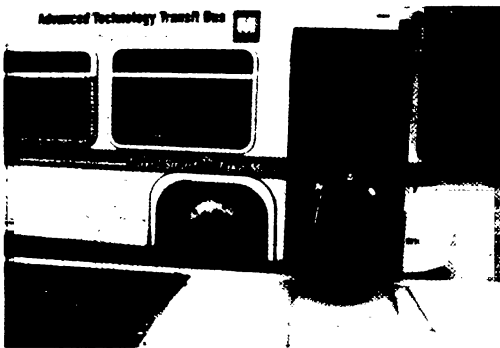
Title VI requirements include:

O V E R S I G H T R E Q U I R E M E N T S

- **Disseminating information** for implementing the transportation plan and TIP; and on proposed transit/highway projects to minority and low income constituencies;
- **Having constituents participate** in public hearings and meetings; and
- **Recipients incorporating projects and addressing issues** in the finalized planning documents such as the Transportation Improvement Program.

FTA continues to monitor the implementation of the Americans with Disabilities Act by its grantees to ensure that persons with disabilities have access to accessible mass transit services as required by law. FTA enforcement concentrates on three primary areas. These areas are: ADA Complementary Paratransit Service, accessibility of the fixed route, and the accessibility of rail service through the enforcement of the requirements applicable to existing designated key stations as well as those newly built and those undergoing major renovations.

FTA has a toll free ADA hotline (888-446-4511) and e-mail address (ada.assistance@fta.dot.gov)



to provide customer service to persons with disabilities and transit providers who have questions about, or who are experiencing difficulties with, public transportation.

Another significant effort is FTA's ADA Key Station Assessments. Together with the quarterly reviews, FTA continues to monitor the compliance at these stations on a regular basis. Like the triennial review, the assessments

are a "check and balance" tracking system.

ADA key rail station compliance continues to be challenging in that these stations were built at different times, with differing facilities and standards in their construction. Nationally known experts on key station compliance within the transportation community conduct the FTA ADA Key Station assessments. The assessments are state of the art and continue to provide both technical assistance to the grantees and ensure ADA compliance.

G R A N T E E R E Q U I R E M E N T S

GRANTEE REQUIREMENTS

Contact: Office of Program Management

202-366-4020

The Federal Transit Act, as amended, directs FTA to rely on individual grantee certifications of compliance with many FTA requirements. For all FTA grants, it also establishes a statutory scheme of 1) grantee self-certifications at the grant award phase, 2) annual audits to ascertain that grantees are carrying out their programs of projects, and 3) triennial reviews by FTA, which also address grantee performance regarding self-certifications, the planned projects, their implementation and compliance with statutory and administrative requirements.

Grantee certifications and assurances of compliance with Federal requirements are contained in one document that is published annually in conjunction with the publication of the annual apportionment notice. The required grantee certifications, substantiated by annual independent audits and triennial reviews, stand in lieu of detailed scrutiny by FTA staff. Much of the information provided in developing the grant pertains to the determination of grantee compliance and, as such, is retained and incorporated into the triennial review process.

Certifications and Assurances

Each applicant for Federal assistance awarded by FTA must submit the following certifications and assurances:

- Authorization of Applicants and its Representatives
- Standard Assurances
- Debarment/Suspension
- Drug Free Workplace Agreement
- Intergovernmental Review
- Nondiscrimination
- Disadvantaged Business Enterprise
- Nondiscrimination on the Basis of Disability

- Procurement Compliance
- Certifications Prescribed by OMB
- Lobbying Certification for an Application Exceeding \$100,000
- Certification on Effects on Private Mass Transportation Companies
- Public Hearing Certification - Substantial Effect on a Community or its Transit Service
- Pre-Award and Post Delivery Reviews for Acquisition of Rolling Stock
- Bus Testing Certification for New Bus Acquisitions
- Charter Service Agreement
- School Transportation Agreement
- Demand Responsive Service
- Substance Abuse Certification
- Drug and Alcohol Testing
- Drug-Free Workplace
- Interest or Other Financing Costs
- Certifications & Assurances for Urbanized Area Formula Program and Job Access and Reverse Commute
- Certifications & Assurances for Elderly and Persons with Disabilities Program
- Certifications & Assurances for Nonurbanized Area Formula Program
- Certifications & Assurances for State Infrastructure Bank Program

I N I T I A T I V E S A N D O T H E R P R O G R A M S

FTA has several other initiatives that concern transit safety, livable communities, and financing techniques.

