

TEA 21 TRANSIT FUNDING PROVISIONS

**An APTA Primer on
Transit Funding Provisions of the Transportation
Equity Act for the 21st Century and Related Laws**

Final Update September 15, 2005



**AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION**

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Be the leading force in advancing public transportation.

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APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

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Updated September 15, 2005

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OVERVIEW

The Transportation Equity Act for the 21st Century (TEA 21), Public Law (P.L.) 105-178, is the authorizing law that establishes authority to appropriate general revenues and to spend trust fund monies through limitations on obligations, for highways and transit, on an annual basis from Fiscal Year (FY) 1998 through FY 2003. TEA 21 also modifies sections of the United States Code (USC) that specify how federal highway and transit programs are administered and modifies sections of the Internal Revenue Code of 1986 pertaining to the Highway Trust Fund (HTF) and tax benefits for travel to work.

TEA 21 was enacted on June 9, 1998. It superseded the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the previous authorizing law for highway and transit programs. ISTEA expired on September 30, 1997, but was extended by separate legislation. TEA 21 modifies many of the programs first established by ISTEA but it retains ISTEA's overall intermodal approach to highway and transit funding and its collaborative planning requirements.

TEA 21 expired on September 30, 2003. It was extended for short periods twelve times. The reauthorization act, The Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), Public Law 109-59, became law on August 10, 2005. The laws providing for the extensions are listed in Appendix One. **All information in this Primer refers to federal law before SAFETEA-LU became law. No transit law provisions NEW TO or CHANGED BY SAFETEA-LU are included in this Primer.**

FEDERAL TRANSIT FUNDING LAW

This report describes provisions of TEA 21, extensions of TEA 21, and related laws that provide for transit funding. Laws not related to funding are not described. Provisions of the following five laws authorize transit funding:

- ! TEA 21 authorizes the levels of transit and highway funding from FY 1998 through FY 2003 and describes the structure for some newly created funding programs. TEA 21 extension acts extended the TEA 21 authorization period through August 14, 2005, but were superseded by SAFETEA-LU when it became law on August 10, 2005.
- ! Title 49, Chapter 53 of the United States Code, Mass Transportation, contains the permanent provisions of law for administering the federal transit program. Some of those provisions are modified by TEA 21.
- ! Title 23 of the United States Code, Highways, contains the permanent provisions of law for administering the federal highway program. Some of those provisions are also altered by TEA 21.
- ! The National Capital Transportation Act authorizes funding for the construction of the Washington, DC, Metrorail system. The last funds authorized by this Act were appropriated in FY 1999.
- ! The Internal Revenue Code of 1986, Subtitle I, Trust Fund Code, contains provisions governing collection and use of motor fuel taxes for highway and transit programs. The Internal Revenue Code was extended and modified by TEA 21.

Transit spending is also affected by annual budget and appropriation actions. Budget laws determine an overall level for transportation spending each year and appropriation laws specify the funding level for each transportation program and the purposes for which some funds may be used. Many other federal laws include provisions that affect the operation of transit services and oversee the use of federal funds. These laws do not, however, provide funding for transit and are not described herein.

TRANSIT FUNDING PROVISIONS OF TEA 21

Transit agencies receive funds under the provisions of Title 49, Chapter 53, of the United States Code, as amended by TEA 21. Transit funds for FY 1998 through FY 2003 are authorized by TEA 21 and through August 10, 2005 by TEA 21 extension acts. Each year new appropriation legislation must be passed to appropriate general revenues that will fund transit programs and set an obligation limitation that allows funds from the Mass Transit Account (MTA) of the Highway Trust Fund to be used for transit programs. TEA 21, however, provides guaranteed funds for appropriation each year as described below. TEA 21 extension acts have been at funding levels that match previously enacted appropriations for FY 2004 and FY 2005. The extension acts do not need to guarantee funding because the funds have already been appropriated.

Transit funds are distributed through both formula and discretionary programs. After funds are appropriated, amounts that are available for states and urbanized areas under formula programs are published in an apportionment notice in the *Federal Register*. Amounts for allocated programs, including amounts earmarked in legislation or Congressional Committee Reports are also published in the *Federal Register*. Allocated program funds that are not earmarked or otherwise distributed by Congress are made available to the Federal Transit Administration (FTA) for distribution.

In order to obtain transit funds a government agency must submit a grant application to the FTA. When the grant is approved the funds are "granted" or obligated to that agency and the agency proceeds with its procurement process or receives reimbursement for expenditures that have already been made. Federal funds pay for a portion, termed the "federal share," of a project's costs. State or local funds, termed "matching funds," must also be expended on a project. Matching ratios are described in more detail in a following section.

TRANSIT AUTHORIZATION LEVELS

TEA 21 authorizes transit funding for FY 1998 through FY 2003 with extensions through August 10, 2005. The federal transit program is funded from two sources, (1) general revenues of the U.S. government and (2) revenues credited to the Mass Transit Account (MTA) of the Highway Trust Fund. Funds were first available from the MTA in FY 1983 when the Motor Fuel Tax was increased to include a portion for transit uses.

Unity of Authorization: From FY 1983 until ISTEA was enacted in 1991, MTA funds were authorized, appropriated, apportioned, obligated, and tracked separately from general revenue funds. The MTA funded specific programs including discretionary capital programs, elderly and disabled individuals funding, planning, and section 9B, which was an apportionment to urbanized areas for capital purposes only.

ISTEA introduced the concept of a partially unitary authorization. Specific amounts of MTA funds were authorized for discretionary programs and formula programs and specific amounts of general revenue funds were authorized for the same discretionary programs and formula programs. Once appropriated, these funds could be used for any purpose allowed by the program for which they were appropriated except that MTA funds could not be used for operating assistance or Interstate Transfer grants. MTA and general revenue funds were no longer tracked separately within programs funded from both sources so long as adequate general funds are included in each program's total to fund any use, such as operating assistance, that could not be funded from the MTA. TEA 21 further reduced the need to distinguish MTA funds and general revenues. Eligible uses for MTA capital funds were redefined and guaranteed funds from both the MTA and general revenues are provided for each transit program.

The National Capital Transportation Act (NCTA), an authorization law to fund Washington, DC, area Metrorail construction, is funded by appropriations from the general revenues. TEA 21 and NCTA are both appropriated in annual appropriations for the Department of Transportation. Because the two authorizations are appropriated together they are both included in the following analyses.

Guaranteed Funds: A portion of transit funds authorized by TEA 21 is "guaranteed" by P.L. 105-178, Section 8101 through 8103. The guarantee is a budgetary "firewall" between the guaranteed transit funds and other programs funded from the domestic discretionary budget; the guaranteed annual levels are already "paid for" under Congressional budgetary rules. Highway funds also have guaranteed levels. Although the guaranteed funds remain subject to budgetary and appropriations action, any reduced amount of transit funding below guaranteed levels in budget or appropriation laws cannot be used to fund other programs. The guaranteed transit amounts are reported in Table 1. The amount reported for FY 1998 is the actual appropriation, which occurred before enactment of TEA 21 and did not need to be "guaranteed".

Table 1: TEA 21 and NCTA Guaranteed Authorization Levels by Program (Millions of Dollars)

Program	FY 1998 (a)	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Six-Year Total
Formula Programs	<u>2,500.0</u>	<u>2,850.0</u>	<u>3,098.0</u>	<u>3,345.0</u>	<u>3,592.0</u>	<u>3,839.0</u>	<u>19,224.0</u>
Urbanized Areas	2,298.9	2,548.2	2,772.9	2,997.3	3,220.6	3,445.9	17,283.8
Rural Areas	134.1	177.9	193.6	209.3	224.9	240.6	1,180.4
Elderly and Disabled	62.2	67.0	72.9	78.9	84.7	90.7	456.4
Clean Fuels	0.0	50.0	50.0	50.0	50.0	50.0	250.0
Alaska Railroad	4.8	4.8	4.8	4.8	4.8	4.8	29.1
Rural Transportation Accessibility	0.0	2.0	3.7	4.7	7.0	7.0	24.3
Capital Investment Programs	<u>2,000.0</u>	<u>2,257.0</u>	<u>2,451.0</u>	<u>2,646.0</u>	<u>2,841.0</u>	<u>3,036.0</u>	<u>15,231.0</u>
New Starts	800.0	902.8	980.4	1,058.4	1,136.4	1,214.4	6,092.4
Fixed-Guideway Modernization	800.0	902.8	980.4	1,058.4	1,136.4	1,214.4	6,092.4
Bus Capital	400.0	401.4	440.2	479.2	518.2	557.2	2,796.2
Clean Fuels	0.0	50.0	50.0	50.0	50.0	50.0	250.0
Planning	<u>47.8</u>	<u>53.0</u>	<u>60.0</u>	<u>63.0</u>	<u>67.0</u>	<u>73.0</u>	<u>363.8</u>
Metropolitan Planning	39.5	43.8	49.6	52.1	55.4	60.4	300.9
State Planning	8.3	9.2	10.4	10.9	11.6	12.6	62.9
Research	<u>44.3</u>	<u>45.0</u>	<u>47.0</u>	<u>47.0</u>	<u>49.0</u>	<u>49.0</u>	<u>281.3</u>
Rural Transportation Assistance	4.5	5.3	5.3	5.3	5.3	5.3	30.8
Transit Cooperative Research	In NPR	8.3	8.3	8.3	8.3	8.3	41.2
National Transit Institute	3.0	4.0	4.0	4.0	4.0	4.0	23.0
National Planning and Research	36.8	27.5	29.5	29.5	31.5	31.5	186.3
Job Access & Reverse Commute	0.0	50.0	75.0	100.0	125.0	150.0	500.0
University Centers	6.0	6.0	6.0	6.0	6.0	6.0	36.0
FTA Operations	45.7	54.0	60.0	64.0	67.0	73.0	363.7
Total TEA 21 Authorization	4,643.7	5,315.0	5,797.0	6,271.0	6,747.0	7,226.0	35,999.7
National Capital Transportation Act	200.0	50.0	---	---	---	---	250.0
Total Transit Authorization	4,843.7	5,365.0	5,797.0	6,271.0	6,747.0	7,226.0	36,249.7

(a) Actual appropriation level; appropriation occurred prior to enactment of TEA 21.

Additional General Funds: TEA 21 also authorized transit funding that can be appropriated in addition to guaranteed funds. These funds, authorized in 49 USC 5338(h), are called "additional amounts." Additional amounts are funded from general revenues and are subject to annual budget and appropriations actions. Funding of the additional amounts requires provision of adequate new budget authority and outlays in the budget law to allow inclusion of an appropriation for these funds in the appropriation law.

The total authorization of each transit program for guaranteed funds and additional funds combined is reported in Table 2. The amounts of additional funds are shown on funding tables for individual programs in the following sections.

Aggregate funding from guaranteed funds and additional amounts is shown on Table 3. A total of \$41 billion is authorized in TEA 21, \$36 billion from guaranteed funds and \$5 billion from additional amounts. An additional \$250 million is authorized for transit in the NCTA, giving a total transit authorization of \$41.25 billion for the six-year period. The FY 1998 amounts are the actual appropriations, which occurred before enactment of TEA 21.

Table 2: TEA 21 and NCTA Total Combined Guaranteed and Non-Guaranteed Authorization Levels by Program (Millions of Dollars)

Program	FY 1998 (a)	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Six-Year Total
Formula Programs	<u>2,500.0</u>	<u>3,100.0</u>	<u>3,348.0</u>	<u>3,595.0</u>	<u>3,842.0</u>	<u>4,089.0</u>	<u>20,474.0</u>
Urbanized Areas	2,298.9	2,698.2	2,922.9	3,147.3	3,370.6	3,595.9	18,033.8
Rural Areas	134.1	177.9	193.6	209.3	224.9	240.6	1,180.4
Elderly and Disabled	62.2	67.0	72.9	78.9	84.7	90.7	456.4
Clean Fuels	0.0	150.0	150.0	150.0	150.0	150.0	750.0
Alaska Railroad	4.8	4.8	4.8	4.8	4.8	4.8	29.1
Rural Transportation Accessibility	0.0	2.0	3.7	4.7	7.0	7.0	24.3
Capital Investment Programs	<u>2,000.0</u>	<u>2,857.0</u>	<u>3,061.0</u>	<u>3,266.0</u>	<u>3,471.0</u>	<u>3,666.0</u>	<u>18,321.0</u>
New Starts	800.0	1,302.8	1,390.4	1,478.4	1,566.4	1,644.4	8,182.4
Fixed-Guideway Modernization	800.0	1,002.8	1,080.4	1,158.4	1,236.4	1,314.4	6,592.4
Bus Capital	400.0	501.4	540.2	579.2	618.2	657.2	3,296.2
Clean Fuels	0.0	50.0	50.0	50.0	50.0	50.0	250.0
Planning	<u>47.8</u>	<u>85.0</u>	<u>93.0</u>	<u>97.0</u>	<u>102.0</u>	<u>109.0</u>	<u>533.8</u>
Metropolitan Planning	39.5	70.3	76.9	80.2	84.4	90.2	441.5
State Planning	8.3	14.7	16.1	16.8	17.6	18.8	92.2
Research	<u>44.3</u>	<u>76.0</u>	<u>78.0</u>	<u>80.0</u>	<u>82.0</u>	<u>83.0</u>	<u>443.3</u>
Rural Transportation Assistance	4.5	5.3	5.3	5.3	5.3	5.3	30.8
Transit Cooperative Research	In NPR	8.3	8.3	8.3	8.3	8.3	41.2
National Transit Institute	3.0	4.0	4.0	4.0	4.0	4.0	23.0
National Planning and Research	36.8	58.5	60.5	62.5	64.5	65.5	348.3
Job Access & Reverse Commute	0.0	150.0	150.0	150.0	150.0	150.0	750.0
University Centers	6.0	6.0	6.0	6.0	6.0	6.0	36.0
FTA Operations	45.7	67.0	74.0	80.0	84.0	91.0	441.7
Total TEA 21 Authorization	4,643.7	6,341.0	6,810.0	7,274.0	7,737.0	8,194.0	40,999.7
National Capital Transportation Act	200.0	50.0	---	---	---	---	250.0
Total Transit Authorization	4,843.7	6,391.0	6,810.0	7,274.0	7,737.0	8,194.0	41,249.7

(a) Actual appropriation level; appropriation occurred prior to enactment of TEA 21.

Table 3: Guaranteed and Non-Guaranteed Authorization Levels (Millions of Dollars)

Funding Source	FY 1998 (a)	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Six-Year Total
Guaranteed MTA Funds	4,260.0	4,251.8	4,638.0	5,016.6	5,397.8	5,781.0	29,345.2
Guaranteed General Funds	<u>383.7</u>	<u>1,063.2</u>	<u>1,159.0</u>	<u>1,254.4</u>	<u>1,349.2</u>	<u>1,445.0</u>	<u>6,654.5</u>
Total TEA 21 Guaranteed Funds	4,643.7	5,315.0	5,797.0	6,271.0	6,747.0	7,226.0	35,999.7
Added General Funds	<u>0.0</u>	<u>1,026.0</u>	<u>1,013.0</u>	<u>1,003.0</u>	<u>990.0</u>	<u>968.0</u>	<u>5,000.0</u>
Total TEA 21 Funding	4,643.7	6,341.0	6,810.0	7,274.0	7,737.0	8,194.0	40,999.7
NCTA Funding Guaranteed by TEA 21	<u>200.0</u>	<u>50.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>250.0</u>
Total Transit Program	4,843.7	6,391.0	6,810.0	7,274.0	7,737.0	8,194.0	41,249.7

(a) Actual appropriation level; appropriation occurred prior to enactment of TEA 21.

TRANSIT FUNDING SOURCES

Federal transit programs are funded from two sources, the Mass Transit Account (MTA) of the Highway Trust Fund (HTF) and from general funds of the Treasury, also called general revenues. Until FY 1983 all transit funding was from general revenues. The Surface Transportation Assistance Act of 1982 (STAA) created the MTA as a separate account in the HTF for accrual of a portion of revenues from the federal motor fuel tax for transit uses. Motor fuel taxes for highways accrue to the Highway Account (HA). Funds from highway related excise taxes other than motor fuel taxes accrue only to the Highway Account.

The 1982 STAA specified that 1 cent of a 5 cents per gallon increase in the federal motor fuel tax would be deposited in the newly created MTA. Since then, 20 percent of each subsequent increase in the motor fuel tax has been deposited in the MTA. Currently, 15.5 percent of the total per gallon tax on gasoline and 11.7 percent of the total per gallon tax on diesel fuel are dedicated to the MTA. The annual per gallon tax rate, as well as the tax revenue, interest revenue, and total revenue accruing to the MTA are shown on Table 4. The tax rate shown is for January 1 of each year, but the tax rate normally changes on October 1, the beginning of the fiscal year. Inconsistent fluctuations in reported tax revenue have resulted from variations in accounting practice and do not necessarily reflect an actual change in motor fuel usage or fuel tax collections.

Until FY 1999, unexpended balances in the MTA drew interest revenue. Unexpended balances are accrued in order to pay for projects that have been obligated; that is, a transit agency is given permission by the federal government to proceed with a project such as construction of a bus maintenance garage. When the project is completed, or at predetermined stages in the construction process for long-term projects, the federal government pays the transit agency or the contractor for the federal portion of the project cost. The unexpended balance is the money that has been accumulated to make that payment when it comes due. The unexpended balances were invested, by law, in federal securities. The interest received, however, was a paper exchange between general revenues and the HTF. TEA 21 eliminates this investment for both the MTA and the HA beginning in FY 1999. From that time, only tax revenues will be credited to the HTF. Data for actual amounts collected for the MTA from tax revenues or interest payments are not reported until after the end of a fiscal year.

The amounts and percentages of transit funds authorized by TEA 21 from the Mass Transit Account and general revenues as well as the amounts appropriated from those sources are reported on Tables 5 and 6.

Table 5 differentiates authorized amounts between Guaranteed Mass Transit Account funds, Guaranteed General Funds, and additional General Funds which are not guaranteed. Guaranteed funds are the sum of "Mass Transit Account, Guaranteed" and "General Funds, Guaranteed" and can be found on Table 3. Amounts for FY 1998 are actual appropriations; TEA 21 became law following enactment of the appropriations in that year. The amounts for FY 2004 are also actual appropriations, before rescissions; TEA 21 was extended following enactment of the appropriation. The amount, as well as the percentage, of guaranteed funds increases over the life of TEA 21.

Table 6 differentiates appropriated amounts between Mass Transit Account funds and general Funds. The appropriated amount include both TEA 21 and NCTA authorized funds. All appropriations are before any reductions due to rescissions.

