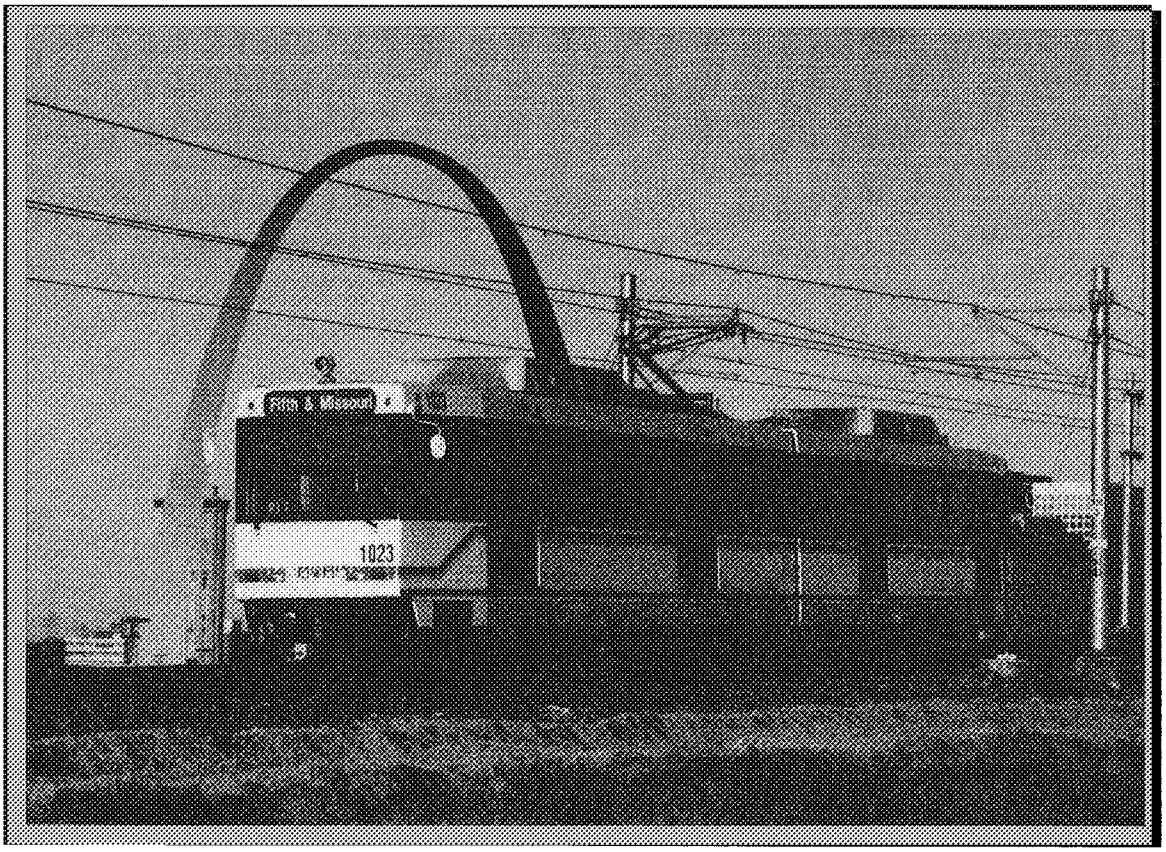
Federal Transit Administration

# 1994 Statistical Summaries




## Grant Assistance Programs

US Department
of Transportation
**Federal Transit
Administration**

Administrator

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

C-95-11

MAR 17 1995

Dear Colleague:

I am pleased to provide you with a copy of the Federal Transit Administration's (FTA) FY 1994 "Statistical Summaries". This comprehensive report presents FY 1994 funding data for the FTA's major discretionary and formula grant programs. Usage of these funds is identified by program, program element, urbanized area and state. For a longer range view of Federal transit expenditures, the historical data is also included.

In FY 1994, FTA obligated $4.5 billion, the highest level in the history of the program. Capital obligations rose to an unprecedented level of $3.5 billion. Of this amount, $1.4 billion was used to finance the purchase of over 8,000 vehicles, all of which are identified by type and size. Specific information about fixed guideway modernization and new systems is also cited.