INTERNATIONAL MASS TRANSPORTATION PROGRAM

Contact: Office of Research, Demonstration, & Innovation

202-366-0955

The FTA International Mass Transportation Program (IMTP) (49 U.S.C.

5312(e)) helps further the DOT and FTA strategic goals of advancing U.S. economic growth and global competitiveness. The IMTP is authorized to develop and monitor information about global market opportunities, cooperate with the foreign public sector on research, development, and technology transfer, promote U.S. products and services in mass transit markets, and provide FTA technical services to foreign public authorities on a cost recovery basis.

IMTP activities include development of intergovernmental agreements on science and technology exchange; technology/information exchange to foster information flow between the U.S. and other countries; human capacity building by familiarizing transit management officials with best practices from abroad; and classroom instruction and practical training for foreign public sector officials in planning and operating public transit systems. This training showcases best practices and innovative transit technology from the United States.

L I V A B L E C O M M U N I T I E S

Contact: Office of Planning

202-366-4033



The FTA Livable Communities initiative demonstrates ways to improve the link between transportation and communities. It promotes customer friendly, community oriented, and well designed facilities and services. The characteristics of community sensitive transit facilities and services include readily available customer information and services; a safe

INITIATIVES AND OTHER PROGRAMS

and secure environment; sufficient pedestrian and bicycle access; and architecture that reflects the values of the community.

The Initiative encourages transportation agencies and local governments to introduce proposed transportation improvements to communities in the early stages of the planning process.

INNOVATIVE FINANCING

Contact: Office of Budget and Policy

202-366-1675

The Innovative Financing program involves the application of a wide variety of established and newly emerging financing techniques, commonly used in other sectors of the economy, to transit. Effective use of these techniques can reduce the financing costs of transit infrastructure and therefore reduce the overall cost of providing transit service. Additionally, they provide opportunities for transit systems and private sector firms to develop mutually beneficial partnerships for infrastructure investment.

These financing techniques include certificates of participation, cross border leases, domestic leases, joint development, turnkey, and state infrastructure banks.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION

Contact: Office of Budget and Policy

202-366-1675

The Transportation Infrastructure Finance and Innovation Act of 1998

(TIFIA) (TEA-21, Sections 1501-1504) will provide Federal credit assistance for major transportation investments of critical national importance, such as intermodal facilities, border crossing infrastructure, expansion of multi-State highway trade corridors, and other investments with regional and national benefits. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.

The TIFIA credit program consists of secured loans, loan guarantees, and standby lines of credit



designed to address projects' varying requirements throughout their life cycles. Any type of project that is eligible for Federal assistance through surface transportation programs under Title 23 or chapter 53 of Title 49 U.S.C. (highway projects and transit capital projects) is eligible for the TIFIA credit program. In addition, the following types of projects are eligible: international bridges and tunnels; inter-city passenger bus and rail facilities and vehicles (including Amtrak and magnetic levitation systems); and publicly owned intermodal freight transfer facilities (except seaports or airports) on or adjacent to the National Highway System.

TRANSPORTATION AND COMMUNITY AND SYSTEMS PRESERVATION PILOT PROGRAM

Contact: Office of Budget and Policy

202-366-1668

The Transportation and Community and System Preservation Pilot

Program (TCSP) (TEA-21, Section 1221) provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives.

Any project eligible for funding under Title 23 or chapter 53 of Title 49 U.S.C. is eligible for TCSP funds as well as any other activity relating to the purposes of this section when determined appropriate by the Secretary. These may include corridor preservation activities necessary to implement transit oriented development plans, traffic calming measures, or other coordinated preservation practices. Funds are administered by FHWA.

States, metropolitan planning organizations and local governments are eligible for planning and for implementation grants that meet the purposes of this section to improve the efficiency of the transportation system; to reduce impacts of transportation on the environment; to reduce the need for

TRANSIT INVESTMENT PROGRAMS

OPERATIONAL INVESTMENT PROGRAMS

costly future public infrastructure investments; to ensure efficient access to jobs, services and centers of trade; and to examine and encourage private sector development patterns that meet these purposes.

JOINT PARTNERSHIP PROGRAM

Contact: Office of Research, Demonstration, & Innovation

202-366-4052

The Joint Partnership Program [49 U.S.C. 5312(d)] will be the primary deployment mechanism for the activities of the National Research and Technology Program. Through these partnerships, FTA seeks to deploy innovations in cooperation with transit agencies, system suppliers, and other Federal agencies. This helps to increase competition and leverage scarce Federal funding.