Table 4: Mass Transit Account (MTA) Tax Rates and Revenues (Data from Federal Highway Administration *Highway Statistics*, annual)

Fiscal Year	Tax Rate (Cents per Gallon on January 1)	MTA Tax Revenue (Millions)	MTA Interest Revenue (Millions)	Total MTA Revenue (Millions)
1983	1.00 4	\$ 520	\$ 3	\$ 522
1984	1.00 4	1,236	89	1,325
1985	1.00 4	1,214	206	1,420
1986	1.00 4	1,113	283	1,395
1987	1.00 4	1,239	344	1,583
1988	1.00 4	1,277	384	1,661
1989	1.00 4	1,269	469	1,738
1990	1.00 4	1,395	581	1,977
1991	1.50 4	2,845	664	3,149
1992	1.50 4	1,070	746	1,816
1993	1.50 4	1,992	743	2,735
1994	1.50 4	2,008	684	2,691
1995	1.50 4	2,192	621	2,813
1996	2.00 4	2,617	665	3,282
1997	2.00 4	3,358	638	3,996
1998	2.86 4	3,487	839	4,326
1999	2.86 4	(a) 5,478	None	(a) 5,478
2000	2.86 4	(a) 4,673	None	(a) 4,673
2001	2.86 4	(a) 4,553	None	(a) 4,553
2002	2.86 4	(a) 4,621	None	(a) 4,621
2003	2.86 4	(a) 4,762	None	(a) 4,762
2004	2.86 4	(a) 4,801	None	(a) 4,801
2005	2.86 4	(a) 4,973	None	(a) 4,973

(a) Amounts reported in *Budget of the United States Government*, annual.

Table 5: TEA 21 Transit Authorization Funding Sources

Fiscal Year	Annual Amount by Funding Source			Annual Percent by Funding Source		
	Mass Transit Account, Guaranteed	General Funds, Guaranteed	Additional General Funds, Not Guaranteed	Mass Transit Account, Guaranteed	General Funds, Guaranteed	Additional General Funds, Not Guaranteed
	(Millions)	(Millions)	(Millions)	(Percent)	(Percent)	(Percent)
1998 (a)	\$ 4,260.0	\$ 383.7	\$ 0.0	91.74 %	8.26 %	0.00 %
1999	4,251.8	1,063.2	1,026.0	67.05 %	16.77 %	16.18 %
2000	4,638.0	1,159.0	1,013.0	68.11 %	17.02 %	14.88 %
2001	5,016.6	1,254.4	1,003.0	68.97 %	17.24 %	13.79 %
2002	5,397.8	1,349.2	990.0	69.77 %	17.44 %	12.80 %
2003	5,781.0	1,445.0	968.0	70.55 %	17.63 %	11.81 %
TEA 21 Total	28,345.2	6,654.5	5,000.0	71.57 %	16.23 %	12.20 %
2004 (a,b)	5,847.2	1,461.8	0.0	80.00 %	20.00 %	0.00 %
2005 (a,b)	6,745.0	963.5	0.0	87.50 %	12.50 %	0.00 %

(a) Authorization enacted after appropriation was enacted, funds not "Guaranteed."

(b) Before rescission of funds.

Table 6: TEA 21 Transit Appropriation Funding Sources

Fiscal Year	Annual Amount by Funding Source			Annual Percent by Funding Source		
	Mass Transit Account	General Funds	Total Appropriation	Mass Transit Account	General Funds	Total Appropriation
	(Millions)	(Millions)	(Millions)	(Percent)	(Percent)	(Percent)
1998	\$ 4,260.0	(a) \$ 583.7	\$ 4,843.7	87.95 %	12.05 %	100.00 %
1999	4,251.8	(b) 1,138.2	5,390.0	78.88 %	21.12 %	100.00 %
2000 (c)	4,644.0	1,159.0	5,803.0	80.02 %	19.98 %	100.00 %
2001 (c)	5,016.6	1,254.4	6,271.0	80.00 %	20.00 %	100.00 %
2002	5,397.8	1,349.2	6,747.0	80.00 %	20.00 %	100.00 %
2003 (c)	5,781.0	1,445.0	7,226.0	80.00 %	20.00 %	100.00 %
TEA 21 Total	28,351.2	6,925.5	36,280.7	80.90 %	19.10 %	100.00 %
2004 (c)	5,847.2	1,461.8	7,309.0	80.00 %	20.00 %	100.00 %
2005 (c)	6,745.0	963.5	7,708.0	87.50 %	12.50 %	100.00 %

(a) Includes \$200 million authorized under National Capital Transportation Act.

(b) Includes \$50 million authorized under the National Capital Transportation Act.

(c) Before rescission of funds.

ELIGIBLE USES FOR TRANSIT FUNDS

Transit funds can be used for a variety of expenditures as defined in 49 USC 5302 and in sections of 49 USC and TEA 21 authorizing individual spending programs. Eligible expenditures fall into two general categories: capital expenditures, for which most federal funds are used, and other expenditures which are limited to specific programs.

Eligible Capital Expenditures: 49 USC 5302(a)(1) defines which expenditures are eligible for capital funding grants. Eligible capital funding uses listed in 49 USC 5302 include:

- ! Acquisition or construction of transit facilities such as buildings, stations, and rights-of-way, payments for capital portion of rail trackage rights agreements, and costs associated with or incidental to these costs.
- ! Bus rehabilitation, bus remanufacturing, and overhauling rail rolling stock.
- ! Preventive maintenance.
- ! Some transit equipment leases and facility leases.
- ! Transit improvements that enhance economic development and incorporate private investment.
- ! Provision of nonfixed route paratransit service in accordance with the Americans with Disabilities Act (up to ten percent of 49 USC 5307 apportionments only).

Other Eligible Expenditures: Expenditures for other than capital uses are authorized for specific programs. Some of these expenditures include:

- ! 49 USC 5307 apportionments for urbanized areas with populations of less than 200,000 persons can be used for operating expenditures.
- ! 49 USC 5311 apportionments for rural areas can be used for operating expenditures.
- ! Planning and research activities are funded from several programs.
- ! Administration of the transit program and some non-capital costs for special programs such as Job Access and Reverse Commute are also funded by TEA 21.

Matching Ratios: Matching ratios are the percentages of project funding contributed by the federal government and by state and local governments including transit agencies. The normal matching ratio for any capital program is 80 to 20, or 80 percent federal and 20 percent state and local. For operating grants for small urbanized and rural areas and for the Job Access and Reverse Commute Program the ratio is 50 percent federal and 50 percent state and local.

The matching ratio applies only to the portion of a project funded jointly by federal and state and local governments. The portion of total project costs funded by the federal government is, in practice, often much

less than the matching ratio allowed by law. For example, the federal share of all capital funding in FY 1997 was 54 percent, not 80 percent. When state and local governments contribute more than their required minimum share for a capital grant, the grant is said to be "overmatched."

CURRENT AND PREVIOUS PROGRAM IDENTIFICATION

Transit law was codified as Title 49, Chapter 53, Mass Transportation, by P.L. 103-272 on July 5, 1994. Prior to that date transit law was identified as the Federal Transit Act of 1964, as amended through a specific date. Section numbers and titles used in the Federal Transit Act are still encountered in conversation and in historical sources. Table 7 lists the current legal reference and previous reference for the most frequently encountered sections of the law.

Table 7: Current and Previous Citations for Transit Funding Programs

Current Program Identification		Previous Program Identification	
Program Name	"49 USC" Section Number	Program Name	"Federal Transit Act, as Amended" Section Number
Capital Investment Grants and Loans	5309	Discretionary Grant or Loan Program	Section 3
Metropolitan Planning	5303	Metropolitan Planning	Section 8
Urbanized Area Formula Grants	5307	Block Grants	Section 9
Elderly Individuals and Individuals with Disabilities	5310	Elderly Persons and Persons with Disabilities	Section 16(b)(2)
Other than Urbanized Areas [Rural]	5311	Areas Other than Urbanized Areas [Rural]	Section 18

FORMULA FUNDING PROGRAMS

Formula funding encompasses six programs authorized by 49 USC 5338(a) Formula Grants and P.L. 105-178 Section 3038. Three of the programs are funded by takedowns, i.e., specific authorization amounts taken from appropriations before amounts are distributed among the remaining three formula programs for apportionment. The programs funded by takedowns are Clean Fuels, Alaska Railroad, and Rural Transportation Accessibility Incentive.

After the takedown amounts are subtracted from the total appropriation for formula programs, the remaining funds are distributed among the remaining formula programs by percentages. The Urbanized Area Formula Program receives 91.23 percent of the remainder, the Rural Area Formula Program receives 6.37 percent, and the Elderly Individuals and Individuals with Disabilities Program 2.4 percent.

Urbanized Area Formula Program, 49 USC 5307 (formerly Section 9 of the Federal Transit Act): The Urbanized Area Formula Program was created in 1974 and revised into its current overall structure in 1982. Funds are apportioned to each of the 405 urbanized areas in the United States including Puerto Rico. An urbanized area is a contiguous urban area of 50,000 or more population that meets criteria administered by the U.S. Bureau of Census. Urbanized areas are redefined and new urbanized areas created every ten years during the decennial census. Urbanized Area Formula funding levels are shown on Table 8.

Urbanized Area Formula Funds Eligible Uses: Urbanized area formula funds can be used for any capital expenditure defined in 49 USC 5302 (listed in "Eligible Uses for Transit Funds" above) and for purchase of "associated capital maintenance items," defined in Section 5307(a)(1) to be items worth at least 2 of 1 percent of the value of the vehicle being repaired. TEA 21 significantly changed the uses for which these funds could be expended. Beginning in FY 1998, transit agencies in urbanized areas with populations of 200,000 or more

could no longer use these funds for transit operating expenditures. Transit agencies in urbanized areas with populations of less than 200,000, however, were still allowed to use formula funds for operating expenditures. Beginning in FY 1998 urbanized area formula funds could be used for preventive maintenance and up to ten percent of each area's apportionment could be used to provide paratransit service in compliance with the American's with Disabilities Act.

Table 8: Urbanized Area Formula Program Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	2,298.85	0.00	2,298.85	2,298.85
1999	2,548.19	150.0	2,698.19	2,548.19
2000	2,772.89	150.0	2,922.89	2,772.89
2001	2,997.32	150.0	3,147.32	(a) 2,935.11
2002	3,220.60	150.00	3,370.60	(b) 3,216.04
2003	3,445.94	150.00	3,595.94	(c) 3,423.54
2004	---	---	3,445.94	(d) 3,425.61
2005	---	---	(e) 3,622.17	(f) 3,593.20

(a) Less than "Guaranteed" funding level due to Winter Olympic Games funding in the FY 2001 Department of Transportation Appropriations Act, P.L. 106-346 and a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to Paralympiad funding in FY 2002 Department of Transportation Appropriations Act, P.L. 107-87. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Preventive maintenance permits the expenditure of funds for maintenance costs, including labor, for transit vehicles, facilities, and rights-of-way. At least one percent of each area's total apportionment must be spent for security projects and in urbanized areas with populations of 200,000 or more at least one percent of each area's apportionment must be spent for transit enhancements as provided in Section 5307(k) and defined in Section 5302(a)(15).

Categories of expenditures that fulfill the required security project expenditure include: increased lighting, increased camera surveillance, emergency telephone lines, and other projects that increase security and safety. Required transit enhancement expenditures can be made for a variety of purposes including: historic preservation, bus shelters, scenic beautification, public art, pedestrian access and walkways, bicycle access, access to parks, signage, and improved access for persons with disabilities.

Urbanized Area Formula Funds Recipients: Funds for urbanized areas over 200,000 population go directly to a "designated recipient" public agency selected by agreement of all appropriate government agencies in the urbanized area. Funds for urbanized areas with populations less than 200,000 go to transit agencies through the state's governor.

Urbanized Area Formula Funds Distribution Method: Urbanized Area Formula funds are distributed by an apportionment to urbanized areas based on formulas. Although the formulas used to apportion Urbanized Area Formula funds are based on either fixed-guideway or bus data, the apportioned funds can be used for any mode. Funds that are apportioned to an area based on fixed-guideway data for light rail, for example, can be spent on bus projects or any other mode in the urbanized area. The six formulas used for distribution of Urbanized Area Formula funds are:

(1) Bus Basic Funding for urbanized areas over 1,000,000 population: This formula apportions 40.31 percent of the Urbanized Area Formula appropriation. The formula is 50 percent bus revenue vehicle miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.

(2) Bus Basic Funding for urbanized areas from 200,000 to 1,000,000 population: This formula apportions 14.62 percent of the Urbanized Area Formula appropriation. The formula is 50 percent bus revenue vehicle miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.

(3) Bus Basic Funding for urbanized areas less than 200,000 population: This formula apportions 9.32 percent of the Urbanized Area Formula appropriation. The formula is 50 percent urbanized area population and 50 percent urbanized area population density weighted by population.

(4) Bus Incentive Funding for urbanized areas over 200,000 population: This formula apportions 5.57 percent of the Urbanized Area Formula appropriation. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(5) Fixed-Guideway Basic Funding for urbanized areas over 200,000 population: This formula apportions 28.86 percent of the Urbanized Area Formula appropriation. The formula is 60 percent fixed-guideway revenue vehicle miles and 40 percent fixed-guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75 percent of the apportionment from this formula.

(6) Fixed-Guideway Incentive Funding for urbanized areas over 200,000 population: This formula apportions 1.32 percent of the Urbanized Area Formula appropriation. The formula is the number of fixed-guideway passenger miles traveled multiplied by the number of fixed-guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75 percent of the apportionment from this formula.

[Rural] Other Than Urbanized Area Formula Program, 49 USC 5311 (formerly Section 18 of the Federal Transit Act): These funds are apportioned to states for use in areas other than urbanized areas, normally referred to as "rural areas" or "small urban and rural." This program is more commonly called the "rural formula program." Other Than Urbanized Area Formula Program funding levels are shown on Table 9.

The state governor may use these funds for any transit project in a rural area, that is, any area outside of an urbanized area. The funds may be used for capital purposes or operating purposes. Funds are distributed to states, the District of Columbia, Puerto Rico, and U.S. territories. The program is apportioned by a formula based on the percentage that persons living outside of urbanized areas in each state is of the total of all persons living outside of urbanized areas in the United States. Distribution of funds within each state or other government unit is at the discretion of the governor.

Table 9: [Rural] Other Than Urbanized Area Formula Program Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	134.08	None	134.08	134.08
1999	177.92	None	177.92	177.92
2000	193.61	None	193.61	193.61
2001	209.28	None	209.28	(a) 205.01
2002	224.87	None	224.87	(b) 224.55
2003	240.61	None	240.61	(c) 239.04
2004	---	---	240.61	(d) 239.19
2005	---	---	(e) 252.91	(f) 250.89

(a) Less than "Guaranteed" funding level due to Winter Olympic Games funding in the FY 2001 Department of Transportation Appropriations Act, P.L. 106-346 and a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to Paralympiad funding in FY 2002 Department of Transportation Appropriations Act, P.L. 107-87. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Elderly Individuals and Individuals with Disabilities Formula Program, 49 USC 5310 (Formerly Section 16(b) of the Federal Transit Act): These funds are apportioned to states, the District of Columbia, Puerto Rico, and U.S. territories using a formula based on elderly and disabled population. The funds may be distributed within each state to private non-profit corporations or associations providing mass transportation services for the elderly and disabled, or public bodies coordinating such service or providing service where no non-profit service is available. Funds may be used for capital equipment, contracted service, and state administrative costs. Program funding levels are shown on Table 10.

Table 10: Elderly Individuals and Individuals with Disabilities Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	62.22	None	62.22	62.22
1999	67.04	None	67.04	67.04
2000	72.95	None	72.95	72.95
2001	78.85	None	78.85	(a) 77.24
2002	84.72	None	84.72	(b) 84.60
2003	90.65	None	90.65	(c) 90.06
2004	---	---	90.65	(d) 90.12
2005	---	---	(e) 95.29	(f) 94.53

(a) Less than "Guaranteed" funding level due to Winter Olympic Games funding in the FY 2001 Department of Transportation Appropriations Act, P.L. 106-346 and a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to Paralympiad funding in FY 2002 Department of Transportation Appropriations Act, P.L. 107-87. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Clean Fuels, 49 USC 5308: The Clean Fuels program is newly created by TEA 21 to promote the change of motor bus propulsion systems to fuels that produce lower amounts of air pollutant emissions. Clean Fuels program funding levels are shown on Table 11.

TEA 21 provides that funds be apportioned by a formula among designated recipient transit agencies in air-quality non-attainment areas that make application for funds by January 1 of each fiscal year. The formula weighs bus fleet size and bus passenger miles of travel by severity of non-attainment. In FY 1999 through FY 2005 Congress has earmarked the appropriated amount, both the Formula Program and Major Capital Investment Program portions, as part of the allocation of the Bus and Bus Facilities Capital Program.

Table 11: Clean Fuels Program Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	0.00	0.00	0.00	0.00
1999	100.00	100.00	200.00	100.00
2000	100.00	100.00	200.00	100.00
2001	100.00	100.00	200.00	(a) 99.78
2002	100.00	100.00	200.00	100.00
2003	100.00	100.00	200.00	(b) 99.35
2004	---	---	100.00	(c) 99.41
2005	---	---	(d) 100.00	(e) 99.20

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Clean Fuels Program funds are authorized in both the Formula Program and the Capital Investment Program. Table 11 combines the amounts from both authorizations. Guaranteed funds are authorized at \$50 million from the formula program and \$50 million from the capital investment program each year from FY 1999 through FY 2003. The \$100 million annual additional general fund authorization is entirely within the formula program.

Alaska Railroad, 49 USC 5338(a)(1)(C)(i) and 5338(a)(2)(C)(i): Newly created by TEA 21, Alaska Railroad funds are authorized as a takedown from formula funds before apportionment of the urbanized area, rural, and elderly individuals and individuals with disabilities programs. The funds are for improvements to the Alaska Railroad's passenger operations and are administered under provisions of Section 5307, the Urbanized Area Formula Program. Funding levels are shown on Table 12.

Table 12: Alaska Railroad Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	4.85	None	4.85	4.85
1999	4.85	None	4.85	4.85
2000	4.85	None	4.85	4.85
2001	4.85	None	4.85	(a) 4.84
2002	4.85	None	4.85	4.85
2003	4.85	None	4.85	(b) 4.82
2004	---	---	4.85	(c) 4.82
2005	---	---	(d) 4.85	(e) 4.81

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Rural Transportation Accessibility Incentive, P.L. 105-178 Section 3038: Created by TEA 21, Rural Transportation Accessibility Incentive (RTAI) funds are authorized as a takedown from formula funds before apportionment of the urbanized area, rural, and elderly individuals and individuals with disabilities programs.