A key factor in the rise of capital obligations is the flexibility provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA), which created opportunities for increased funding for transit. Since FY 1992, over $1.7 billion in ISTEA Flexible Funds have been transferred to FTA for use on transit projects.

I hope you will find this document useful and informative.

Thank you for your continued interest in transit.

Sincerely,

Gordon J. Linton

Gordon J. Linton

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REPRINT

SEPTEMBER 1995

# 1994
# GRANT ASSISTANCE PROGRAMS
# STATISTICAL SUMMARIES

PREPARED BY: MS. JO TUCCI
OFFICE OF RESOURCE MANAGEMENT AND STATE PROGRAMS
(202) 366-2053

TABLE OF CONTENTS


| FY 1994 SUMMARIES | PAGE NO. |
|---|---|
| INTRODUCTION | 1 |
| OTHER FTA PROGRAMS | 3 |
| GLOSSARY | 7 |
| FY 1994 APPROPRIATIONS | 9 |
| FTA APPROPRIATIONS\CONTRACT AUTHORITIES FY 1961-1995 | 10 |
| FTA PROGRAM APPROPRIATIONS GENERAL/TRUST FUNDS FY 1995 | 12 |
| FTA BUDGET AUTHORITIES FY 1961 - 1995 | 13 |
| **OBLIGATIONS - FY 1994** | |
| FOR ALL PROGRAMS | 15 |
| FOR ALL PROGRAMS BY POPULATION GROUP | 19 |
| FOR CAPITAL AND PLANNING BY PROGRAM AND BY PURPOSE | 20 |
| FOR ALL PROGRAMS BY URBANIZED AREAS OVER 1 MILLION POP. | 23 |
| FOR ALL PROGRAMS BY STATES | 25 |
| **SECTION 3 (DISCRETIONARY AND FORMULA)** | |
| BY STATE AND BY CATEGORY | 30 |
| OBLIGATION SUMMARY BY ACTIVITY AND POPULATION GROUP | 32 |
| BUS- ALL URBANIZED AND RURAL AREAS (SUMMARY) | 33 |
| FIXED GUIDEWAY AND NEW SYSTEMS FOR UNDER 1 MIL. POP. | 36 |
| ALL URBANIZED AND RURAL AREAS BY BUS CATEGORY | 37 |
| **SECTION 9 (FORMULA)** | |
| OBLIGATION SUMMARY BY ACTIVITY AND POPULATION GROUP | 43 |
| BUS, FIXED GUIDEWAY MOD, NEW SYSTEMS, PLANNING AND OPERATING | 47 |
| **SECTIONS 3 AND 9** | |
| CAPITAL, PLANNING, OPERATING - URB. AREAS OVER 1 MIL. POP. | 61 |
| **SECTIONS 8 AND 26(A)(2)** | |
| PLANNING BY STATE | 64 |
| **SECTION 16** | |
| OBLIGATIONS FOR VEHICLES BY STATE | 66 |
| **SECTION 18** | |
| BY STATE AND BY CATEGORY | 68 |
| INTERCITY BUS BY CATEGORY | 70 |
| TYPE AND NUMBER OF BUSES BY STATE | 71 |
| **RTAP** | |
| BY STATE AND BY ACTIVITY | 73 |