NATIONAL TRANSIT DATABASE

Contact: Office of Program Management

202-366-4020

This industry reporting activity (49 U.S.C. 5335) is administered and funded by FTA. Each year, more than 500 transit operators report to FTA on transit in more than 300 urbanized areas. The database is a major source of public transportation vehicle, capital investment, revenue, operating, and safety data. The database was designed to provide information for service planning by public transit systems. FTA publishes various annual reports based on these data. An important industry safety information resource developed through NTD is the data provided in the "Safety Management and Information Statistics" annual report.

COMMUTER CHOICE PROGRAM

Contact: Office of Budget and Policy

202-366-1698

The Commuter Choice program provides incentives to employees to commute to work by means other than single occupancy vehicle. It promotes a greater range of employer-provided commuting benefits which can reduce traffic congestion, improve air quality, and conserve energy. It also allows employers to



INITIATIVES AND OTHER PROGRAMS

tailor transportation benefits to their individual employees' needs and assists employers in attracting and retaining qualified workers in a tight labor market. Considered "qualified transportation fringe benefits" under the Internal Revenue Code, employers may provide employees any of the following:

- **Transit and/or vanpool vouchers or passes** up to \$65 per month, tax free (\$100 per month beginning on January 1, 2002)
- **Qualified parking up to \$175 per month**, tax free at park-and-ride lots, at vanpool staging areas, or at or near the worksite for vanpools and carpools
- **Parking cash out whereby the employer offers the employee the option** to accept taxable cash instead of a parking space, to be used for alternative methods of commuting to work, such as walking, biking, rollerblading, or carpooling

Transit, vanpool, and parking benefits are free of any Federal income or payroll taxes up to the monthly limits. However, State laws vary regarding excludability from taxable income for State income taxes. Employers may use either corporate funds or permit employees to exchange pre-taxed salary to pay for any of these benefits. All benefit levels are indexed to inflation and are subject to change on an annual basis.

FTA has published the [Commuter Choice Tool Kit](#), a comprehensive guide to implementing Commuter Choice at the worksite. Hard copies are available from any FTA regional office and an electronic version is posted on the FTA Home Page. Numerous FTA grantees offer Commuter Choice programs to employers in their service areas.

JOINT DEVELOPMENT

Contact: Metropolitan or Regional Office

Joint development involves the common use of property for transit and non-transit purposes. FTA policy, published in March 1997, indicated that transit operators were expected to generate revenue from land around their transit facilities. Under TEA-21, transit

operators are allowed to sell excess land and retain all of the proceeds to defray the capital costs of a transit project. Proximity to rail transit enhances the value of residential property and increases the opportunity for fostering community and development partnerships.

FTA grantees may use FTA financial assistance for joint development projects that are physically or functionally related to transit or that increase transit ridership in a corridor. Such projects may include disposing of land for nearby real estate development, preparing land for development, providing enhanced access, and developing on-site community services such as dependent care, health care, public safety, or commercial conveniences.

The eight factors that grantees should address for joint development projects are:

- **establishing** the physical or functional relationship to transit;
- **coordinating** the site and functional plans to avoid non-incidental use;
- **existence** of program income to recover the cost of the project;
- **designing** transit and related services in an integrated manner;
- **determining** the market and financial feasibility of the transit-related components;
- **producing** supportive land use policies, urban design guidelines, and transportation management strategies to increase transit ridership;
- **development** of a joint development agreement; and
- **compliance** with cross-cutting Federal requirements and executive orders.

INTELLIGENT TRANSPORTATION SYSTEMS

Contact: Office of Research, Demonstration, & Innovation

202-366-4991

Intelligent transportation systems (ITS) are the integrated use of advanced technologies and management strategies to increase safety and efficiency of our surface transportation system. ITS can be used to monitor traffic and notify authorities about stalled vehicles (buses, truck, cars, etc) or collisions so they can be cleared quickly, and traffic can move

more efficiently. "Smart signs" warn vehicle operators about collisions ahead and electronic toll collection helps reduce congestion.

In support of ITS, FTA funds may be used for, among other things, electronic fare payment systems, transit management systems, traveler information systems, incident management systems, and signal priority systems.