RTAI funds are provided for incremental costs of capital and training for complying with the requirements of the Americans with Disabilities Act. Grant recipients are selected by the Federal Transit Administration based on a series of criteria that include need for service and commitment of the grant applicant. The funds are authorized in two programs defined by type of carrier. Intercity, Fixed-Route Over-the-Road Bus Service grants are available for any regularly scheduled, relatively long distance service, using over-the-road type buses and Other Over-the-Road Bus Service grants are available for any service using over-the-road type buses including local fixed-route service, commuter service, and charter and tour service. Funding levels are shown for both RTAI programs on Table 13.

Table 13: Rural Transportation Accessibility Incentive Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
Intercity, Fixed-Route Over-the-Road Bus Service				
1998	0.00	None	0.00	0.00
1999	2.00	None	2.00	2.00
2000	2.00	None	2.00	2.00
2001	3.00	None	3.00	(a) 2.99
2002	5.25	None	5.25	5.25
2003	5.25	None	5.25	(b) 5.22
2004	---	---	5.25	(c) 5.22
2005	---	---	(d) 5.25	(e) 5.21
Other Over-the-Road Bus Service				
1998	0.00	None	0.00	0.00
1999	0.00	None	0.00	0.00
2000	1.70	None	1.70	1.70
2001	1.70	None	1.70	(a) 1.70
2002	1.70	None	1.70	1.70
2003	1.70	None	1.70	(b) 1.69
2004	---	---	1.70	(c) 1.69
2005	---	---	(d) 1.70	(e) 1.69

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

CAPITAL INVESTMENT PROGRAMS [Formerly Titled "Discretionary Grant Programs"]

The Capital Investment Program provides funds for large projects that cannot be funded from a transit agency's formula apportionment. There are four capital investment programs: Fixed-Guideway New Starts and Extensions, Fixed-Guideway Modernization, Bus and Bus Facilities, and Clean Fuels. Funding among programs is specified at 40 percent for Fixed-Guideway New Starts and Extensions, 40 percent for Fixed-Guideway Modernization, and 20 percent for Bus and Bus Facilities including a takedown for the Clean Fuels program.

Allocated Funding for Fixed-Guideway New Starts and Extensions, 49 USC 5309(m)(1)(B) (formerly Section 3 of the Federal Transit Act): New Starts and Extensions funds provide the federal share of new fixed-guideway projects, either new systems or extensions to existing systems. New start projects have included busways, heavy rail systems, light rail systems, automated guideway transit systems, and commuter railroads.

New start funds are allocated in annual appropriations law by earmarks. Projects eligible for funding in annual appropriations law are earmarked in the TEA 21 authorization. TEA 21 provides for fixed-guideway new start and extension funds to be 40 percent of 49 USC 5309 Capital Investment appropriations. Projects authorized

by TEA 21 are listed in the Appendix at the end of this document. New starts and extensions funding levels are shown on Table 14.

Table 14: New Starts and Extensions Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	800.00	0.00	800.00	800.00
1999	902.80	400.00	1,302.80	902.80
2000	980.40	410.00	1,390.40	(a) 969.13
2001	1,058.40	420.00	1,478.40	(b) 1,060.06
2002	1,136.40	430.00	1,566.40	1,136.40
2003	1,214.40	430.00	1,644.40	(c) 1,251.21
2004	---	---	1,323.79	(d) 1,315.98
2005	---	---	(e) 1,449.43	(f) 1,437.83

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2000 Consolidated Appropriations Act, P.L. 106-113. See page 27.

(b) More than "Guaranteed" funding level due to the net effect of a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554, which also included additional appropriations of \$4.00 million for New Starts and Extensions projects. See page 27.

(c) More than "Guaranteed" funding level due to the net effect of a transfer of \$45 million (reduced to \$44.7075 million) from the Job Access and Reverse Commute Program and a government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Formula Funding for Fixed-Guideway Modernization, 49 USC 5309(m)(1)(A) (formerly Section 3 of the Federal Transit Act): The Fixed-Guideway Modernization program (also referred to as the rail modernization program) provides funds to modernize and rehabilitate fixed-guideway transit systems. Fixed-Guideway Modernization includes all fixed-guideway modes; exclusive busways, trolley coach, and all types of rail transit. Fixed-Guideway Modernization funding levels are shown on Table 15.

Fixed-Guideway Modernization Formula Funds Recipients: Fixed-Guideway Modernization Formula Funds recipients are classified in two groups. The first group, called "Old Areas," includes eleven urbanized areas or subareas with older fixed-guideway systems built with no federal funding or incidental federal assistance. The Fixed-Guideway Modernization program was designed to bring these rail systems up to modern operational standards. The eleven areas are: Baltimore (commuter railroad only), Boston, Chicago/Northwestern Indiana, Cleveland, New Orleans, New York, Northeastern New Jersey, Philadelphia/Southern New Jersey, Pittsburgh, San Francisco, and Southwestern Connecticut.

The second group, called "New Areas," includes all areas with fixed-guideway systems at least seven years old that are not "Old Areas." New Areas first became eligible for Fixed-Guideway Modernization funds under ISTEA in 1992. The FY 1999 Fixed-Guideway Modernization apportionment included 35 new areas.

Fixed-Guideway Modernization Formula Funds Distribution Method: Funds are apportioned through a seven-tier formula. The tiers are funded in order in the appropriations process; any shortfall below authorized levels would be taken from the seventh tier first, then from the sixth tier, and then from subsequent tiers in reverse numerical order. TEA 21 provides for Fixed-Guideway Modernization funds to be 40 percent of 49 USC 5309 Capital Investment appropriations.

Tier 1: The first \$497.7 million is distributed to the eleven Old Area recipients in the following fixed amounts: Baltimore \$8,372,000; Boston \$38,948,000; Chicago/Northwestern Indiana \$78,169,000; Cleveland \$9,509,500; New Orleans \$1,730,588; New York \$176,034,461; Northeastern New Jersey \$50,604,653;

Philadelphia/Southern New Jersey \$58,924,764; Pittsburgh \$13,662,463; San Francisco \$33,989,571; and Southwestern Connecticut \$27,755,000.

Tier 2: Of the next \$70.0 million: \$35.0 million for the Old Areas listed in Tier 1 and \$35.0 million to all New Areas. Within the two groups funds are distributed using Urbanized Area Formula Fixed-Guideway Basic Tier factors.

Table 15: Fixed-Guideway Modernization Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	800.00	0.00	800.00	800.00
1999	902.80	100.00	1,002.80	902.80
2000	980.40	100.00	1,080.40	980.40
2001	1,058.40	100.00	1,158.40	(a) 1,056.07
2002	1,136.40	100.00	1,236.40	1,136.40
2003	1,214.40	100.00	1,314.40	(b) 1,206.51
2004	---	---	1,206.51	(c) 1,199.39
2005	---	---	(d) 1,214.40	(e) 1,204.68

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Tier 3: Of the next \$5.7 million: Pittsburgh \$3,520,320; Cleveland \$611,610; New Orleans \$330,030; and \$1,238,040 distributed to New Areas using Urbanized Area Formula Fixed-Guideway Basic Tier factors.

Tier 4: The next \$186.6 million is to distributed to all areas, both Old Areas and New Areas, in a single calculation using Urbanized Area Formula Fixed-Guideway Basic Tier factors.

Tier 5: Of the next \$70.0 million: 65 percent or \$45.5 million for Old Areas and 35 percent or \$24.5 million for New Areas. Within the two groups funds are distributed using Urbanized Area Formula Fixed-Guideway Basic Tier factors.

Tier 6: Of the next \$50.0 million: 60 percent or \$30.0 million for Old Areas and 40 percent or \$20.0 million for New Areas. Within the two groups funds are distributed using Urbanized Area Formula Fixed-Guideway Basic Tier factors.

Tier 7: Of all remaining amounts appropriated: 50 percent to Old Areas and 50 percent to New Areas. Within the two groups funds are distributed using Urbanized Area Formula Fixed-Guideway Basic Tier factors.

Data Sources and Restrictions: Data for formula calculations are taken from the National Transit Database. Data only for route segments used to calculate FY 1997 apportionments are used for New Areas in Tiers 2 and 3 and for all areas in Tier 4 calculations. FTA apportionment notices state that the "same fixed guideway tier formula factors used in fiscal year 1997" are used in each year's calculation of apportioned amounts in Tiers 2, 3, and 4. Data only for route segments at least seven years old before the fiscal year in which apportionments are made are used for calculations of Tiers 5 through 7. Funds that accrue to the Old Areas and New Areas are shown for each tier and cumulatively on Table 16.

Table 16: Cumulative Fixed-Guideway Modernization Funding for Old and New Areas by Tier

Tier	Total Funding		Funding For Tier				Cumulative Funding			
	in Tier Only (Millions)	Cumulative End of Tier (Millions)	Old Areas		New Areas		Old Areas		New Areas	
			Dollars (Millions)	Percent of Total	Dollars (Millions)	Percent of Total	Dollars (Millions)	Percent of Total	Dollars (Millions)	Percent of Total
1	497.7	497.7	497.7	100.0%	0.0	0.0%	497.7	100.0%	0.0	0.0%
2	70.0	567.7	35.0	50.0%	35.0	50.0%	532.7	93.8%	35.0	6.2%
3	5.7	573.4	4.5	78.3%	1.2	21.7%	537.2	93.7%	36.2	6.3%
4 (note a)	186.6	760.0	146.1	78.3%	40.5	21.7%	683.2	89.9%	76.8	10.1%
5	70.0	830.0	45.5	65.0%	24.5	35.0%	728.7	87.8%	101.3	12.2%
6	50.0	880.0	30.0	60.0%	20.0	40.0%	758.7	86.2%	121.3	13.8%
7 (note b)	325.3	1,205.3 (c)	162.6	50.0%	162.6	50.0%	921.4	76.4%	283.9	23.6%

(a) Using percentage distribution calculated from FY 1999 apportionment data.

(b) At maximum guaranteed funding level for FY 2003.

(c) \$1,214.4 guaranteed authorization level for FY 2003 minus 0.0075 percent Project Management Oversight takedown. Additional appropriations above this amount would continue to be distributed under the provisions of Tier 7.

Allocated Funding for Bus and Bus Facility Capital, 49 USC 5309(m)(1)(C) (Formerly Section 3 of the Federal Transit Act): The Bus and Bus Facility Capital program provides funds to purchase buses and bus related equipment including the construction of maintenance and other facilities. TEA 21 provides for Bus Capital funds to be 20 percent of Capital Investment appropriations, including an annual takedown of \$50 million for the Clean Fuel program from FY 1999 through FY 2003. Clean Fuels funding is described in the Clean Fuels program under Formula Funding Programs on Page 12.

Table 17: Bus Capital Funding (EXCLUDING ALL CLEAN FUELS FUNDS) Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	400.00	0.00	400.00	400.00
1999	401.40	100.00	501.40	401.40
2000	440.20	100.00	540.20	(a) 440.56
2001	479.20	100.00	579.20	(b) 478.42
2002	518.20	100.00	618.20	518.20
2003	557.20	100.00	657.20	(c) 553.58
2004	---	---	557.20	(d) 573.79
2005	---	---	(e) 625.00	(f) 620.00

(a) More than "Guaranteed" funding level due to the net effect of a government-wide rescission in the FY 2000 Consolidated Appropriations Act, P.L. 106-113., which also added a \$6.00 million appropriation to Bus and Bus Facility projects. See page 27.

(b) Less than "Guaranteed" funding level due to the net effect of a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554, which also included additional appropriations of \$0.50 million for Bus and Bus Facility projects. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199 and transfer of \$20 million (reduced to \$19.882 million) from the Job Access and Reverse Commute Program to the Capital Investment Program for Bus Capital. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Neither the \$50 million Formula Clean Fuels nor the \$50 million Bus Capital Clean Fuels amounts are included with Bus and Bus Facility funding levels shown on Table 17, but both are included with Bus and Bus Facility funding levels shown on Table 18. Since FY 1993 almost the entire bus capital appropriation has been earmarked during the appropriation process. TEA 21 includes authorization earmarks for one-half of bus capital funds for FY 1999 and FY 2000, but does not include authorization earmarks for FY 2001, FY 2002, or FY 2003.

Table 18: Bus Capital Funding (INCLUDING CLEAN FUELS FUNDS FROM FORMULA FUNDS AND FROM BUS AND BUS FACILITY CAPITAL FUNDS) Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	400.00	0.00	400.00	400.00
1999	501.40	200.00	701.40	501.40
2000	540.20	200.00	740.20	(a) 540.56
2001	579.20	200.00	779.20	(b) 578.42
2002	618.20	200.00	818.20	618.20
2003	657.20	200.00	857.20	(c) 652.93
2004	---	---	657.20	(d) 673.20
2005	---	---	(e) 725.00	(f) 719.20

(a) More than "Guaranteed" funding level due to the net effect of a government-wide rescission in the FY 2000 Consolidated Appropriations Act, P.L. 106-113., which also added a \$6.00 million appropriation to Bus and Bus Facility projects. See page 27.

(b) Less than "Guaranteed" funding level due to the net effect of a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554, which also included additional appropriations of \$0.50 million for Bus and Bus Facility projects. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199 and transfer of \$20 million (reduced to \$19.882 million) from the Job Access and Reverse Commute Program to the Capital Investment Program for Bus Capital. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Clean Fuels, 49 USC 5308: Clean Fuels program funds are authorized in both the Formula and Capital Investment programs. A description of the program is included in the preceding section about Formula programs.

OTHER TRANSIT FUNDING PROGRAMS

The Federal Transit Administration administers several other funding programs authorized by 49 USC and other legislation.

Planning, 49 USC 5303, 5304, 5305, and 5313 (b) (formerly Sections 8, 26, and others of the Federal Transit Act): TEA 21 authorizes four planning programs: 49 USC 5303 Metropolitan Planning; 5304 Transportation Improvement Program; 5305 Transportation Management Areas; 5313(b) State Planning and Research. Total Planning funding levels are shown on Table 19. Additional planning funds at significantly higher levels are included in Highway Authorizations. The Highway and Transit planning programs are apportioned jointly and are used for the same purposes. Funds suballocated by program are shown on Table 20.

The Metropolitan Planning Program (MPP), Section 5303, apports funds to states for distribution to Metropolitan Planning Organizations (MPOs) in urbanized areas. The funds are used for planning functions under Sections 5303, 5304, and 5305.

Funding for the Transportation Improvement Program (TIP), Section 5304, and Transportation Management Areas (TMA), Section 5305, programs is through the MPP, Section 5303, funding distributions. The TIP requires MPOs to develop a three year program of projects for their areas. The TMA program requires urbanized areas with populations of 200,000 or more, and smaller urbanized areas on request, to include a congestion management system in their planning process.

Table 19: Planning Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	47.75	0.00	47.75	47.75
1999	53.00	32.00	85.00	53.00
2000	60.00	33.00	93.00	60.00
2001	63.00	34.00	97.00	(a) 62.86
2002	67.00	35.00	102.00	67.00
2003	73.00	36.00	109.00	(b) 72.53
2004	---	---	73.00	(c) 72.57
2005	---	---	(d) 73.00	(e) 72.42

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

The State Planning and Research Program, Section 5313, includes two programs: the State Planning and Research, Section 5313(b), and the Transit Cooperative Research Program (TCRP), Section 5313(a). The TCRP, however, is authorized for funding in TEA 21 as a part of the Research Program described in the following section. State Planning and Research funds are apportioned to states for planning, technical studies and assistance, demonstrations, management training, and research.

Table 20: Suballocated Planning Programs Funding Levels (Millions of Dollars)

Suballocated Program	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Guaranteed Funding Authorization								
Metropolitan Planning	39.50	43.84	49.63	52.11	55.42	60.39	---	---
State Planning	8.25	9.16	10.37	10.89	11.58	12.61	---	---
Total Guaranteed and Non-Guaranteed Funding Authorization								
Metropolitan Planning	39.50	70.31	76.93	80.24	84.37	90.16	60.39	(d) 60.39
State Planning	8.25	14.69	16.07	16.76	17.63	18.84	12.61	(d) 12.61
Final Appropriation Level								
Metropolitan Planning	39.50	43.84	49.63	(a) 52.00	55.42	(b) 60.00	(c) 60.03	(e) 59.90
State Planning	8.25	9.16	10.37	(a) 10.86	11.58	(b) 12.53	(c) 12.54	(e) 12.51

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Research, 49 USC 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322 (formerly Sections 18(h), 26, and others of the Federal Transit Act): Research authorizations include funding for six programs: 49 USC 5311(b)(2) Rural Transportation Assistance Program; 5312 Research Development, Demonstration, and Training Projects; 5313(a) Transit Cooperative Research Program; 5314 National Planning and Research Programs; 5315 National Transit Institute; and 5322 Human Resources Programs. Combined funding levels for all research programs are shown on Table 21. The suballocation of research funds is shown on Table 22.

Table 21: Research Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	44.25	0.00	44.25	44.25
1999	45.00	31.00	76.00	45.00
2000	47.00	31.00	78.00	(a) 46.66
2001	47.00	33.00	80.00	(b) 46.90
2002	49.00	33.00	82.00	49.00
2003	49.00	34.00	83.00	(c) 48.68
2004	---	---	53.00	(d) 52.69
2005	---	---	(e) 55.00	(f) 54.56

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2000 Consolidated Appropriations Act, P.L. 106-113. See page 27. Only earmarked amounts of the National Planning and Research Program were reduced.

(b) Less than "Guaranteed" funding level due a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

The Rural Transit Assistance Program (RTAP), Section 5311(b)(2), apportions funds to states for research, technical assistance, training, and related support services to meet the needs of transit operators in rural areas.

The Research Development, Demonstration, and Training Projects (RDDT), Section 5312, program allows the Secretary of Transportation to make grants or contracts for research, development, training, and demonstrations related to transit. Funds for this program are taken from NPR appropriations.

The Transportation Cooperative Research Program (TCRP), Section 5313(a), funds are used for national transit research, development, and technology transfer activities.

The National Planning and Research Program (NPR), Section 5314, distributes funds for planning, technical studies and assistance, demonstrations, management training, research, special demonstration initiatives, and other special programs.

The National Transit Institute (NTI), Section 5315, conducts educational and training programs for transit and other government employees.