| FLEXIBLE FUNDS TRANSFERRED FROM FHWA | PAGE NO. |
|---|---|
| CMAQ FUNDS, STP FUNDS, OTHER FHWA FUNDS | 77 |
| **RAIL CARS AND FERRYBOATS** | |
| NEW AND RENOVATED RAILCARS BY LOCATION AND TRANSIT AGENCY | 83 |
| FERRY BOATS AND RELATED EXPENDITURES | 84 |
| **HISTORICAL INFORMATION** | |
| LOCATIONS OF FTA ASSISTED NEW SYSTEMS AND EXTENSIONS | 85 |
| **OBLIGATIONS - PRIOR FISCAL YEARS** | |
| BY PROGRAM - FY 1984 THRU FY 1994 | 88 |
| BY CAPITAL CATEGORIES, PLANNING, AND OPERATING 1987-1994 | 89 |
| BY CAPITAL PROGRAM 1965-1994 | 90 |
| BY URB. AREAS OVER 1 MIL. POP. 1965 - 1994 | 95 |
| BY CAPITAL CATEGORIES FOR 15 SELECTED CITIES 1965-1983 | 97 |
| **SECTION 3 (DISCRETIONARY AND FORMULA)** | |
| NEW SYSTEMS 1970-1994 | 98 |
| BUS AND OTHER CATEGORIES UNDER 1 MIL. POP. 1985-1994 | 101 |
| FXD GUIDEWAY MOD & NEW SYSTEMS UNDER 1 MIL. POP. 1984-1994 | 106 |
| RAIL MOD FOR ALL AREAS 1971-1983 | 121 |
| **SECTION 9 (FORMULA)** | |
| OPERATING 1975-1994 | 93 |
| **SECTION 9 PLANNING** | |
| BY URBANIZED AREAS OVER 1 MIL. POP. 1988-1994 | 109 |
| **SECTIONS 3 AND 9** | |
| NEW SYSTEMS FOR ALL URBANIZED AREAS 1984-1994 | 98 |
| CAPITAL AND OPERATING FOR POP. OVER 1 MIL. 1990-1994 | 107 |
| CAPITAL AND OPERATING BY STATE 1990 - 1994 | 112 |
| **SECTIONS 3 AND 9 FOR BUS, BUS OTHER, AND BUS MAINTENANCE** | |
| BUS 1990-1994 | 122 |
| BUS OTHER 1990-1994 | 124 |
| BUS MAINTENANCE 1990-1994 | 125 |
| **SECTIONS 3 AND 9 FIXED GUIDEWAY MOD** | |
| FIXED GUIDEWAY MOD FOR URBANIZED AREAS OVER 1 MIL. 1990-1994 | 120 |
| FIXED GUIDEWAY MOD FOR ALL URBANIZED AREAS 1989-1994 | 117 |
| FIXED GUIDEWAY MOD PERCENTAGES BY URBANIZED AREAS 1989-1994 | 119 |
| **TRUST FUND AND GENERAL FUND OBLIGATIONS** | |
| CAPITAL, OPERATING AND PLANNING BY STATE 1987-1991 | 111 |
| **SECTION 23 (INCLUDES PROGRAM MANAGEMENT OVERSIGHT)** | |
| PROGRAM MANAGEMENT OVERSIGHT (PMO) BY PROGRAM 1984-1994 | 116 |

| FLEXIBLE FUNDS TRANSFERRED FROM FHWA | PAGE NO. |
|---|---|
| STATUS OF FLEXIBLE FUNDS AS OF SEPTEMBER 30, 1994 | 141 |
| FLEXIBLE FUNDS OBLIGATIONS BY SOURCE 1992-1994 | 142 |
| PERCENTAGES OF OBLIGATIONS 1992-1994 | 143 |
| **INTERSTATE SUBSTITUTE TRANSIT** | |
| BY EACH URBANIZED AND RURAL AREA 1974-1994 | 128 |
| SUMMARIZED BY CAPITAL CATEGORY 1984-1994 | 130 |
| BY PROGRAM ELEMENTS 1984-1994 | 132 |
| **INTERSTATE SUBSTITUTE TRANSIT AND FAUS** | |
| BY STATE 1986-1994 | 134 |
| **SECTION 16 (ELDERLY PERSONS AND PERSONS WITH DISABILITIES)** | |
| BY STATE 1985-1994 | 135 |
| **SECTION 18 (RURAL)** | |
| BY STATE 1985-1994 | 136 |
| BY CATEGORY 1979-1994 | 137 |
| **SECTION 18 TRANSFERS** | |
| FROM SECTION 9 1984-1994 | 144 |
| TO SECTION 9 1986-1994 | 146 |
| **RTAP** | |
| BY STATE 1987-1994 | 139 |
| **U. S. TERRITORIES** | |
| BY PROGRAM 1984-1994 | 140 |
| **VEHICLES** | |
| SECTIONS 3 AND 9 FOR ALL URB. AND RURAL AREAS 1990-1994 | 122 |
| SECTION 16 BY STATE 1988-1994 | 147 |
| SECTION 18 BY STATE 1989-1994 | 148 |
| BY PROGRAM AND BY TYPE 1965-1994 | 149 |
| **RAIL CARS** | |
| BY PROGRAM AND BY TYPE 1965-1994 | 151 |
| **FERRYBOAT AND RELATED EXPENDITURE** | |
| OBLIGATIONS BY GRANTEE AND FISCAL YEAR 1984-1994 | 152 |
| CUMULATIVE OBLIGATIONS FOR EACH GRANT RECIPIENT 1965-1994 | 153 |
| **BUSWAYS (HOV)** | |
| BY CITY AND BY LOCATION 1970-1994 | 154 |
| **NO. OF GRANTS AWARDED** | |
| BY PROGRAM SINCE 1983 | 155 |