HUMAN SERVICES TRANSPORTATION COORDINATION

Contact: Office of Budget and Policy

202-366-4050

The Coordinating Council on Access and Mobility was established in 1986 by the U.S. Department of Health and Human Services and the U.S. Department of Transportation. The Council promotes quality transportation services by encouraging the coordination of the program efforts of government and non-profit human service agencies with public transit and paratransit providers. The Council brings together Federal agencies which fund or purchase transportation services to improve the availability and quality of community transportation services.

FREEDOM OF INFORMATION ACT

Contact: Office of Public Affairs

202-366-4043

The Freedom of Information Act (FOIA) generally provides that any person has a right, enforceable in court, of access to Federal agency records, except to the extent that such records are protected from disclosure by one of nine exemptions or by one of three special law enforcement record exclusions. The Office of Public Affairs has the responsibility within the Federal Transit Administration for handling all FOIA requests involving FTA.

H O W T O C O N T A C T F T A

FTA's regional and metropolitan offices are responsible for implementation of grants and the provision of financial assistance to FTA customers, other than specific programs that are the responsibility of headquarters. Inquiries should be directed to either the regional or metropolitan office responsible for the geographic area in which you are located.

Visit the FTA Homepage: <http://www.fta.dot.gov>

Headquarters

Federal Transit Administration

400 7th Street, SW

Washington, DC 20590

Office of Public Affairs (202) 366-4043

Fax: (202) 366-3472

REGION 1

Transportation Systems Center

Kendall Square

55 Broadway, Suite 920

Cambridge, MA 02142-1093

Telephone: (617) 494-2055

Fax: (617) 494-2865

Areas served: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut

H O W T O C O N T A C T F T A

REGION 2

One Bowling Green

Room 429

New York, NY 10014-1415

Telephone: (212) 668-2170

Fax: (212) 668-2136

Areas served: New York, New Jersey, and U.S. Virgin Islands

REGION 3

1760 Market Street

Suite 500

Philadelphia, PA 19103-4124

Telephone: (215) 656-7100

Fax: (215) 656-7260

Areas served: Pennsylvania, Virginia, West Virginia, Delaware, Maryland, and District of Columbia

REGION 4

Atlanta Federal Center

Suite 17T50

61 Forsyth Street, SW

Atlanta, GA 30303

Telephone: (404) 562-3500

Fax: (404) 562-3505

Areas served: North Carolina, Kentucky, Tennessee, South Carolina, Alabama, Georgia, Florida, Mississippi, and Puerto Rico

H O W T O C O N T A C T F T A

REGION 5

200 West Adams Street

Suite 2410

Chicago, IL 60606

Telephone: (312) 353-2789

Fax: (312) 886-0351

Areas served: Illinois, Ohio, Minnesota, Wisconsin, Indiana, and Michigan

REGION 6

819 Taylor Street

Room 8A36

Fort Worth, TX 76102

Telephone: (817) 978-0550

Fax: (817) 978-0575

Areas served: Texas, Oklahoma, Arkansas, Louisiana, and New Mexico

REGION 7

901 Locust Street

Room 404

Kansas City, MO 64106

Telephone: (816) 329-3920

Fax: (816) 329-3921

Areas served: Iowa, Kansas, Nebraska, and Missouri

REGION 8

216 16th St., Suite 650

Denver, CO 80202-5120

Telephone: (303) 844-3242

Fax: (303) 844-4217

Areas served: Colorado, Utah, Montana, Wyoming, South Dakota, and North Dakota

REGION 9

201 Mission Street, Room 2210

San Francisco, CA 94105-1926

Telephone: (415) 744-3133

Fax: (415) 744-2726

Areas served: California, Arizona, Nevada, Hawaii, Guam, American Samoa, and the Northern Mariana Islands

REGION 10

Jackson Federal Building

915 Second Avenue, Suite 3142

Seattle, WA 98174-1002

Telephone: (206) 220-7954

Fax: (206) 220-7959

Areas served: Washington, Oregon, Idaho, and Alaska

HOW TO CONTACT US

METROPOLITAN OFFICES

New York Metropolitan Office

One Bowling Green, Room 428

New York, NY 10014-1415

Telephone: (212) 668-2201

Fax: (212) 668-2136

Area Served: New York Metropolitan Area

Philadelphia Metropolitan Office

1760 Market Street, Suite 903

Philadelphia, PA 19103-4124

Telephone: (215) 656-7070

Fax: (215) 656-7269

Area Served: Philadelphia Metropolitan Area

Chicago Metropolitan Office

200 West Adams Street

Suite 2410 (24th floor)