The Human Resources Programs (HRP), Section 5322, provides funds to address human resource needs as they apply to transit. Funds for this program are taken from NPR appropriations.

Table 22: Suballocated Research Programs Funding Levels (Millions of Dollars)

Suballocated Program	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Guaranteed Funding Authorization								
Rural Transportation Assistance	4.50	5.25	5.25	5.25	5.25	5.25	---	---
Transit Cooperative Research	In NP&R	8.25	8.25	8.25	8.25	8.25	---	---
National Transit Institute	3.00	4.00	4.00	4.00	4.00	4.00	---	---
National Planning and Research	36.75	27.50	29.50	29.50	31.50	31.50	---	---
Total Guaranteed and Non-Guaranteed Funding Authorization								
Rural Transportation Assistance	4.50	5.25	5.25	5.25	5.25	5.25	5.25	(e) 5.25
Transit Cooperative Research	In NP&R	8.25	8.25	8.25	8.25	8.25	8.25	(e) 8.25
National Transit Institute	3.00	4.00	4.00	4.00	4.00	4.00	4.00	(e) 4.00
National Planning and Research	36.75	58.50	60.50	62.50	64.50	65.50	35.50	(e) 37.50
Final Appropriation Level								
Rural Transportation Assistance	4.50	5.25	5.25	(b) 5.24	5.25	(c) 5.22	(d) 5.22	(f) 5.21
Transit Cooperative Research	In NP&R	8.25	8.25	(b) 8.23	8.25	(c) 8.20	(d) 8.20	(f) 8.18
National Transit Institute	3.00	4.00	4.00	(b) 3.99	4.00	(c) 3.98	(d) 3.98	(f) 3.97
National Planning and Research	36.75	27.50	(a) 29.06	(b) 29.44	31.50	(c) 31.30	(d) 35.29	(f) 37.20

(a) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2000 Consolidated Appropriations Act, P.L. 106-113. See page 27. Only earmarked amounts of the National Planning and Research Program were reduced.

(b) Less than "Guaranteed" funding level due to a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(c) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(d) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(e) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(f) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Job Access and Reverse Commute, P.L. 105-178 Section 3037: The Job Access and Reverse Commute Program is newly created by TEA 21. The program funds the capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs, promoting transit use by workers with non-traditional work schedules, promoting the use of vouchers by appropriate agencies, the purchase or lease of vehicles for shuttle service at suburban locations, costs associated with adding reverse commute service or to otherwise facilitate transportation to suburban job opportunities, and promoting the use of employee provided transportation and transit pass benefits. Planning and coordination activities are not eligible. Program funding levels are shown on Table 23.

Grants can be made to local governmental authorities and agencies or nonprofit organizations, selected by Metropolitan Planning Organizations in urbanized areas of at least 200,000 populations and selected by the chief executive officer of the state for urbanized areas under 200,000 population.

Funds are awarded on a competitive basis with consideration given to several factors including percentage of the population that are welfare recipients, need for additional services, coordination and use of existing

services, proposal of innovative approaches, and other factors. The matching ratio is 50 percent federal and 50 percent state and local but federal funds from non-Department of Transportation programs can be used for the state and local match.

Table 23: Job Access and Reverse Commute Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	---	---	---	---
1999	50.00	100.00	150.00	75.00
2000	75.00	75.00	150.00	75.00
2001	100.00	50.00	150.00	(a) 99.78
2002	125.00	25.00	150.00	125.00
2003	150.00	0.00	150.00	(b) 104.32
2004	---	---	125.00	(c) 104.38
2005	---	---	(d) 125.00	(e) 124.00

(a) Less than "Guaranteed" funding level due a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to the net effect of a transfer of \$45 million (reduced to \$44.7075 million) to the New Starts and Extensions Program and a government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199 and transfer of \$20 million (reduced to \$19.882 million) from the Job Access and Reverse Commute Program to the Capital Investment Program for Bus Capital. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

University Transportation Research, 49 USC 5317(b) (formerly Section 11(b) of the Federal Transit Act): University Transportation Research centers conduct transportation research, disseminate the results of that research, and provide transportation related training. Program funding levels are shown on Table 24.

Table 24: University Transportation Research Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	6.00	None	6.00	6.00
1999	6.00	None	6.00	6.00
2000	6.00	None	6.00	6.00
2001	6.00	None	6.00	(a) 5.99
2002	6.00	None	6.00	6.00
2003	6.00	None	6.00	(b) 5.96
2004	---	---	6.00	(c) 5.96
2005	---	---	(d) 6.00	(e) 5.95

(a) Less than "Guaranteed" funding level due a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

Federal Transit Administration Operations, 49 USC 5334 (formerly Section 12(a) of the Federal Transit Act): These funds provide for Federal Transit Administration operating costs. Project Management Oversight (PMO), 49 USC 5327, also allows the FTA to retain a portion of grant funds to make contracts to oversee construction of major projects. Up to three-quarters of one percent of Capital Investment appropriations and one-half of one percent of Urbanized Area and Rural Formula appropriations may be retained for PMO uses. The amount retained can be less than the prescribed maximum and unused formula funds are reappropriated in subsequent years. FTA operations funding levels are shown on Table 25.

P.L. 105-178 Section 3032 authorized a Contracting Out Study funded by \$250 thousand of the FTA operations authorization for FY 1999. The Transportation Research Board of the National Academy of Sciences is authorized to study the effects of contracting out transit operations and administrative services on the cost, safety, and quality of transit service.

Table 25: Federal Transit Administration Operations Funding Levels (Millions of Dollars)

Fiscal Year	Authorization			Final Appropriation Level
	"Guaranteed" Funding	Additional General Funds	Total Authorization	
1998	45.74	0.00	45.74	45.74
1999	54.00	13.00	67.00	54.00
2000	60.00	14.00	74.00	60.00
2001	64.00	16.00	80.00	(a) 63.86
2002	67.00	17.00	84.00	67.00
2003	73.00	18.00	91.00	72.53
2004	---	---	75.50	(c) 75.05
2005	---	---	(d) 78.00	(e) 77.38

(a) Less than "Guaranteed" funding level due a government-wide rescission in the FY 2001 Consolidated Appropriations Act, P.L. 106-554. See page 27.

(b) Less than "Guaranteed" funding level due to government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7. See page 27.

(c) Includes government-wide reduction in the FY 2004 Consolidated Appropriations Act, P.L. 108-199. See page 27.

(d) Authorization amount from extension acts, reauthorized at "Final Appropriation Level" by SAFETEA-LU.

(e) Includes government-wide reduction in the FY 2005 Consolidated Appropriations Act, P.L. 108-447. See page 27.

National Capital Transportation Amendments of 1990, P.L. 101-551 (NCTA) is authorizing legislation apart from Title 49 USC that authorizes funding for the construction of the Washington, DC, area Metrorail system. Appropriations for the NCTA are made in the same legislation as appropriations for programs authorized by TEA 21. Of the \$250 million remaining from the NCTA authorization at the end of FY 1997, \$200 million were appropriated in FY 1998 and \$50 million in FY 1999. The FY 1999 amount was included in TEA 21 funding guarantees.

RECISIONS AND FUNDING CHANGES IN APPROPRIATION LAWS

FY 2000 Consolidated Appropriations Act, Rescission and Additional Appropriations, P.L. 106-113:

The FY 2000 Consolidated Appropriations Act required a government-wide 0.38 percent rescission of prior FY 2000 appropriations. The amount of reduction could vary among an agency's programs. The total FTA reduction of \$17.6 million was made by reducing the apportionments for New Starts, Bus and Bus Capital, and National Research by 1.15 percent. No other program's apportionments were reduced. The appropriated amounts were not formally revised. The Act also appropriated an additional \$6 million for Bus and Bus Capital.

FY 2001 Department of Transportation Appropriations Act, Transfer of Funds and Winter Olympic Games Funding, P.L. 106-346: The FY 2001 Appropriations Act transfers \$1 million to the Department of Transportation Office of the Inspector General from 49 USC 5327(c) Project Management Oversight funds.

The FY 2001 Department of Transportation Appropriations Act provides \$60 million (\$59.9 million after the 0.22 percent rescission) for "planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the XIX Winter Olympiad and the VIII Paralympiad for the Disabled." These funds, from the Formula Program, are a takedown from total Formula funding and are subtracted before funds are apportioned to other Formula programs. The funds are taken proportionately from the Urbanized Area, Other than Urbanized Area (Rural), and Elderly Individuals and Individuals with Disabilities programs.

FY 2001 Consolidated Appropriations Act, Rescission and Additional Appropriations, P.L. 106-554: The FY 2001 Consolidated Appropriations Act required a government-wide 0.22 percent rescission of prior FY 2001 appropriations. The rescissions were required to be made to each program. The appropriated levels were formally reduced and all programs reapportioned. The Act also appropriated an additional \$4 million for New Starts and \$0.5 million for Bus and Bus Capital.

FY 2002 Department of Transportation Appropriations Act, Transfer of Funds and Winter Olympic Games Funding, P.L. 107-87: The FY 2002 Appropriations Act reimburses \$2 million to the Department of Transportation Office of the Inspector General from 49 USC 5327(c) Project Management Oversight funds. The FY 2002 Department of Transportation Appropriations Act provides \$5 million for "planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the VIII Paralympiad for the Disabled." These funds, from the Formula Program, are a takedown from total Formula funding and are subtracted before funds are apportioned to other Formula programs. The funds are taken proportionately from the Urbanized Area, Other than Urbanized Area (Rural), and Elderly Individuals and Individuals with Disabilities programs.

FY 2003 Consolidated Appropriations Resolution, Reduction of Appropriations, P.L. 108-7: The FY 2003 Consolidated Appropriations Resolution, Section 601 of Title VI, required a government-wide across-the-board reduction of 0.65 percent for FY 2003 appropriations. Reductions were made by the FTA before apportionment of funds from all transit programs.

FY 2004 Consolidated Appropriations Act, Reduction of Appropriations, P.L. 108-199: The FY 2004 Consolidated Appropriations Act, Section 168 of Division H, required a government-wide across-the-board reduction of 0.59 percent for FY 2004 appropriations. Reductions were made by the FTA to funds for all transit programs.

FY 2005 Consolidated Appropriations Act, Reduction of Appropriations, P.L. 108-447: The FY 2005 Consolidated Appropriations Act, Section 122 of Division J, required a government-wide across-the-board reduction of 0.80 percent for FY 2005 appropriations. Reductions were made by the FTA to funds for all transit programs. These reduced amounts were the levels subsequently authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) when it became law on August 10, 2005.

FLEXIBLE FUNDING FOR TRANSIT

HIGHWAY FUNDING PROVISIONS

Title I of TEA 21, Federal-Aid Highways, authorizes funding for highway programs from FY 1998 through FY 2003. All or portions of several highway programs are "flexible programs" where funds can be transferred or "flexed" to transit uses. Most law affecting highway funding is codified as Title 23 of the United States Code.

Authorization Levels: The highway funding process differs from the transit process. Nearly all highway funds come from the Highway Trust Fund (HTF). HTF amounts authorized in TEA 21 are contract authority, shown in Column B on Table 26. TEA 21 also sets two other limits, obligation ceilings and guaranteed funding levels. Obligation ceilings are the maximum amount of obligation limitations that can be appropriated in any year. An obligation limitation sets a "limit" on the maximum amount of authorized funds that can be obligated during the fiscal year. The obligation ceilings shown in Column C of Table 26 apply only to a subset of specific authorized programs; other highway programs are exempt from the ceiling on obligations.

The highway program also has guaranteed funds analogous to the guaranteed funds in the transit program. Those funds are shown in Column D on Table 26. They are higher than the obligation ceiling to guarantee funding for programs funded by general revenues. Beginning in FY 2000 the guaranteed funds also include a Revenue Aligned Budget Authority (RABA) provision. The RABA program is described in the next section.

Revenue Aligned Budget Authority, 23 USC 110: Revenue Aligned Budget Authority (RABA) provides a mechanism to adjust the guaranteed level of highway funding in response to changes in revenue accrued in the Highway Account of the Highway Trust Fund. The RABA process does not affect transit guarantees.

If, beginning in FY 2000, Highway Account receipts exceed levels projected in P.L. 105-178 Section 8101, guarantees of limitations on obligations and authorizations of budget authority automatically increase. Conversely, if revenues are less than projected amounts, guarantees of limitations on obligations and authorizations of budget authority would be reduced.

Table 26: Federal-Aid Highways Authorizations, Obligation Ceilings, and Guaranteed Funding Levels (Millions of Dollars)

Fiscal Year	Authorization (a)	Obligation Ceiling (b)	Guaranteed Funding Level (c)	Appropriation (d)
(Column A)	(Column B)	(Column C)	(Column D)	(Column E)
1998	23,816	21,820	23,482 (e)	23,482
1999	28,192	25,861	25,883	27,367
2000	28,910	26,615	26,629 + RABA	28,938
2001	29,487	27,151	27,158 + RABA	31,675
2002	30,006	27,745	27,767 + RABA	32,895
2003	30,637	28,241	28,233 + RABA	32,408

(a) P.L. 105-178 Section 1101; includes amount estimated by U.S. DOT for Minimum Guarantee program, excludes RABA.

(b) P.L. 105-178, Section 1102; excludes exempt obligations.

(c) P.L. 105-178, Section 8103; excludes exempt obligations.

(d) Total appropriation for Federal Highway Administration; includes appropriation of exempt obligations.

(e) Appropriation level for FY 1998.

If funding is increased, a portion is reserved for programs allocated by the Department of Transportation and the remainder is apportioned to programs for each state in the same proportions as authorizations exclusive of

RABA are distributed. Any decrease in funding would likewise be taken from each highway program proportionately to the pre-RABA distribution.

FLEXIBILITY OF HIGHWAY FUNDS FOR TRANSIT USES

Flexibility Provisions of Highway Programs: Three programs can be used to directly fund transit projects. In two of those programs, the National Highway System (NHS) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the funds can be used directly for specific transit projects that meet the criteria of the programs. In the third program, the Surface Transportation Program (STP), funds can be used for any project that meets criteria for funding under a Federal Transit Administration program. Of these programs, CMAQ and STP are the primary sources of transfers to transit uses.

Funds from the NHS, the Interstate Maintenance Program (IM), and the Bridge Program can be transferred to the Surface Transportation Program and then used for transit projects as if they were STP funds. Amounts from the Minimum Guarantee are distributed to the NHS, CMAQ, STP, IM, and Bridge programs and may then be flexed for transit uses. Although these funds are legally transferable for transit use, their primary use is for highway projects.

Any funds transferred from a highway program to a transit project will be administered by the Federal Transit Administration in the same manner as FTA funds. Authorized transferable amounts from Federal-Aid Highway programs are shown on Table 27.

Table 27: TEA 21 Highway Funds Directly and Indirectly Flexible to Transit Uses (Millions of Dollars) (a)

Program	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Tea 21 Total
Congestion Management and Air Quality Improvement	1,192.6	1,345.4	1,358.1	1,384.9	1,407.5	1,434.0	8,122.6
Surface Transportation Improvement	4,797.6	5,539.9	5,592.3	5,702.7	5,795.5	5,904.7	33,332.7
National Highway System	4,122.5	4,748.5	4,793.4	4,888.0	4,967.6	5,061.2	28,571.1
Interstate Maintenance, 50%	1,713.7	1,978.6	1,997.3	2,036.7	2,069.8	2,108.8	11,904.8
Bridge Program, 50%	1,470.7	1,697.7	1,713.7	1,747.6	1,776.0	1,809.5	10,215.2
Minimum Guarantee (b)	4,963.8	5,187.4	5,218.3	5,317.6	5,391.8	5,494.1	28,862.8
Total Directly and Indirectly Flexible Funds (b)	18,250.9	20,497.5	20,673.2	21,077.4	21,408.1	21,812.2	121,009.2
Not Flexible	5,565.6	7,694.2	8,237.0	8,410.0	8,657.8	8,824.4	50,099.2
Total Highway (Title I) Funds	23,816.6	28,191.6	28,910.2	29,487.4	30,066.0	30,636.6	171,108.4

Source: Calculated by APTA from amounts in *Transportation Equity Act for the 21st Century*, U.S. DOT; some amounts are estimated. (a) Amounts reported include takedowns of individual programs that may not be flexible, directly or indirectly, for transit projects. Authorized amounts only, excludes RABA and other appropriations in excess of authorization levels.

(b) Excludes estimated amount of Minimum Guarantee that would equal 50 percent of apportionment to Interstate Maintenance and Bridge Program that is not flexible to transit.

Highway Programs with Flexible or Transit Eligible Components: The following six sections describe those highway programs that have components that are either directly or indirectly flexible to transit uses.

Congestion Mitigation and Air Quality Improvement Program (CMAQ), 23 USC 149: The Congestion Mitigation and Air Quality Improvement Program provides funds for transit projects which are likely to contribute to the attainment of, alone or as part of a program or strategy, a national ambient air quality standard; if the project or program has been included in a State Implementation Plan that has been approved pursuant to the Clean Air Act and the project will have air quality benefits; or if the U.S. DOT, after consultation with the Environmental Protection Agency, determines that the project or program is likely to contribute to the

attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or other factors.

Funds may be used in nonattainment areas and PM-10 maintenance areas. States without eligible areas may use funds for STP projects. Up to 50 percent of an annual CMAQ appropriation in excess of \$1.35 billion may be transferred to STP, NHS, IM, and Bridge programs.

Surface Transportation Program (STP), 23 USC 133: The Surface Transportation Program (STP) provides funds that, in addition to being used for highway projects, may be used for capital costs of transit projects eligible for assistance under the Federal Transit Act, publicly or privately owned vehicles or facilities used for intercity bus service, construction or reconstruction [to highways] necessary to accommodate other transportation modes, carpool projects, fringe and corridor parking facilities and programs, highway and transit safety improvements and programs, highway and transit research and development, and technology transfer programs.

STP funds are allocated in four categories: (a) 10 percent of annual STP funds are set aside for safety programs; (b) 10 percent are set aside for transportation enhancement; (c) 50 percent are suballocated to urbanized areas within each state with populations of 200,000 or more and all other areas of the state in proportion to the population in the urbanized areas and in all other areas; and (d) 30 percent suballocated for any area in the state. Funds transferred to STP from other highway programs are not subject to set asides or suballocations.

National Highway System (NHS), 23 USC 103(b): National Highway System (NHS) funds may be used for transit projects as part of a NHS project subject to the restrictions of the NHS. Up to 50 percent of NHS apportionments may be transferred to IM, STP, CMAQ, or Bridge programs. Up to 100 percent of NHS apportionments may be transferred to the STP with approval of the U.S. Secretary of Transportation.