CONTENTS APPENDIX A

FY 1994 OBLIGATIONS


| | | PAGE NO. |
|---|---|---|
| FIGURE B | FEDERAL TRANSIT APPROPRIATIONS CONSTANT/CURRENT DOLLARS | 11 |
| FIGURE 1 | FOR ALL PROGRAMS | 16 |
| FIGURE 1A | CAPITAL GRANTS FOR ALL PROGRAMS FOR ALL CATEGORIES | 17 |
| FIGURE 3 | MAP OF STATES AND TOTAL GRANTS AWARDED FOR EACH STATE | 28 |
| FIGURE 4 | SECTION 3 BY CATEGORY | 31 |
| FIGURE 7 | SECTION 9 CAPITAL AND OPERATING BY POPULATION GROUP | 45 |
| FIGURE 8 | SECTION 9 CAPITAL AND OPERATING FOR URB. AREAS OVER 1 MIL. POP. | 62 |
| FIGURE 11 | SECTION 18 BY CATEGORIES | 69 |


OBLIGATIONS FOR PRIOR FISCAL YEARS


| | | |
|---|---|---|
| FIGURE 20 | FOR ALL CAPITAL OBLIGATIONS 1978-1994 | 91 |
| FIGURE 21 | FORMULA OPERATING 1984-1994 | 94 |
| FIGURE 22 | CAPITAL GRANTS FOR URBANIZED AREAS 1965-1994 | 96 |
| FIGURE 24 | SECTION 3 FOR NEW SYSTEMS 1983-1994 | 99 |
| FIGURE 27 | SECTIONS 3 AND 9 OBLIGATIONS FOR URB. AREAS OVER 1 MIL. POP. 1989-1994 | 108 |
| FIGURE 28 | SECTION 9 PLANNING POP. OVER 1 MIL. 1988-1994 | 110 |
| FIGURE 30 | TOTAL SECTIONS 3 AND 9 OBLIGATIONS 1989-1994 | 113 |
| FIGURE 32 | SECTIONS 3 AND 9 FOR FIXED GUIDEWAY MOD 1988-1994 | 118 |
| FIGURE 36 | SECTIONS AND 9 FOR BUSES 1989-1994 | 123 |
| FIGURE 38 | SECTIONS 3 AND 9 OBLIGATIONS FOR BUS MAINTENANCE 1989-1994 | 126 |
| FIGURE 39 | INTERSTATE TRANSFER 1982-1994 | 129 |
| FIGURE 40 | INTERSTATE TRANSFER 1984-1994 | 131 |
| FIGURE 40-1 | INTERSTATE SUBSTITUTE TRANSIT BY PROGRAM ELEMENT 1984-1994 | 133 |
| FIGURE 44 | SECTION 18 BY CATEGORY 1984-1994 | 138 |
| FIGURE 48 | TRANSFER OF FUNDS FROM SECTION 9 TO SECTION 18 1984-1994 | 145 |
| FIGURE 52 | NO. OF VEHICLES FUNDED 1974-1994 | 150 |

# INTRODUCTION

The fiscal year 1994 "Statistical Summaries" presents selected analyzed data on the distribution and use of various program funds administered by the Federal Transit Administration (FTA). The programs discussed are the principal source of Federal financial aid to urban and non-urban areas for mass transportation. The data is compiled from the capital, operating and the planning assistance grants awarded to transit authorities, States and other units of local governments. This data is represented in the various tables, charts, and graphs which are identified in the table of contents. Please note that the figures shown on the charts and graphs are lettered and numbered the same as the related tables. Historical data can be found on Tables 17 through 56.