Chicago, IL 60606

Telephone: (312) 886-1616

Fax: (312) 886-0351

Area Served: Chicago Metropolitan Area

Los Angeles Metropolitan Office

201 N. Figueroa, Suite 1460

Los Angeles, CA 90012

Telephone: (213) 202-3950

Fax: (213) 202-3961

Area Served: Los Angeles Metropolitan Area

A P P E N D I X I

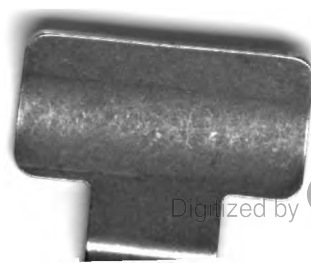
TEA - 21 AUTHORIZATION LEVELS (GUARANTEED FUNDING ONLY)

	FEDERAL TRANSIT ADMINISTRATION										TOTAL
	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	
Urbanized Area Formula (Section 5307)	\$2,289,852,727	\$2,548,190,791	\$2,772,890,281	\$2,997,316,081	\$3,220,801,508	\$3,445,339,808	\$3,670,000,000	\$3,895,000,000	\$4,120,000,000	\$4,345,000,000	\$17,293,790,992
Nonurbanized Area Formula (Section 5311)	134,077,934	177,923,658	193,817,988	209,283,188	224,873,743	240,907,643	257,000,000	273,000,000	289,000,000	305,000,000	1,190,373,114
Elderly and Persons with Disabilities (Section 5310)	62,219,389	67,035,801	72,946,801	78,859,801	84,774,801	90,689,801	96,604,801	102,519,801	108,434,801	114,349,801	456,430,194
Clean Fuels Formula Program (Section 5308)	0	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000
Over the Road Bus Accessibility Program	0	2,000,000	3,700,000	4,700,000	6,390,000	6,950,000	6,950,000	6,950,000	6,950,000	6,950,000	24,300,000
Alaska Railroad (Section 5307)	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	4,849,950	29,099,700
Bus and Bus Related (Section 5309)	400,000,000	451,400,000	490,200,000	529,200,000	568,200,000	607,200,000	646,200,000	685,200,000	724,200,000	763,200,000	3,046,200,000
Fixed Guideway Modernization (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	1,292,400,000	1,370,400,000	1,448,400,000	1,526,400,000	6,092,400,000
New Starts (Section 5309)	800,000,000	902,800,000	980,400,000	1,058,400,000	1,136,400,000	1,214,400,000	1,292,400,000	1,370,400,000	1,448,400,000	1,526,400,000	6,092,400,000
Job Access and Reverse Commute Program	0	50,000,000	75,000,000	100,000,000	125,000,000	150,000,000	175,000,000	200,000,000	225,000,000	250,000,000	500,000,000
Metropolitan Planning (Section 5303)	39,500,000	43,841,800	49,632,000	52,113,600	55,422,400	60,385,600	60,385,600	60,385,600	60,385,600	60,385,600	300,895,200
State Planning & Research (Section 5313b)	8,250,000	9,158,400	10,388,000	10,886,400	11,577,800	12,614,400	12,614,400	12,614,400	12,614,400	12,614,400	62,834,800
National Planning & Research (Section 5314)	32,750,000	27,500,000	29,500,000	29,500,000	31,500,000	31,500,000	31,500,000	31,500,000	31,500,000	31,500,000	182,250,000
Rural Transit Assistance (Section 5311 (b)(2))	4,500,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	30,750,000
Transit Cooperative Research (Section 5313a)	4,000,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	8,250,000	45,250,000
National Transit Institute (Section 5315)	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	23,000,000
University Transportation Centers (Section 5317 (b))	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	36,000,000
Administrative Expenses	45,728,000	54,000,000	60,000,000	64,000,000	67,000,000	73,000,000	73,000,000	73,000,000	73,000,000	73,000,000	363,728,000
FEDERAL TRANSIT ADMINISTRATION TOTAL:	\$4,464,738,000	\$5,315,000,000	\$5,797,000,000	\$6,271,000,000	\$6,747,000,000	\$7,228,000,000	\$7,704,000,000	\$8,180,000,000	\$8,656,000,000	\$9,132,000,000	\$35,999,730,000

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



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