Interstate Maintenance Program (IM), 23 USC 119: Up to 50 percent of Interstate Maintenance (IM) funds may be transferred to the NHS, STP, CMAQ, or Bridge programs. Transferred funds can be used for any transit project eligible for those programs.

Bridge Program, 23 USC 144: A state may transfer up to 50 percent of the state's apportionment under the Bridge Program to the state's apportionments for the NHS, IM, CMAQ, or the STP. Funds transferred may be used for any transit project eligible for those programs.

Minimum Guarantee, 23 USC 105: The Minimum Guarantee program distributes funds to states to ensure that each state's aggregate apportionment from specified programs is at least 90.5 percent of its percentage contribution to the Highway Account of the Highway Trust Fund.

Each State's annual share of the first \$2.8 billion of the Minimum Guarantee is administered as STP funds. The remainder of each state's share is then apportioned to the IM, NHS, Bridge, CMAQ, and STP programs proportionate to the state's share of pre-Minimum Guarantee apportionments.

Historical Use of Flexible Funding Programs: The amounts of funds actually transferred from highway programs to transit uses are reported on Table 28. The percentages are calculated by dividing the amounts transferred by the appropriate highway authorization each fiscal year. The amount of highway funds available for obligation to these programs may have varied from the authorization level, hence the percentages are indicative rather than exact.

Table 28: Amount of Flexible Funds Transferred to Transit Uses, FY 1992 - FY 2003

Fiscal Year	Actual Flexible Funding Transfers to Transit			
	From CMAQ	From STP	From Other	Total
Funding Level (Millions of Dollars)				
ISTEA Period:				
1992	177.0	25.2	101.6	303.8
1993	298.4	146.9	23.9	469.2
1994	317.0	183.2	109.5	609.7
1995	484.1	200.3	117.4	801.8
1996	344.6	324.2	111.3	780.1
1997	<u>257.9</u>	<u>185.4</u>	<u>48.3</u>	<u>491.6</u>
ISTEA Total	1,879.0	1,065.2	512.0	3,456.2
TEA 21 Period:				
1998	223.3	243.8	0.2	467.3
1999	573.0	384.4	11.8	969.2
2000	864.0	709.6	25.5	1,599.1
2001	633.1	532.1	68.2	1,233.4
2002	689.8	383.7	44.0	1,117.5
2003	<u>599.5</u>	<u>293.9</u>	<u>115.2</u>	<u>1,008.6</u>
TEA 21 Total	3,582.7	2,546.4	266.0	6,395.1
2004	659.8	285.2	35.9	980.9
Thirteen-Year Total	6,121.5	3,896.8	813.9	10,832.2
Percent of Authorized Flexible Funds That Were Transferred (a)				
ISTEA Period:				
1992	20.6 %	0.7 %	1.2 %	2.4 %
1993	29.0 %	3.6 %	0.2 %	3.2 %
1994	30.8 %	4.5 %	1.1 %	4.1 %
1995	47.1 %	4.9 %	1.2 %	5.4 %
1996	33.5 %	7.9 %	1.0 %	4.7 %
1997	<u>25.2 %</u>	<u>4.5 %</u>	<u>0.4 %</u>	<u>2.9 %</u>
ISTEA Total	31.3 %	4.5 %	0.8 %	3.8 %
TEA 21 Period:				
1998	18.7 %	5.1 %	(b)	2.6 %
1999	42.6 %	6.9 %	0.1 %	4.7 %
2000	63.6 %	12.7 %	0.2 %	7.7 %
2001	45.7 %	9.3 %	0.5 %	5.9 %
2002	49.0 %	6.6 %	0.3 %	5.2 %
2003	<u>41.8 %</u>	<u>5.0 %</u>	<u>0.8 %</u>	<u>4.6 %</u>
TEA 21 Total	45.3 %	7.6 %	0.3 %	5.3 %
2004				
Thirteen-Year Total	38.7 %	6.3 %	0.6 %	4.7%

(a) Figures refer to transfers of funds that occurred during each fiscal year. Percents are portions of funds that are directly or indirectly flexible as reported on Table 26, funds that are not flexible are not included in the calculation.

(b) Less than 0.05 %.

APPENDIX ONE: HISTORICAL TIME LINE OF THE FEDERAL TRANSIT ACT
AND OTHER LAWS AFFECTING PUBLIC TRANSPORTATION

In 1964 the United States Congress found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs were being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." In response, Congress enacted the Urban Mass Transportation Act of 1964, which provided federal aid to transit agencies for capital equipment purchases.

Continuing this commitment into its fourth decade, Congress enacted the Transportation Equity Act for the 21st Century (TEA 21) in 1998. TEA 21 authorizes higher levels of funding for public transportation than any previous law, with the major portion of funding guaranteed to be included in budget amounts available for annual appropriations. It also continues and improves provisions of prior authorizing laws that are important to the continuing Federal commitment to improve public transportation service throughout America.

Landmarks in the evolution of the federal public transportation assistance program over the years include:

1961: The Housing Act of 1961 [*Public Law 87-70, June 30, 1961*] provided public transportation demonstration funding and mass transportation project loans.

1964: The Urban Mass Transportation Act of 1964 [*Public Law 88-365, July 9, 1964*] established a transit aid program under the Administrator of the Housing and Home Finance Agency (HHFA). Programs under the Housing Act of 1961 were continued, a program of grants for capital projects was established, and job protection provisions were provided for affected transit employees.

1965: The Department of Housing and Urban Development Act, [*Public Law 89-174, September 6, 1965*] merged HHFA into newly created Department of Housing and Urban Development (HUD), the implementation of the law took effect on January 13, 1966.

1966: The Urban Mass Transportation Act of 1966 [*Public Law 89-562, September 8, 1966*] expanded capital funding and allowed funding for research, planning, and training.

1968: Reorganization Plan No. 2 of 1968 [*33 Fed. Reg. 6965, February 26, 1968*] transferred the transit program from HUD to the Department of Transportation (DOT) effective July 30, 1968, creating the Urban Mass Transit Administration (UMTA).

1968: The Housing and Urban Development Act of 1968 [*Public Law 90-448, August 1, 1968*] increased authorized funding levels.

1969: The Housing and Urban Development Act Amendment [*Public Law 91-152, December 24, 1969*] increased authorized funding levels.

1970: The National Environmental Policy Act of 1969 [*Public Law 91-190, January 1, 1970*] required environmental impact statements for federally assisted transit and highway projects.

1970: The Urban Mass Transportation Assistance Act of 1970 [*Public Law 91-453, October 15, 1970*] authorized a \$3.1 billion program of capital grants.

1973: The Federal-Aid Highway Act of 1973 [*Public Law 93-87, August 13, 1973*] increased the federally funded portion of public transportation capital projects from 66 2/3% to 80% and authorized the use of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying public transportation projects and created a rural public transportation demonstration program.

1974: The National Mass Transportation Assistance Act of 1974 [*Public Law 93-503, November 26, 1974*] increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas that could be used for either operations or capital projects.

1975: The Federal-Aid Highway Amendments of 1974 [*Public Law 93-643, January 4, 1975*] established federal policy in Section 105 that "elderly and handicapped persons have the same right as other persons to utilize mass transportation facilities."

1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 [*Public Law 95-599, November 6, 1978*] divided the formula grant program into categorical programs that included capital grants for bus purchases, new starts, and fixed guideway modernization; established additional formula grant tiers for bus purchases and operating funds for fixed guideway systems; and added a formula program for rural places outside of urbanized areas.

1981: The Omnibus Budget Reconciliation Act of 1981 [*Public Law 97-35, August 13, 1981*] reduced authorization levels for FY 1982 from those set in the Federal Public Transportation Act of 1978.

1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 [*Public Law 97-424, January 6, 1983*] provided that 1 cent of a 5 cents per gallon increase in the Highway Trust Fund tax on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include public transportation service data as well as population data.

1984: The Tax Reform Act of 1984 [*Public Law 98-396, July 18, 1984*] allowed employees to receive a *de minimis*, up to \$15 per month, tax-free fringe benefit in the form of an employer-provided public transportation subsidy or pass.

1987: The Federal Mass Transportation Act of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987 [*Public Law 100-17, April 2, 1987*] provided that a portion of the Highway Trust Fund Mass Transit Account would be allocated by formula for capital purposes.

1990: The Omnibus Budget Reconciliation Act of 1990 [*Public Law 101-508, November 5, 1990*] raised to 1.5 cents per gallon the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account.

1990: The Americans with Disabilities Act of 1990 (ADA) [*Public Law 101-336, July 26, 1990*] required transit agencies to provide service accessible to persons with disabilities.

1990: The Omnibus Budget Reconciliation Act of 1990 [*Public Law 101-508, November 5, 1990*] raised to 1.5 cents per gallon the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account.

1990: The Clean Air Act Amendments of 1990 [*Public Law 101-549, November 15, 1990*] recast transportation planning to provide for improved air quality.

1991: The Omnibus Transportation Employee Testing Act of 1991 [*Public Law 102-143, October 28, 1991*] mandated the establishment of anti-drug and alcohol misuse programs for safety-sensitive employees of recipients and contractors to recipients of Major Capital Investment, Urbanized Area Formula, and Rural Area Formula public transportation funds.

1991: The Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) [*Public Law 102-240, December 18, 1991*] extended public transportation assistance through FY 1997, increased the amounts authorized, re-named the transit law the Federal Transit Act and the Urban Mass Transportation Administration the Federal Transit Administration, and converted the rail modernization portion of Section 5309 major capital funds to a formula basis. Surface Transportation, Title I of ISTEA provided that specific funds authorized through Federal-Aid Highways programs may be used for either public transportation or highway projects. These flexible funds are to be used for the mode of transportation best suited to meeting the needs of individual areas and states.

1992: The Energy Policy Act of 1992 [*Public Law 102-486, October 24, 1992*] increased the tax-free amount of the public transportation commuter fringe benefit to \$60 per month with an inflation provision, removed the cliff provision which had made the entire benefit taxable if the monthly limit was exceeded, and extended the benefit to vanpools.

1993: The Omnibus Budget Reconciliation Act of 1993 [*Public Law 103-66, August 10, 1993*] raised to 2 cents per gallon the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account, effective October 1, 1995.

1994: The Federal Transit Act was codified as Title 49, Chapter 53--Mass Transportation, of the United States Code [*Public Law 103-272, July 5, 1994*].

1997: The Taxpayer Relief Act of 1997 [*Public Law 105-34, August 5, 1997*] raised to 2.86 cents per gallon the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account, effective October 1, 1997.

1997: Surface Transportation Extension Act of 1997 [*Public Law 105-130, December 1, 1997*] extends ISTEA through March 31, 1998.

1998: The Federal Transit Act of 1998, Title III of the Transportation Equity Act for the 21st Century (TEA 21) [*Public Law 105-178*] extends the public transportation program through FY 2003. TEA 21 increases public transportation funding authorizations, up to 70 percent above ISTEA appropriation levels if all authorized amounts are appropriated. A total of \$41 billion is authorized for the six-year period, of which \$36 billion is guaranteed. Guaranteed amounts are protected in the budget process and can only be appropriated for public transportation uses. The guaranteed amounts, however, are subject to annual appropriation by the Congress.

TEA 21 retains and improves many provisions of ISTEA including the transportation planning process and flexible funding. The distribution of formula funds among sections 5307, 5310, and 5311 is revised. The definition of eligible uses of Urbanized Area Formula capital funds is expanded to include preventive maintenance and ADA related expenditures for all urbanized areas and to include operating expenditures for urbanized areas under 200,000 population. The Rail Modernization program formula is adjusted to increase the proportion of new funds for newer fixed-guideway systems. The public transportation commuter benefit is expanded to include employee purchase of public transportation passes with pre-tax dollars.

Two new programs are created. The Clean Fuels Formula Grant program provides funds for adoption of clean fuel technologies including purchase or lease of clean fuel buses and facilities. The Job Access and Reverse Commute program funds projects that improve job access for current and former welfare recipients and other eligible low-income individuals.

2003: The Surface Transportation Extension Act of 2003 [*Public Law 108-88, September 30, 2003*] extends transit authorizing law through February 29, 2004.

2004: The Surface Transportation Extension Act of 2004 [*Public Law 108-202, February 29, 2004*] extends transit authorizing law through April 30, 2004; the Surface Transportation Extension Act of 2004, Part II, [*Public Law 108-224, April 30, 2004*] extends transit authorizing law through June 30, 2004; the Surface Transportation Extension Act of 2004, Part III, [*Public Law 108-263, June 30, 2004*] extends transit authorizing law through July 31, 2004; the Surface Transportation Extension Act of 2004, Part IV, [*Public Law 108-280, July 30, 2004*] extends transit authorizing law through September 30, 2004; and the Surface Transportation Extension Act of 2004, Part V [*Public Law 108-310, September 30, 2004*] extends transit authorizing law through May 31, 2005.

2005: The Surface Transportation Extension Act of 2005 [*Public Law 109-14, May 31, 2005*] extends transit authorizing law through June 30, 2005; the Surface Transportation Extension Act of 2005, Part II, [*Public Law 109-20, July 1, 2005*] extends transit authorizing law through July 19, 2005; the Surface Transportation Extension Act of 2005, Part III, [*Public Law 109-35, July 20, 2005*] extends transit authorizing law through July 21, 2005; the Surface Transportation Extension Act of 2005, Part IV, [*Public Law 109-37, July 22, 2005*] extends transit authorizing law through July 27, 2005; the Surface Transportation Extension Act of 2005, Part V, [*Public Law 109-40, July 28, 2005*] extends transit authorizing law through July 30, 2005; and the Surface Transportation Extension Act of 2005, Part VI, [*Public Law 109-42, July 30, 2005*] extends transit authorizing law through August 14, 2005. The Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) [*Public Law 109-59,, August 10, 2005*] reauthorizes federal transit law.

APPENDIX TWO: GLOSSARY

Allocation: An allocation distributes appropriated funds among eligible recipients using methods other than formulas contained in authorizing legislation, such as earmarks or administrative procedures. For example, funds under the Fixed-Guideway New Starts and Extensions program and the Bus and Bus Capital program are allocated.

Apportionment: An apportionment distributes appropriated funds among eligible recipients by a formula contained in authorizing legislation. For example, funds under the Urbanized Area Formula program, the Fixed-Guideway Modernization program, and the Elderly Individuals and Individuals with Disabilities program are apportioned. The publication of recipients and amounts for both apportioned and allocated funds in the Federal Register is also referred to as the "apportionment" or "apportionment tables."

Appropriation: An appropriation law provides authority for Federal agencies such as the Federal Transit Administration to incur obligations and to make payments out of the Treasury for specified purposes.

Authorization: An authorization law sets the maximum amount of funds that can be appropriated annually for a period of years and makes programmatic changes to existing laws. TEA 21 authorized both guaranteed and non-guaranteed funds, the total of which is the annual limit on appropriation of new budget authority for the six year period which TEA 21 authorized.

Budget Authority: New budget authority for transit is the total amount of funds appropriated annually to allow the federal government to incur financial obligations that will result in outlays for grants to recipients for transit programs or to make direct expenditures such as those to fund the operation of a government agency such as the Federal Transit Administration. Funding appropriated from trust funds can also be referred to as "new contract authority." Total available budget authority would include budget authority from prior years that has not yet been obligated.

Flexible Funds: Flexible funds are funds from selected programs appropriated to the Federal Highway Administration that can be transferred to the Federal Transit Administration for use for transit projects under specific limitations and only at the request of local governments, or funds that were appropriated to the Federal Transit Administration and transferred to the Federal Highway Administration for use for highway projects, also under specific limitations and at the request of local governments.

General Revenue (or General Funds): Revenue that accrues to the federal government that is not credited to a specific account and is not limited to use for a particular purpose but can be used for any purpose.

Grant: The approval by the federal government of a particular project or purpose and the promise to pay a local government a specific amount money for that project upon its completion or at specified other times. A grant is also one type of "obligation" and "transit grants" are often referred to as "transit obligations."

Guaranteed Funding: A minimum level of funds that are guaranteed in an authorization law for appropriation each year.

Highway Account: The account within the Highway Trust Fund in which tax revenues are deposited to be used to fund Federal Highway Administration and other federal highway programs.

Highway Trust Fund: A trust fund where revenues for both the Highway Account and the Mass Transit Account are deposited. Funds from the Mass Transit Account and the Highway Account of the Highway Trust Fund are used to support federal transit and highway programs.

Mass Transit Account: The account within the Highway Trust Fund in which tax revenues to be used to fund Federal Transit Administration programs are deposited.

Obligation Limitation: A limitation in authorization law on the total amounts of obligations, commitments, or grants that can be made each year in an appropriation law.

Outlays: An outlay is the actual expenditure of federal funds by the Treasury to pay a grant or obligation or a debt incurred by the government.

Rescission: A reduction in the amount of funds under an already enacted appropriations law.

Rural Area: All areas not inside urbanized areas, formally known as "Other Than Urbanized Area."

Urbanized Area: An area designated during a decennial census that meets specific criteria including contiguous urban usage with a population of at least 50,000. Urbanized areas do not match local political boundaries and a single urbanized area may include portions that cross a state line and are in more than one state.

**APPENDIX THREE: TEA 21 NEW START AUTHORIZATIONS
(INCLUDING TECHNICAL CORRECTIONS)**

Specific New Start and Extension projects are authorized in P.L. 105-178, Section 3030. Three separate categories of projects are authorized.

Section 3030(a) authorizes projects for Final Design and Construction, indicated by "FD&C" in the "Purpose" column below. These projects are not authorized for specific amounts, indicated by "---" in the "Amount" column.

Section 3030(b) authorizes projects for Alternatives Analysis and Preliminary Engineering, indicated by "AA&PE" in the "Purpose" column. These projects are also not authorized for specific amounts, indicated by "--" in the "Amount" column.

Section 3030(c) does not specify the purpose for which projects are specified, indicated by "NS" in the "Purpose" column below. These projects are authorized for specific total amounts for the six-year authorization period, but amounts are not specified by year. These projects have amounts reported in the "Amount" column. A total of \$3 billion in projects is authorized in 3030(c) out of a total guaranteed authorization of \$6.09 billion and guaranteed plus non-guaranteed authorization of \$8.18 billion. All projects, including projects with amounts listed, must be specified in appropriations law to receive funding.

Some projects are listed under both 3030(c) and either 3030(a) or 3030(b). In these cases, a purpose, either "FD&C" or "AA&PE," and an amount are both listed for the project.