FTA obligated $4.5 billion for various grants in fiscal year 1994, the highest on record in FTA history. This is up $85.7 million from the previous fiscal year. This upturn in the obligated funds was driven partly by the increased availability of flexible funds transferred from the Federal Highway Administration (FHWA) for mass transit projects. The total amount transferred in FY 1994 reached $609.7 million which exceeded last year's record level of transfers by $140.5 million.

Of the total obligated in FY 1994, 79 percent was programmed for capital purposes, 19 percent for operating expenditures, and the remaining 2 percent for planning assistance. Excluding Stark-Harris (II) grants, the urbanized areas with populations over 1 million received 72 percent of the total grant funds obligated. Consistent with the increase in capital obligations that are reflected in the data, the number of vehicles budgeted in FY 1994 climbed to a total of 5,545 which is 271 short of the all time high bus count of 5,816 in FY 1974. These figures do not include Sections 16 and 18.

During 1994, the Federal Transit Act was codified at 49 U.S.C. chapter 53. As a result of the codification, new citations for various Federal transit laws were established. As part of the codification, most sections of the Federal Transit Act were repealed. Consequently, FTA renamed its major programs as shown below in italics. This report was already in production before these changes were enacted and therefore the old familiar program references to the Federal Transit Act such as Section 3, Section 9, etc. are used in this document.

FTA Programs

SECTION 3 - (*49 U.S.C. § 5309*) - Program that provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects.

SECTION 8 - (*49 U.S.C. § 5303*) - Program that provides funding for planning projects.

SECTION 26(a)(2) - (*49 U.S.C. § 5313(b)*) - Program that provides funding for State planning and research projects.

SECTION 9 - (*49 U.S.C. § 5307*) - Formula program that provides funding for capital, planning and operating projects for urbanized areas (50,000 or more population).

SECTION 16 - (*49 U.S.C. § 5310*) - Program with funding allocated to the States for capital projects to meet the special needs of elderly persons and persons with disabilities.

SECTION 18 - (*49 U.S.C. § 5311*) - Formula program that funds capital and operating assistance in non-urbanized areas (rural). The Rural Technical Assistance Program (RTAP) also provides funding for training, technical assistance, research and support services.

INTERSTATE SUBSTITUTE TRANSIT - citation does not change (*23 U.S.C. § 103(e)(4)*)- Substitute of transit capital and planning projects for Interstate Highway System projects.

Special Appropriation

Stark-Harris II (*Pub. L. 101-551, Nov. 15, 1990*) - Funds provided for the construction of the Washington Metropolitan Area Transit Authority rail system.

## OTHER FTA PROGRAMS

While the major portion of FTA funding is for transit capital and operating assistance, financial support is also provided for a variety of other programs that are described below:

**SECTION 11(b) UNIVERSITY TRANSPORTATION CENTERS PROGRAM *(49 U.S.C. § 5317(b))*.** The Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA) required that there be established in each of the ten standard Federal regions a regional transportation center to conduct research and training regarding the transportation of passengers and property. In FY 1991, these ten Centers had been operating for four years. ISTEA added four new Centers which were national in scope rather than regional, as were the original Centers. All of the Centers are engaged in an active program of research, education and technology transfer. The 14 Centers are:

| | |
|---|---|
| Region I | Massachusetts Institute of Technology |
| Region II | City University of New York |
| Region III | Pennsylvania State University |
| Region IV | The University of North Carolina |
| Region V | The University of Michigan |
| Region VI | Texas A & M University |
| Region VII | Iowa State University |
| Region VIII | North Dakota State University |
| Region IX | University of California, Berkeley |
| Region X | University of Washington |