State	Purpose	Area	Project	Amount
AK/HI	NS	Alaska/Hawaii	New Systems- Ferry Projects [\$10.4 million per year- FY 1999 thru FY 2003]- Guaranteed	52,000,000
AK/HI	NS	Alaska/Hawaii	New Systems- Ferry Projects [\$3.6 million per year- FY 1999 thru FY 2003] - Non-Guaranteed	18,000,000
AK	FD&C	Hollis-Ketchikan	Hollis-Ketchikan Ferry	---
AL	AA&PE	Birmingham	Transit Corridor	87,500,000
AR	FD&C	Little Rock	River Rail	---
AZ	FD&C	Phoenix	Fixed Guideway	---
CA	AA&PE	Fremont	South Bay Corridor	---
CA	AA&PE	Los Angeles	LOSSAN- [Del Mar - San Diego]	---
CA	FD&C	Los Angeles	Metrolink [Union Station-Fullerton]	---
CA	FD&C	Los Angeles	Metrolink San Bernardino Line	---
CA	FD&C	Los Angeles	MOS-3	---
CA	AA&PE	Los Angeles	MOS-4 East Side Extension (II)	---
CA	AA&PE	Los Angeles	MOS-4 San Fernando Valley East-West	---
CA	AA&PE	Los Angeles Area	Redlands-San Bernardino Transportation Corridor	---
CA	AA&PE	Los Angeles Area	Riverside-Perris Rail Passenger Service	---
CA	FD&C	Los Angeles	Santa Monica Boulevard Transitway	---
CA	AA&PE	Marin/Sonoma Counties	North Bay Commuter Rail	---
CA	FD&C	Monterey County	Monterey County Commuter Rail	---
CA	AA&PE	Oakland	Oakland Airport-BART Corridor	---
CA	FD&C	Orange County	Fullerton-Irvine Corridor	---
CA	AA&PE	Riverside County	San Jacinto-Branch Line	---
CA	FD&C	Sacramento	Folsom Extension	---
CA	FD&C	Sacramento	Placer County Corridor	---
CA	FD&C	Sacramento	South Corridor	---
CA	FD&C	San Francisco	BART to San Francisco International Airport Extension	---
CA	FD&C	San Francisco	Bayshore Corridor	---

State	Purpose	Area	Project	Amount
CA	AA&PE	San Francisco-San Jose	Caltrain Extension to Hollister	---
CA	FD&C	San Diego	Mid-Coast LRT Corridor	---
CA	FD&C	San Diego	Mission Valley East and Mid-Coast Corridor	325,000,000
CA	FD&C	San Diego	Oceanside-Escondido Corridor	---
CA	FD&C	San Joaquin	Regional Transit Corridor	14,000,000
CA	FD&C	San Jose	Tasman Corridor Light Rail	---
CA	FD&C	Santa Cruz	Fixed Guideway	---
CA	FD&C	Stockton	Altamont Commuter Rail	---
CO	AA&PE	Colorado	North Front Range Corridor [Fort Collins-Denver]	---
CO	FD&C	Colorado	Roaring Fork Valley Rail	40,000,000
CO	FD&C	Denver	East Corridor [Airport]	---
CO	FD&C	Denver	Southeast LRT [I-25 between 6th & Lincoln]	10,000,000
CO	FD&C	Denver	Southwest LRT	---
CO	FD&C	Denver	West Corridor LRT	---
CT	NS	Bridgeport	Intermodal Corridor	34,000,000
CT	FD&C	Hartford	City Light Rail Connection to Central Business District	33,000,000
CT	FD&C	Hartford	Griffin Line	---
CT	NS	Hartford	Old Saybrook-Hartford Rail Extension	10,000,000
CT	NS	New London	Waterfront Access	10,000,000
CT	NS	Stamford	Fixed Guideway Connector	18,000,000
DC	AA&PE	Washington, DC	Georgetown-Ft. Lincoln	---
DC/MD	FD&C	Washington, DC	Largo Extension	---
FL	FD&C	Fort Lauderdale	Fort Lauderdale-West Palm Beach- Miami Tri-County Commuter Rail	20,000,000
FL	AA&PE	Jacksonville	Fixed Guideway Corridor	---
FL	FD&C	Miami	East-West Multimodal Corridor	20,000,000
FL	AA&PE	Miami	Kendall Corridor	---
FL	FD&C	Miami	North 27th Avenue Corridor	---
FL	AA&PE	Miami	Northeast Corridor	---
FL	FD&C	Miami	Palmetto Metrorail	8,000,000
FL	FD&C	Miami	South Busway Extension	---
FL	FD&C	Orlando	Central Florida Light Rail System	100,000,000
FL	FD&C	St. Petersburg	Pinellas County- Mobility Initiative	---
FL	FD&C	Tampa Bay	Regional Rail	2,000,000
GA	FD&C	Atlanta	Atlanta-MARTA Extension (S. DeKalb-Lindbergh)	---
GA	AA&PE	Atlanta	Georgia 400 Multimodal Corridor	---
GA	AA&PE	Atlanta	MARTA I-285 Transit Corridor	---
GA	AA&PE	Atlanta	MARTA South DeKalb Comprehensive Transit Program	---
GA	AA&PE	Atlanta	MARTA Marietta-Lawrenceville Corridor	---
GA	FD&C	Atlanta	North Line Extension	---
GA	FD&C	Atlanta-Athens	Atlanta-Athens Commuter Rail	---
GA	FD&C	Atlanta-Griffin	Atlanta-Griffin Commuter Rail	---
IA	AA&PE	Sioux City	Light Rail	10,000,000
IL	AA&PE	Chicago	Comisky Park Station	---
IL	FD&C	Chicago	CTA Douglas Branch	315,000,000
IL	AA&PE	Chicago	Inner Circumferential Commuter Rail	---
IL	FD&C	Chicago	Navy Pier-McCormick Place Busway	---
IL	FD&C	Chicago	North Central Upgrade Commuter Rail	---
IL	AA&PE	Chicago	Northwest Rail Transit Corridor	---
IL	FD&C	Chicago	Ravenswood Line Extension	---
IL	FD&C	Chicago	Southwest Extension	---
IL	FD&C	Chicago	West Line Extension	---
IL	FD&C	E. St. Louis-St. Clair County	Mid-America Airport Corridor	---
IN	AA&PE	Indianapolis	Northeast Indianapolis Corridor	10,000,000
IN	FD&C	Northern Indiana	Westlake Commuter Rail Link	---

State	Purpose	Area	Project	Amount
KY	FD&C	Louisville	Jefferson County Corridor	---
LA	AA&PE	New Orleans	Airport- CBD Commuter Rail	---
LA	FD&C	New Orleans	Canal Streetcar	---
LA	AA&PE	New Orleans	Desire Streetcar	---
MA	FD&C	Boston	Massport Airport Intermodal Transit Connector	---
MA	FD&C	Boston	North Shore Corridor & Blue Line Extension to Beverly	50,000,000
MA	FD&C	Boston	North-South Rail Link	---
MA	FD&C	Boston	South Boston Piers Transitway	---
MA	AA&PE	Boston	Urban Ring	---
MA/RI	FD&C	Boston-Providence	Boston-Providence Commuter Rail	10,000,000
MD	FD&C	Baltimore	Central LRT Extension to Glen Burnie	---
MD	FD&C	Baltimore	Light Rail Double Track	120,000,000
MD	FD&C	Baltimore/Wash	MARC Commuter Rail Improvements	185,000,000
MD	AA&PE	Baltimore	Metropolitan Rail Corridor	---
MD	AA&PE	Baltimore	People Mover	---
MD	AA&PE	Wash, DC/MD	Maryland Route 5 Corridor	---
ME	AA&PE	Maine	High Speed Ferry Service	---
MN	FD&C	Twin Cities	Northstar Corridor [Downtown Minneapolis - Anoka County-St. Cloud]	6,000,000
MN	FD&C	Twin Cities	Transitways Corridors	120,000,000
MN	AA&PE	Twin Cities	Washington County Corridor [Hastings-St. Paul]	---
MO/KS	FD&C	Kansas City	I-35 Commuter Rail	30,000,000
MO	FD&C	Kansas City	Southtown Corridor	---
MO	FD&C	St. Louis	Cross County Corridor	---
NC	FD&C	Charlotte	North-South Corridor Transitway	---
NC	FD&C	Raleigh-Durham	Regional Transit Plan	---
NC	FD&C	Southeast North Carolina	Southeastern North Carolina Corridor	---
NH/MA	FD&C	Nashua, NH/ Lowell, MA	Nashua, NH-Lowell, MA Commuter Rail	---
NJ	AA&PE	Bergen County	Bergen County Cross County Light Rail	5,000,000
NJ	FD&C	New Jersey	New York, Susquehanna & Western Commuter Rail	---
NJ	FD&C	New Jersey	Urban Core	---
NJ	AA&PE	North. NJ	Trans-Hudson Midtown Corridor	5,000,000
NJ	AA&PE	Northern NJ	Union Township Station [Raritan Valley Line]	---
NJ	FD&C	Northwest NJ	Northeast Rail Corridor	---
NJ	FD&C	West Trenton- Newark	West Trenton Line [West Trenton-Newark]	---
NM	NS	Albuquerque	Albuquerque Alvarada Intermodal Center	5,000,000
NM	FD&C	Albuquerque	Greater Albuquerque Mass Transit Project	90,000,000
NM	FD&C	Albuquerque	High Capacity Corridor	---
NM	AA&PE	Albuquerque	High Capacity Corridor	---
NM	AA&PE	Santa Fe	Santa Fe - El Dorado Rail Link	10,000,000
NV	FD&C	Las Vegas	Las Vegas Corridor	155,000,000
NY	FD&C	New York	8th Avenue Subway Connection	---
NY	AA&PE	New York	Astoria-East Elmhurst Extension	---
NY	AA&PE	New York	Broadway-Lafayette & Bleeker Street Transfer	---
NY	AA&PE	New York	Brooklyn-Manhattan Access	---
NY	FD&C	New York	Long Island Rail Road East Side Access	353,000,000
NY	AA&PE	New York	Lower Manhattan Access	---
NY	AA&PE	New York	Manhattan East Side Link - [Second Avenue Subway]	5,000,000
NY	FD&C	New York	Midtown West Ferry Terminal	16,300,000
NY	AA&PE	New York	Nassau Hub	10,000,000
NY	FD&C	New York	New York-Staten Island Ferry-Whitehall Intermodal Terminal	40,000,000
NY	FD&C	New York	New York-Brooklyn-Staten Island Ferry	---
NY	AA&PE	New York	North Shore Railroad	---
NY	AA&PE	New York	Queens West Light Rail Link	---
NY	FD&C	New York	St. George's Ferry Intermodal Terminal	20,000,000

State	Purpose	Area	Project	Amount
NY	AA&PE	Newburgh	LRT System	---
OH/KY	AA&PE	Cincinnati	Cincinnati/Northern Kentucky Corridor	65,000,000
OH	FD&C	Cleveland	Berea Metrolink Extension	---
OH	FD&C	Cleveland	Blue Line Extension	---
OH	FD&C	Cleveland	Cleveland-Akron-Canton Commuter Rail	---
OH	FD&C	Cleveland	Euclid Corridor Extension	---
OH	FD&C	Cleveland	I-90 Corridor to Ashtabula County	---
OH	AA&PE	Cleveland	Lorain-Cleveland Commuter Rail	---
OH	AA&PE	Cleveland	Northeast Ohio- Commuter Rail	---
OH	FD&C	Cleveland	Waterfront Line Extension	---
OH	AA&PE	Dayton	Regional Riverfront Corridor	---
OH	AA&PE	Toledo	CBD to Zoo	---
OR	FD&C	Portland	South-North Corridor	25,000,000
OR	FD&C	Portland	Westside-Hillsboro Corridor	---
PA	AA&PE	Harrisburg	Cumberland/Dauphin County Corridor 1 Commuter Rail	20,000,000
PA	AA&PE	Philadelphia	Broad Street Line Extension	---
PA	AA&PE	Philadelphia	Cross County Metro	---
PA	AA&PE	Philadelphia	Lower Merion Township	---
PA	FD&C	Philadelphia	Schuylkill Valley Metro	75,000,000
PA	NS	Philadelphia-Pittsburgh	Philadelphia-Pittsburgh High Speed Rail	10,000,000
PA	FD&C	Pittsburgh	Airborne Shuttle System	---
PA	FD&C	Pittsburgh	MLK Busway Extension	---
PA	FD&C	Pittsburgh	North Shore-Central Business District	20,000,000
PA	FD&C	Pittsburgh	Stage II Light Rail	100,200,000
PA	AA&PE	Scranton	Laurel Line Intermodal Corridor	---
PR	FD&C	San Juan	Tren Urbano Extension to Minillas	---
PR	FD&C	San Juan	Tren Urbano	C
RI	AA&PE	Providence	Providence-Pawtucket Corridor	---
RI	NS	Rhode Island	Integrated Intermodal Transportation	25,000,000
SC	AA&PE	Charleston	Monobeam	C
TN	AA&PE	Knoxville	Electric Transit	---
TN	FD&C	Memphis	Medical Center Extension	---
TN	AA&PE	Memphis	Regional Rail Plan	---
TN	FD&C	Nashville	Commuter Rail	---
TX	FD&C	Austin	NW/North Central/SE - Airport LRT	---
TX	AA&PE	Dallas	DART LRT Extensions Southeast Extension	20,000,000
TX	AA&PE	Dallas	DART LRT Extensions Northeast Extension	12,000,000
TX	AA&PE	Dallas	Las Colinas Corridor	---
TX	FD&C	Dallas	North Central Extension	188,000,000
TX	FD&C	Dallas/Fort Worth	RAILTRAN [Phase II]	12,000,000
TX	AA&PE	El Paso	International Fixed Guideway [El Paso-Juarez]	---
TX	FD&C	Galveston	Trolley Extension	---
TX	AA&PE	Houston	Advanced Transit Program	---
TX	FD&C	Houston	Regional Bus Plan- Phase I	---
UT	AA&PE	Salt Lake City	Draper Light Rail Extension	---
UT	FD&C	Salt Lake City	Light Rail [Airport to University of Utah]	---
UT	FD&C	Salt Lake City	Salt Lake City-Ogden-Provo Commuter Rail	---
UT	FD&C	Salt Lake City	South LRT	---
UT	AA&PE	Salt Lake City	West Jordan Light Rail Extension	---
VA	FD&C	Norfolk	Norfolk-Virginia Beach Corridor	---
VA	AA&PE	Tidewater Virginia	Williamsburg-Newport News-Hampton LRT	---
VA	FD&C	Wash, DC/VA	Dulles Corridor Extension	86,000,000
VA	FD&C	Wash, DC-Richmond, VA	Washington-Richmond Rail Corridor Improvements	---
VT	AA&PE	Burlington	Burlington-Essex Commuter Rail	---
WA	AA&PE	Seattle	SEATAC- Personal Rapid Transit	---
WA	FD&C	Seattle	Sound Move Corridor [Earmarked funds for Commuter Rail]	40,000,000

State	Purpose	Area	Project	Amount
WA	FD&C	Seattle	Southworth High Speed Ferry	---
WA	FD&C	Spokane	South Valley Corridor Light Rail	---
WI	FD&C	Milwaukee	East-West Corridor	---
WV	FD&C	Morgantown	Personal Rapid Transit	---

APPENDIX FOUR: TRANSIT PROGRAM HISTORICAL FUNDING LEVELS

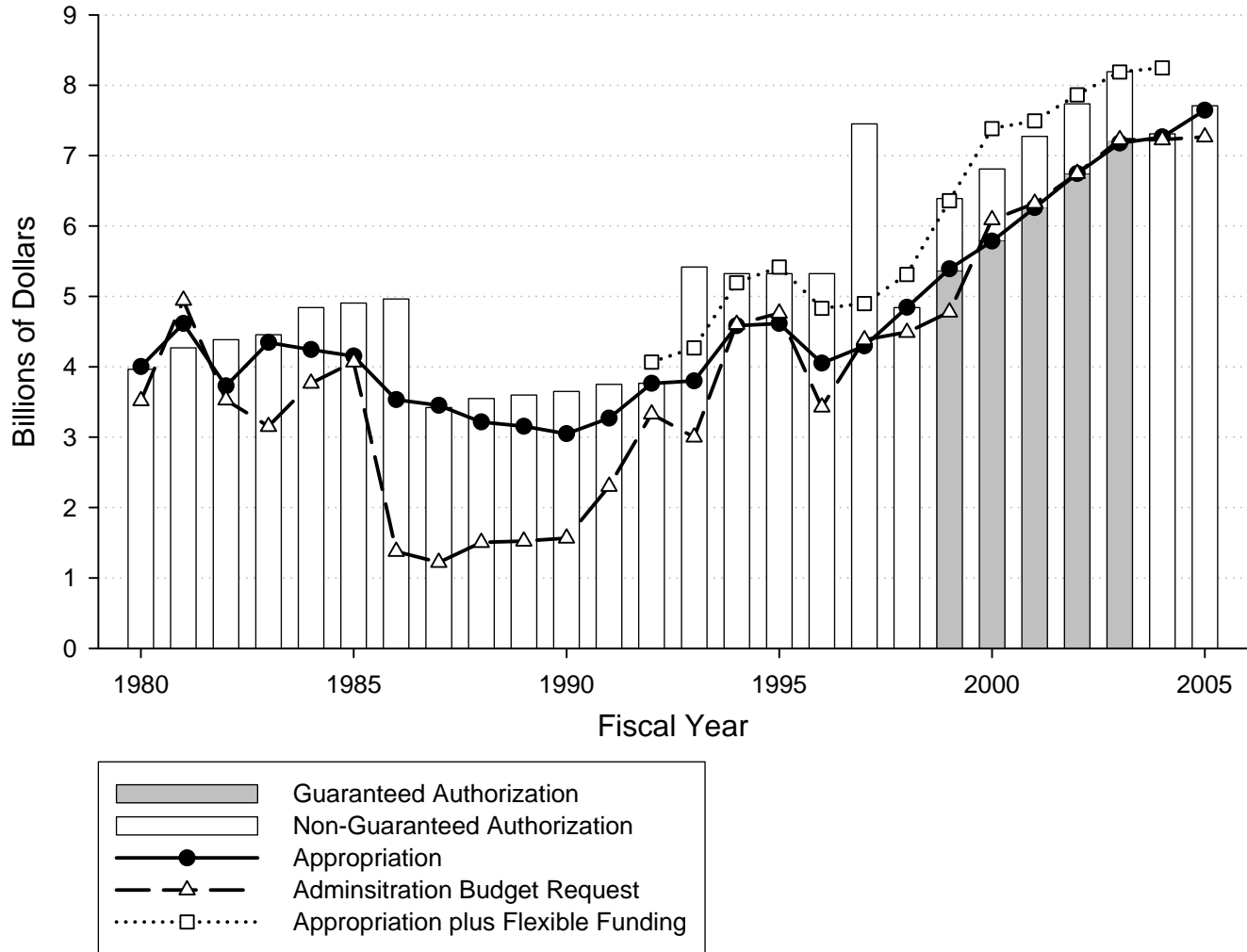
FEDERAL FUNDING FOR TRANSIT (FY 1980 - FY 2005)
AUTHORIZATIONS, ADMINISTRATION BUDGET REQUESTS,
AND APPROPRIATIONS COMPARED
(WITH APPROPRIATIONS FOR FY 1961 - FY 1979)

Note on Sources:

From FY 1961 through FY 1979, all amounts, except Urbanized Area Operating Limits, are taken from the Federal Transit Administration's *1997 Statistical Summaries*. Urbanized Area Operating Limits are taken from a variety of sources.

Beginning in FY 1980 amounts are taken from authorization laws and annual appropriation laws. These amounts may differ from other data sources because the amounts reported herein are as provided in the original legislation and are not adjusted for later actions rescinding any amounts and are not adjusted for any amounts that are appropriated in transit legislation for other purposes.

Federal Funding for Transit, FY 1980 - FY 2005



(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	Actual Appropriation (All Amounts Taken from FTA "1997 Statistical Summaries")						
	FY 1961	FY 1962	FY 1963	FY 1964	FY 1965	FY 1966	FY 1967
Major Capital Investment Program Total, Sec. 3	17.5	---	---	3.0	65.0	135.0	130.0
New Starts/Extension	---	---	---	---	---	---	---
Fixed-Guideway Modernization	---	---	---	---	---	---	---
Bus	---	---	---	---	---	---	---
Other	---	---	---	---	---	---	---
Formula Program Total	---	---	---	---	---	---	---
Urbanized Area, Sec. 5 Total	---	---	---	---	---	---	---
Urbanized Area Capital	---	---	---	---	---	---	---
Urbanized Area Operating	---	---	---	---	---	---	---
Rural Capital and Operating, Sec. 18	---	---	---	---	---	---	---
Elderly and Disabled, Sec. 16(b)	---	---	---	---	---	---	---
Interstate Transfer	---	---	---	---	---	---	---
Planning and Research Total	25.0	---	---	4.8	---	---	---
Planning, Sec 8	---	---	---	---	---	---	---
RTAP, Sec. 18(h)	---	---	---	---	---	---	---
All Other Research and Training	25.0	---	---	4.8	---	---	---
FTA Administration, Sec. 12	---	---	---	0.2	0.3	0.5	0.7
Other	---	---	---	---	---	---	---
TOTAL FEDERAL TRANSIT ACT FUNDING	42.5	0.0	0.0	8.0	65.3	135.5	130.7

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	Actual Appropriation (All Amounts Taken from FTA "1997 Statistical Summaries")					
	FY 1968	FY 1969	FY 1970	FY 1971	FY 1972	FY 1973
Major Capital Investment Program Total, Sec. 3	125.0	169.1	137.0	555.7	803.7	863.7
New Starts/Extension	---	---	---	---	---	---
Fixed-Guideway Modernization	---	---	---	---	---	---
Bus	---	---	---	---	---	---
Formula Program Total	---	---	0.0	0.0	0.0	0.0
Urbanized Area, Sec. 5 Total	---	---	---	---	---	---
Urbanized Area Capital	---	---	---	---	---	---
Urbanized Area Operating	---	---	---	---	---	---
Rural Capital and Operating, Sec. 18	---	---	---	---	---	---
Elderly and Disabled, Sec. 16(b)	---	---	---	---	---	---
Interstate Transfer	---	---	---	---	---	---
Planning and Research Total	---	5.0	38.0	41.0	90.0	129.8
Planning, Sec 8	---	5.0	8.0	15.0	25.0	33.5
RTAP, Sec. 18(h)	---	---	---	---	---	---
All Other Research and Training	---	---	30.0	26.0	65.0	96.3
FTA Administration, Sec. 12	0.7	0.9	1.6	3.3	6.3	6.5
Other	---	---	---	---	---	---
TOTAL FEDERAL TRANSIT ACT FUNDING	125.7	175.0	176.6	600.0	900.0	1,000.0

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	Actual Appropriation (All Amounts Taken from FTA "1997 Statistical Summaries")					
	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979
Major Capital Investment Program Total, Sec. 3	872.0	1,330.1	1,324.5	1,228.0	1,375.0	1,175.0
New Starts/Extension	---	---	---	---	---	---
Fixed-Guideway Modernization	---	---	---	---	---	---
Bus	---	---	---	---	---	---
Formula Program Total	0.0	319.9	647.0	672.0	800.0	1,500.0
Urbanized Area, Sec. 5 Total	---	300.0	625.0	650.0	775.0	1,403.5
Urbanized Area Capital	---	---	---	---	---	---
Urbanized Area Operating	---	300.0	625.0	650.0	775.0	1,075.0
Rural Capital and Operating, Sec. 18	---	---	---	---	---	76.5
Elderly and Disabled, Sec. 16(b)	---	19.9	22.0	22.0	25.0	20.0
Interstate Transfer	61.0	65.7	632.0	570.7	662.8	623.8
Planning and Research Total	72.7	81.7	113.4	104.4	125.0	123.5
Planning, Sec 8	37.6	36.6	47.9	43.2	55.0	55.0
RTAP, Sec. 18(h)	---	---	---	---	---	---
All Other Research and Training	35.1	45.1	65.5	61.2	70.0	63.5
FTA Administration, Sec. 12	5.0	6.0	13.2	12.6	20.0	16.8
Other	---	---	25.0	55.0	45.0	---
TOTAL FEDERAL TRANSIT ACT FUNDING	1,010.7	1,803.3	2,755.1	2,642.7	3,027.8	3,439.1

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1980			FY 1981		
	Authorization	Carter Budget Request	Actual Appropriation	Authorization	Carter Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 3	1,332.5	1,225.0	1,575.0	1,431.7	2,177.0	2,010.0
New Starts/Extension	---	---	410.0	---	525.0	485.0
Fixed-Guideway Modernization	---	---	760.0	---	1,030.0	945.0
Bus	---	---	405.0	---	622.0	580.0
Formula Program Total	1,680.0	1,450.0	1,491.0	1,775.0	1,661.0	1,527.5
Urbanized Area, Sec. 5 Total	1,580.0	1,375.0	1,405.0	1,665.0	1,570.0	1,455.0
Urbanized Area Capital	300.0	300.0	300.0	370.0	370.0	350.0
Urbanized Area Operating	1,280.0	1,075.0	1,105.0	1,295.0	1,200.0	1,105.0
Rural Capital and Operating, Sec. 18	100.0	75.0	86.0	110.0	91.0	72.5
Elderly and Disabled, Sec. 16(b)	In Sec. 3	In Sec. 3	In Sec. 3	In Sec.3	In Sec. 3	In Sec. 3
Interstate Transfer	700.0	700.0	700.0	800.0	800.0	800.0
Planning and Research Total	77.6	120.4	124.3	83.3	128.0	130.5
Planning, Sec 8	77.6	53.8	55.0	83.3	70.0	65.0
RTAP, Sec. 18(h)	---	---	---	---	---	---
All Other Research and Training	In Admin.	66.6	69.3	In Admin.	58.0	65.5
FTA Administration, Sec. 12	95.0	21.0	20.9	100.0	22.0	22.2
Other	80.0	---	90.0	80.0	155.0	125.0
TOTAL FEDERAL TRANSIT ACT FUNDING	3,965.0	3,516.4	4,001.2	4,270.0	4,943.0	4,615.2
Washington DC Metro, National Capital Transportation Act	---	---	---	---	---	---
TOTAL TRANSIT FUNDING	3,965.0	3,516.4	4,001.2	4,270.0	4,943.0	4,615.2

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1982				FY 1983		
	Authorization	Carter Budget Request	Reagan Revised Request	Actual Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 3	1,431.7	2,333.0	1,457.0	1,590.0	1,606.0	1,501.0	1,546.0
New Starts/Extension	---	603.0	114.0	179.8	---	120.0	206.0
Fixed-Guideway Modernization	---	1,040.0	837.0	879.5	---	861.0	840.0
Bus	---	690.0	506.0	530.7	---	520.0	500.0
Formula Program Total	1,885.0	1,655.0	1,368.4	1,433.8	2,047.5	1,015.0	2,047.5
Urbanized Area, Sec. 9 Total	1,765.0	1,560.0	1,302.4	1,365.3	1,956.2	1,015.0	1,956.2
Urbanized Area Capital	455.0	455.0	330.1	330.0	1,081.2	375.0	1,081.2
Urbanized Area Operating	1,310.0	1,105.0	972.3	1,035.3	875.0	640.0	875.0
Rural Capital and Operating, Sec. 18	120.0	95.0	66.0	68.5	91.3	0.0	91.3
Elderly and Disabled, Sec. 16(b)	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3
Interstate Transfer	600.0	750.0	528.0	538.0	365.0	400.0	365.0
Planning and Research Total	83.3	161.0	114.6	105.6	0.0	95.0	108.3
Planning, Sec 8	83.3	76.0	53.0	54.0	In Sec. 3	50.0	50.0
Rural Transit Assistance Program, Sec. 18(h)	---	---	---	---	---	---	---
All Other Research and Training	In Admin.	85.0	61.6	51.6	In Admin.	45.0	58.3
FTA Administration, Sec. 12	105.0	30.0	25.5	23.9	86.3	29.1	28.1
Other	80.0	216.0	33.0	36.3	---	10.0	10.0
TOTAL FEDERAL TRANSIT ACT FUNDING	4,185.0	5,145.0	3,526.5	3,727.7	4,104.8	3,050.1	4,104.9
Washington DC Metro, National Capital Transportation Act	200.0	0.0	0.0	0.0	350.0	100.0	240.0
TOTAL TRANSIT FUNDING	4,385.0	5,145.0	3,526.5	3,727.7	4,454.8	3,150.1	4,344.9

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1984			FY 1985		
	Authorization	Reagan Budget Request	Actual Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 3	1,200.00	1,100.0	1,140.0	1,050.0	1,020.0	1,040.0
New Starts/Extension	---	---	399.5	---	400.0	422.5
Fixed-Guideway Modernization	---	---	545.5	---	520.0	487.5
Bus	---	---	195.0	---	100.0	130.0
Formula Program Total	2,750.0	1,974.0	2,414.0	2,950.0	2,414.5	2,474.5
Urbanized Area, Sec. 9 Total	2,669.4	1,916.2	2,319.0	2,863.6	2,319.5	2,377.7
Urbanized Area Capital	1,796.8	1,641.2	1,446.0	1,988.6	1,774.0	1,507.4
Urbanized Area Operating	872.6	275.0	873.0	875.0	545.5	870.3
Rural Capital and Operating, Sec. 18	80.6	57.8	70.0	86.4	70.0	71.8
Elderly and Disabled, Sec. 16(b)	In Sec. 3	In Sec. 3.	25.0	In Sec. 3	25.0	25.0
Interstate Transfer	380.0	380.0	295.4	390.0	250.0	250.0
Planning and Research Total	50.0	52.0	104.8	50.0	94.8	101.0
Planning, Sec 8	50.0	In Sec. 3	50.0	50.0	50.0	50.0
Rural Transit Assistance Program, Sec. 18(h)	---	---	---	---	---	---
All Other Research and Training	In Admin.	52.0	54.8	In Admin.	44.8	51.0
FTA Administration, Sec. 12	86.0	29.7	29.2	90.0	31.5	31.0
Other	---	---	10.0	---	5.0	5.0
TOTAL FEDERAL TRANSIT ACT FUNDING	4,466.0	3,535.7	3,993.4	4,530.0	3,815.8	3,901.5
Washington DC Metro, National Capital Transportation Act	375.0	230.0	250.0	375.0	250.0	250.0
TOTAL TRANSIT FUNDING	4,841.0	3,765.7	4,243.4	4,905.0	4,065.8	4,151.5

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1986				FY 1987		
	Authorization	Reagan Budget Request	Continuing Resolution Appropriation	Final Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 3	1,050.0	0.0	960.0	918.7	1,009.3	0.0	915.0
New Starts/Extension	---	0.0	385.0	368.4	403.7	0.0	365.0
Fixed-Guideway Modernization	---	0.0	430.0	411.5	403.7	0.0	410.0
Bus	---	0.0	145.0	138.8	100.9	0.0	140.0
Other	---	---	---	---	100.9	---	---
Formula Program Total	3,050.0	1,060.0	2,180.5	2,086.8	2,042.5	1,143.2	2,035.0
Urbanized Area, Sec. 9 Total	2,960.6	994.0	2,087.0	1,997.6	1,941.4	1,075.7	1,925.0
Urbanized Area Capital	2,085.6	994.0	1,221.1	1,128.8	1,080.5	1,008.7	1,064.1
Urbanized Area Operating	875.0	0.0	865.9	868.8	860.9	67.0	860.9
Rural Capital and Operating, Sec. 18	89.4	31.0	63.0	60.0	58.6	32.5	75.0
Elderly and Disabled, Sec. 16(b)	In Sec. 3	35.0	30.5	29.2	42.5	35.0	35.0
Interstate Transfer	400.0	From HTF	218.8	210.2	200.0	From HTF	200.0
Planning and Research Total	50.0	40.0	67.4	64.5	62.4	50.0	62.4
Planning, Sec 8	50.0	40.0	50.0	47.9	45.0	30.5	45.0
Rural Transit Assistance Program, Sec. 18(h)	---	---	---	---	---	---	---
All Other Research and Training	In Admin.	---	17.4	16.6	17.4	19.5	17.4
FTA Administration, Sec. 12	90.0	27.0	30.0	28.7	31.0	26.8	31.0
Other	---	---	5.0	4.8	0.2	---	7.5
TOTAL FEDERAL TRANSIT ACT FUNDING	4,640.0	1,127.0	3,461.7	3,313.7	3,345.4	1,220.0	3,250.9
Washington DC Metro, National Capital Transportation Act	325.0	250.0	227.0	217.2	75.0	0.0	201.1
TOTAL TRANSIT FUNDING	4,965.0	1,377.0	3,688.7	3,530.9	3,420.4	1,220.0	3,452.0

HTF = Highway Trust Fund

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1988			FY 1989		
	Authorization	Reagan Budget Request	Actual Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 3	1,012.0	0.0	980.3	1,040.0	0.0	985.0
New Starts/Extension	404.8	0.0	407.8	416.0	0.0	402.0
Fixed-Guideway Modernization	404.8	0.0	427.0	416.0	0.0	439.0
Bus	101.2	0.0	145.5	104.0	0.0	144.0
Other	101.2	0.0	---	104.0	0.0	---
Formula Program Total	2,235.0	1,289.3	1,832.0	2,260.0	1,316.5	1,705.0
Urbanized Area, Sec. 9 Total	2,135.5	1,217.5	1,732.4	2,159.8	1,214.5	1,603.6
Urbanized Area Capital	1,222.0	1,114.1	927.7	1,241.7	1,054.5	798.9
Urbanized Area Operating	912.6	103.4	804.7	918.1	160.0	804.7
Rural Capital and Operating, Sec. 18	64.5	36.8	64.6	65.2	67.0	66.4
Elderly and Disabled, Sec. 16(b)	35.0	35.0	35.0	35.0	35.0	35.0
Interstate Transfer	200.0	From HTF	123.5	200.0	From HTF	200.0
Planning and Research Total	45.0	52.0	62.0	45.0	45.0	60.0
Planning, Sec 8	45.0	35.0	45.0	45.0	35.0	45.0
Rural Transit Assistance Program, Sec. 18(h)	In Admin.	---	4.8	In Admin.	---	5.0
All Other Research and Training	In Admin.	17.0	12.2	In Admin.	10.0	10.0
University Centers, Sec. 11(b)	5.0	---	5.0	5.0	---	5.0
FTA Administration, Sec. 12	50.0	32.7	31.9	50.0	32.5	31.9
Other	3.0	---	---	---	---	---
TOTAL FEDERAL TRANSIT ACT FUNDING	3,550.0	1,374.0	3,034.7	3,600.0	1,394.0	2,986.9
Washington DC Metro, National Capital Transportation Act	0.0	130.0	180.5	0.0	128.0	168.0
TOTAL TRANSIT FUNDING	3,550.0	1,504.0	3,215.1	3,600.0	1,522.0	3,154.9

HTF = Highway Trust Fund

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1990			FY 1991		
	Authorization	Reagan Budget Request	Actual Appropriation	Authorization	Bush Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 3	1,065.0	0.0	982.0	1,115.0	985.0	1,115.0
New Starts/Extension	426.0	0.0	419.2	446.0	398.0	440.0
Fixed-Guideway Modernization	426.0	0.0	430.7	446.0	394.0	455.0
Bus	106.5	0.0	132.1	111.5	193.0	220.0
Other	106.5	0.0	---	111.5	0.0	---
Formula Program Total	2,285.0	1,445.7	1,724.8	2,335.0	1,176.8	1,835.0
Urbanized Area, Sec. 9 Total	2,184.1	1,342.7	1,624.3	2,232.6	1,076.8	1,734.6
Urbanized Area Capital	1,260.2	1,223.2	822.0	1,303.2	779.0	932.3
Urbanized Area Operating	923.9	119.5	802.3	929.4	297.8	802.3
Rural Capital and Operating, Sec. 18	65.9	68.0	65.6	67.4	65.0	65.4
Elderly and Disabled, Sec. 16(b)	35.0	35.0	34.9	35.0	35.0	35.0
Interstate Transfer	200.0	From HTF	159.5	200.0	From HTF	160.0
Planning and Research Total	45.0	45.0	59.9	45.0	60.0	58.0
Planning, Sec 8	45.0	35.0	44.9	45.0	45.0	45.0
Rural Transit Assistance Program, Sec. 18(h)	In Admin.	---	5.0	In Admin.	5.0	5.0
All Other Research and Training	In Admin.	10.0	10.0	In Admin.	10.0	8.0
University Centers, Sec. 11(b)	5.0	---	5.0	5.0	5.0	5.0
FTA Administration, Sec. 12	50.0	32.3	31.8	50.0	35.4	32.6
TOTAL FEDERAL TRANSIT ACT FUNDING	3,650.0	1,523.0	2,963.0	3,750.0	2,262.2	3,205.6
Washington DC Metro, National Capital Transportation Act	0.0	42.0	84.7	0.0	38.0	64.1
TOTAL TRANSIT FUNDING	3,650.0	1,565.0	3,047.7	3,750.0	2,300.2	3,269.7

HTF = Highway Trust Fund

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1992				FY 1993		
	Authorization	Bush Budget Request	Appropriation	Actual Funding Level	Authorization	Bush Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec.3	1,345.0	350.0	1,345.0	1,342.2	2,030.0	1,000.0	1,725.0
New Starts/Extension	538.0	300.0	565.0	536.9	812.0	400.0	721.8
Fixed-Guideway Modernization	538.0	0.0	550.0	536.9	812.0	400.0	666.3
Bus	269.0	0.0	230.0	268.4	406.0	200.0	336.9
Other	---	50.0	---	---	---	---	---
Formula Program Total	1,984.7	2,599.9	2,025.0	1,983.7	2,825.9	1,603.6	1,700.0
Urbanized Area, Sec. 9 Total	1,823.6	2,465.9	1,861.6	1,822.8	2,604.1	1,479.7	1,560.5
Urbanized Area Capital	827.6	2,171.0	1,059.4	1,020.5	1,575.6	1,263.1	758.3
Urbanized Area Operating	995.9	294.9	802.3	802.3	1,028.5	216.6	802.3
Rural Capital and Operating, Sec. 18	106.1	89.0	108.4	106.1	151.6	86.1	90.8
Elderly and Disabled, Sec. 16(b)	55.0	45.0	55.0	54.9	70.2	37.8	48.6
Interstate Transfer	160.0	160.0	160.0	160.0	164.8	82.0	75.0
Planning and Research Total	109.3	93.2	71.0	109.1	157.1	84.5	85.0
Metropolitan Planning, Sec. 8	43.8	In Other	45.0	43.7	70.7	38.0	38.3
Rural Transit Assistance Program, Sec. 18(h)	5.0	In Other	5.0	5.0	7.9	4.2	4.3
All Other Research and Training	60.5	93.2	21.0	60.4	78.5	42.3	42.5
University Centers	7.0	6.0	5.0	7.0	7.0	6.0	6.0
Federal Transit Administration Operations, Sec. 12	37.0	40.4	37.0	37.0	50.3	41.9	38.6
TOTAL FEDERAL TRANSIT ACT FUNDING	3,643.0	3,249.5	3,643.0	3,639.0	5,235.0	2,818.0	3,629.6
Washington DC Metro, National Capital Transportation Act	124.0	80.0	124.0	124.0	182.0	182.0	170.0
TOTAL DIRECT TRANSIT FUNDING	3,767.0	3,329.5	3,767.0	3,763.0	5,417.0	3,000.0	3,799.6
Flexible Funding Transfers from FHWA (a)				303.8			469.2
TOTAL TRANSIT FUNDING				4,066.8			4,268.8

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1994			FY 1995		
	Authorization	Clinton Budget Request	Actual Appropriation	Authorization	Clinton Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 5309	2,050.0	1,771.6	1,785.0	2,050.0	1,517.0	1,725.0
New Starts/Extension	820.0	657.2	667.9	820.0	400.0	646.7
Fixed-Guideway Modernization	820.0	760.1	760.1	820.0	760.0	725.0
Bus	410.0	354.3	357.0	410.0	327.0	353.3
Other	---	---	---	---	30.0	---
Formula Program Total	2,865.1	2,433.7	2,414.9	2,865.1	2,865.0	2,500.0
Urbanized Area Total, Sec. 5307	2,642.6	2,244.1	2,226.6	2,642.6	2,649.7	2,283.9
Urbanized Area Capital	1,587.0	1,441.8	1,424.3	1,558.9	2,049.7	1,573.9
Urbanized Area Operating	1,055.5	802.3	802.3	1,083.7	600.0	710.0
Rural Capital and Operating, Sec. 5311	153.8	130.6	129.6	153.8	154.2	132.9
Elderly and Disabled, Sec. 5310	68.7	59.0	58.7	68.7	61.1	59.2
Other	---	---	---	---	---	24.0
Interstate Transfer	---	45.0	45.0	---	38.5	48.0
Planning and Research Total	153.7	106.2	92.3	153.7	92.3	92.3
Planning, Sec. 5303	69.2	59.5	41.5	69.2	41.5	41.5
RTAP	7.7	4.3	4.6	7.7	4.6	4.6
All Other Research and Training	76.9	42.5	46.1	76.9	46.1	46.1
University Centers	7.0	6.0	6.0	7.0	6.0	6.0
Federal Transit Administration Operations	49.2	39.5	39.5	49.2	43.1	43.1
TOTAL FEDERAL TRANSIT ACT FUNDING	5,125.0	4,401.9	4,382.6	5,125.0	4,561.9	4,414.3
Washington DC Metro, National Capital Transportation Act	200.0	200.0	200.0	200.0	200.0	200.0
TOTAL DIRECT TRANSIT FUNDING	5,325.0	4,601.9	4,582.6	5,325.0	4,761.9	4,614.3
Flexible Funding Transfers from FHWA (a)			609.7			801.8
TOTAL TRANSIT FUNDING			5,192.3			5,416.1

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1996			FY 1997		
	Authorization	Clinton Budget Request (b)	Actual Appropriation	Authorization	Clinton Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 5309	2,050.0	---	1,665.0	2,900.0	1,799.0	1,900.0
New Starts/Extension	820.0	725.0	666.0	1,160.0	800.0	760.0
Fixed-Guideway Modernization	820.0	---	666.0	1,160.0	725.0	760.0
Bus	410.0	---	333.0	580.0	274.0	380.0
Formula Program Total	2,865.1	---	2,052.9	4,055.9	2,152.0	2,149.2
Urbanized Area Total, Sec. 5307	2,642.6	---	1,891.3	3,741.0	1,981.7	1,978.0
Urbanized Area Capital	1,532.8	---	1,491.3	2,605.3	1,481.7	1,578.0
Urbanized Area Operating	1,109.7	500.0	400.0	1,135.7	500.0	400.0
Rural Capital and Operating, Sec. 5311	153.8	---	110.1	217.7	115.3	115.1
Elderly and Disabled, Sec. 5310	68.7	---	51.6	97.2	54.9	56.0
Planning and Research Total	153.7	100.0	85.5	217.5	85.5	85.5
Planning, Sec. 5303	69.2	---	39.5	97.9	39.5	39.5
RTAP	7.7	---	4.5	10.9	4.5	4.5
All Other Research and Training	76.9	---	41.5	108.8	41.5	41.5
University Centers	7.0	11.0	6.0	7.0	16.0	6.0
Federal Transit Administration Operations	49.2	44.2	42.0	69.6	43.7	41.5
TOTAL FEDERAL TRANSIT ACT FUNDING	5,125.0	---	3,851.4	7,250.0	4,096.1	4,182.2
Washington DC Metro, National Capital Transportation Act	200.0	200.0	200.0	200.0	200.0	200.0
TOTAL DIRECT TRANSIT FUNDING	5,325.0	3,426.9	4,051.4	7,450.0	4,296.1	4,382.2
Flexible Funding Transfers from FHWA (a)			780.1			514.1
TOTAL TRANSIT FUNDING			4,831.5			4,896.3

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(b) Amounts estimated from textual information, amounts for all programs are not specified in structure consistent with authorizing law.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 1998			FY 1999			
	Authorization	Clinton Budget Request	Actual Appropriation	Guaranteed Authorization	Total Authorization	Clinton Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 5309	2,000.0	650.0	2,000.0	2,257.0	2,857.0	876.1	2,307.0
New Starts/Extension	800.0	650.0	800.0	902.8	1,302.8	876.1	902.8
Fixed-Guideway Modernization	800.0	0.0	800.0	902.8	1,002.8	0.0	902.8
Bus	400.0	0.0	400.0	401.4	501.4	0.0	501.4
Clean Fuels	0.0	0.0	0.0	50.0	50.0	0.0	In Bus
Formula Program Total	2,500.0	3,393.5	2,500.0	2,850.0	3,100.0	3,609.2	2,800.0
Urbanized Area Formula, Sec. 5307	2,298.9	3,209.3	2,303.7	2,548.2	2,698.2	3,411.2	2,548.2
Rural Formula, Sec. 5311	134.1	126.8	134.1	177.9	177.9	135.0	177.9
Elderly and Disabled, Sec. 5310	62.2	57.5	62.2	67.0	67.0	63.0	67.0
Clean Fuels	0.0	0.0	0.0	50.0	150.0	0.0	In Bus
Other	4.9	0.0	0.0	6.8	6.8	0.0	6.8
Planning, Sec. 5303	47.8	47.8	47.8	53.0	85.0	39.5	43.8
Research	44.3	43.0	44.3	45.0	76.0	46.4	54.2
Job Access and Reverse Commute	0.0	100.0	0.0	50.0	150.0	100.0	75.0
University Centers	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	45.7	47.0	45.7	54.0	67.0	48.1	54.0
TOTAL TEA 21 AUTHORIZED FUNDING	4,643.7	4,287.3	4,643.7	5,315.0	6,341.0	4,725.4	5,340.0
Washington DC Metro, National Capital Transportation Act	200.0	200.0	200.0	50.0	50.0	50.3	50.0
TOTAL DIRECT TRANSIT FUNDING	4,843.7	4,487.3	4,843.7	5,365.0	6,391.0	4,775.7	5,390.0
Flexible Funding Transfers from FHWA (a)			467.3				969.2
TOTAL TRANSIT FUNDING			5,311.0				6,359.2

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 2000				
	Guaranteed Authorization	Total Authorization	Clinton Budget Request	Original Appropriation	Final Apportionment (a)
Major Capital Investment Program Total, Sec. 5309	2,451.0	3,061.0	2,451.0	2,501.0	2,490.1
New Starts/Extension	980.4	1,390.4	980.4	980.4	969.1
Fixed-Guideway Modernization	980.4	1,080.4	980.4	980.4	980.4
Bus	440.2	540.2	440.2	540.2	540.6
Clean Fuels	50.0	50.0	50.0	In Bus	In Bus
Formula Program Total	3,098.0	3,348.0	3,310.3	3,048.0	3,048.0
Urbanized Area Formula, Sec. 5307	2,772.9	2,922.9	2,924.3	2,772.9	2,772.9
Rural Formula, Sec. 5311	193.6	193.6	204.2	193.6	193.6
Elderly and Disabled, Sec. 5310	72.9	72.9	76.9	72.9	72.9
Clean Fuels	50.0	150.0	50.0	In Bus	In Bus
Other	8.5	8.5	54.8	8.5	8.5
Planning, Sec. 5303	60.0	93.0	49.6	60.0	60.0
Research	47.0	78.0	61.4	47.0	46.7
Job Access and Reverse Commute	75.0	150.0	150.0	75.0	75.0
University Centers	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	60.0	74.0	60.0	60.0	60.0
TOTAL TEA 21 AUTHORIZED FUNDING	5,797.0	6,810.0	6,088.3	5,797.0	5,785.7
Flexible Funding Transfers from FHWA (b)					1,599.1
TOTAL TRANSIT FUNDING					7,384.8

(a) Amounts apportioned for New Starts/Extensions, Bus, and Research from amounts appropriated in FY 2000 Department of Transportation Appropriations Act, P.L. 106-69 were reduced to meet government wide reduction in appropriations as required by the FY 2000 Consolidated Appropriations Act, P.L. 106-113. The reduced apportionment amounts would result from appropriation levels shown in this column; the actual FY 2000 Appropriations Act was not modified, only the apportionment levels were changed. See text for details.

(b) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 2001				
	Guaranteed Authorization	Total Authorization	Clinton Budget Request	Original Appropriation	Final Apportionment (a)
Major Capital Investment Program Total, Sec. 5309	2,646.0	3,266.0	2,646.0	2,696.0	2,694.6
New Starts/Extension	1,058.4	1,478.4	1,058.5	1,058.4	1,060.1
Fixed-Guideway Modernization	1,058.4	1,158.4	1,058.4	1,058.4	1,056.1
Bus	479.2	579.2	479.2	579.2	578.4
Clean Fuels	50.0	50.0	50.0	In Bus	In Bus
Formula Program Total	3,345.0	3,595.0	3,345.0	3,295.0	3,286.7
Urbanized Area Formula, Sec. 5307	2,997.3	3,147.3	2,997.3	2,942.6	2,935.1
Rural Formula, Sec. 5311	209.3	209.3	209.3	205.5	205.0
Elderly and Disabled, Sec. 5310	78.9	78.9	78.9	77.4	77.2
Clean Fuels	50.0	150.0	50.0	In Bus	In Bus
Other	9.5	9.5	9.5	69.5	69.4
Planning, Sec. 5303	63.0	97.0	63.0	63.0	62.9
Research	47.0	80	47.0	47.0	46.9
Job Access and Reverse Commute	100.0	150	150.0	100.0	99.8
University Centers	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	64.0	80.0	60.0	64.0	63.9
TOTAL TEA 21 AUTHORIZED FUNDING	6,271.0	7,274.0	6,321.0	6,271.0	6,260.7
Flexible Funding Transfers from FHWA (b)					1,233.4
TOTAL TRANSIT FUNDING					7,494.1

(a) Less than Guaranteed funding level due to a government wide 0.22 percent rescission of discretionary budget authority required by the FY 2001 Omnibus Consolidated Appropriations Act, P.L. 106-554; the appropriation of \$4.5 million in additional funds in the FY 2001 Omnibus Consolidated Appropriations Act, P.L. 106-554; and the transfer of \$1.0 million to the Department of Transportation Office of Inspector General in the FY 2001 Department of Transportation Appropriations Act.

(b) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 2002				FY 2003			
	Guaranteed Authorization	Total Authorization	Bush Budget Request	Actual Appropriation	Guaranteed Authorization	Total Authorization	Bush Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 5309	2,841.0	3,471.0	2,841.0	2,891.0	3,036.0	3,666.0	3,036.0	3,110.6
New Starts/Extension	1,136.4	1,566.4	1,136.4	1,136.4	1,214.4	1,644.4	1,214.4	1,251.2
Fixed-Guideway Modernization	1,136.4	1,236.4	1,136.4	1,136.4	1,214.4	1,314.4	1,214.4	1,206.5
Bus	518.2	618.2	518.2	618.2	557.2	657.2	557.2	652.9
Clean Fuels	50.0	50.0	50.0	In Bus	50.0	50.0	50.0	In Bus
Formula Program Total	3,592.0	3,842.0	3,592.0	3,542.0	3,839.0	4,089.0	3,839.0	3,764.4
Urbanized Area Formula, Sec. 5307	3,220.6	3,370.6	3,220.6	3,216.0	3,445.9	3,595.9	3,308.0	3,523.5
Rural Formula, Sec. 5311	224.9	224.9	224.9	224.6	240.6	240.6	231.0	239.0
Elderly and Disabled, Sec. 5310	84.7	84.7	84.7	84.6	90.7	90.7	87.0	90.1
Clean Fuels	50.0	150.0	50.0	In Bus	50.0	150.0	50.0	In Bus
Other	11.8	11.8	11.8	16.8	11.8	11.8	162.8	11.7
Planning, Sec. 5303	67.0	102.0	67.0	67.0	73.0	109.0	73.0	72.5
Research	49.0	82.0	49.0	49.0	49.0	83.0	49.0	48.7
Job Access and Reverse Commute	125.0	150.0	125.0	125.0	150.0	150.0	150.0	104.3
University Centers	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	67.0	84.0	67.0	67.0	73.0	91.0	76.6	72.5
TOTAL TEA 21 AUTHORIZED FUNDING	6,747.0	7,737.0	6,747.0	6,747.0	7,226.0	8,194.0	7,229.6	7,179.0
Flexible Funding Transfers from FHWA (a)				1,117.5				1,008.6
TOTAL TRANSIT FUNDING				7,864.5				8,187.6

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(b) Less than Guaranteed funding level due to a government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7 and the transfer of \$45 million (reduced to \$44.7075 million by P.L. 108-7) from Job Access and Reverse Commute to the New Starts and Extensions.

(MILLIONS OF DOLLARS)

(MILLIONS OF DOLLARS)

Program	FY 2004			FY 2005		
	Total Authorization	Bush Budget Request	Actual Appropriation	Total Authorization	Bush Budget Request	Actual Appropriation
Major Capital Investment Program Total, Sec. 5309	3,137.5	1,534.1	3,188.6	3,388.8	1,563.2	3,361.7
New Starts/Extension	1,323.8	1,514.9	1,316.0	1,449.4	1,531.9	1,437.8
Fixed-Guideway Modernization	1,206.5	(a) 1,214.4	1,199.4	1,214.4	(a) 1,238.7	1,204.7
Bus	607.2	0.0	673.2	725.0	0.0	719.2
Clean Fuels	In Bus	0.0	In Bus	In Bus	0.0	In Bus
Formula Program Total	3,839.0	5,615.4	3,766.6	3,982.2	5,622.9	3,950.3
Urbanized Area Formula, Sec. 5307	3,445.9	3,521.3	3,425.6	3,622.2	3,443.8	3,593.2
Rural Formula, Sec. 5311	240.6	359.4	239.2	252.9	366.6	250.9
Elderly and Disabled, Sec. 5310	90.7	87.0	90.1	95.3	88.8	94.5
Clean Fuels	In Bus	0.0	In Bus	In Bus	0.0	In Bus
Other	11.8	163.3	11.7	11.8	166.9	11.7
Planning, Sec. 5303	73.0	(b) 89.4	72.6	73.0	(b) 154.8	72.4
Research	53.0	(a) 43.8	52.7	55.0	(a) 44.6	54.6
Job Access and Reverse Commute	125.0	(a) 150.0	104.4	125.0	(a) 153.0	124.0
University Centers	6.0	(a) 6.0	6.0	6.0	(a) 6.0	6.0
Federal Transit Administration Operations	75.5	76.5	75.1	78.0	79.9	77.4
TOTAL TEA 21 AUTHORIZED FUNDING	7,309.0	7,225.1	7,265.9	7,708.0	7,266.0	7,646.3
Flexible Funding Transfers from FHWA (a)			980.9			(c)
TOTAL TRANSIT FUNDING			8,246.8			---

(a) In Formula Program Total.

(b) \$19.2 million in Major Capital Investment Program Total and \$70.2 million in Formula Program Total in FY 2004 and \$31.3 million in Major Capital Investment Program Total and \$114.6 in Formula Program Total in FY 2005.

(c) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.