National Center for Transportation Management, Research and Development
Morgan State University

Center for Transportation and Industrial Productivity
New Jersey Institute of Technology

National Rural Transportation Study Center
University of Arkansas

National Center for Advanced Transportation
University of Idaho

**SECTION 15 REPORTING SYSTEM (National Transit Data Base *(49 U.S.C. 5335)*).** Section 15 is FTA's reporting and information system for the transit industry. Section 15 of the Federal Transit Act requires the Secretary of Transportation to establish a uniform system of accounts and records, plus a reporting system, for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All recipients and beneficiaries of Federal assistance under Section 9 are subject to the reporting system and the uniform system of accounts and records. Certain Section 15 data are used by FTA to apportion Section 9 funds to urbanized areas of 200,000 or more inhabitants.

Financial and operating data reports are submitted by Section 15 reporters on an annual basis. A family of annual reports containing summaries of reported data is published by FTA. The annual reports contain revenues, expenses, operating data, and calculated performance indicators for each transit agency reporting as well as aggregate national statistics.

The Section 15 system and its annual report represent a valuable source of public mass transit data for transit industry planning, and investment decisions. It is also used by governing boards, State and local governments, the research community, trade unions, and all others interested in improving the productivity of the Nation's transit systems.

**SECTION 19 (NONDISCRIMINATION) PROGRAM *(49 U.S.C. §5332).*** Section 19 of the Federal Transit Act, as amended, prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in any FTA-funded project, program, or activity. Section 19 empowers the Secretary of Transportation to take affirmative action to ensure compliance with its provisions.

**SECTION 20 HUMAN RESOURCES PROGRAM *(49 U.S.C. § 5322).*** The Section 20 Human Resources Program provides funds for projects which address human resource needs in public transit and supplement FTA grant recipients' efforts to achieve civil rights objectives. Such projects are designed to develop and enhance the skills and talents of minorities, women, and other disadvantaged persons in mass transit.

**SECTION 26 (b) NATIONAL PLANNING AND RESEARCH PROGRAM *(49 U.S.C. § 5314(a).*** The National Planning and Research Program includes two categories of activity requiring a national focus. The first category includes activities in support of the Federal mission. Specific activities include directed research, pilot projects and special demonstration initiatives to advance Federal mass transportation policies and address transportation issues of national concern. Research provides valuable guidance enabling the national transit program to reflect changing domestic conditions and budgetary priorities, laws and regulations.

The second category of activities requiring a national focus is support for technology development. At the core of these developmental efforts was extensive industry consultation. The Industry Advisory Panel for the technology development program was established in FY 1992. The recommendations from the Panel have been embodied in the technology program framework.

**TRANSIT COOPERATIVE RESEARCH PROGRAM**. The required mechanisms for the Transit Cooperative Research Program (TCRP) were put into place through a Memorandum of Understanding between the Industry Governing Board, the Transportation Research Board and FTA. TCRP allows the industry, through the Independent Governing Board, to determine its research priorities and oversee the conduct of a research agenda responsive to its needs.

**NATIONAL TRANSIT INSTITUTE (NTI).** The ISTEA makes $3 million per year from the National, State and TCRP programs available to the National Transit Institute, which is housed at Rutgers University. In addition, up to one-half of one percent of Section 3 and Section 9 funds can be made available for training at the Institute. The Institute develops training programs in transit planning, management, environmental factors, acquisition and joint use of rights-of-way, engineering, procurement strategies, turn-key systems and many other techniques and methods necessary to make transit operations more efficient and effective.

**AMERICANS WITH DISABILITIES ACT.** The Americans with Disabilities Act of 1990 (ADA *42 U.S.C. § 12101 et seq.*) gives persons with disabilities civil rights protection in jobs, public accommodations and services. In the area of public transportation, the ADA mandates increased accessible and nondiscriminatory service, such as wheelchair lifts on buses, improvements in information dissemination to people with hearing and visual disabilities, and lift-equipped van services for people who cannot use regular wheelchair lift-equipped buses. It also broadens the range of disabilities which must be accommodated, and gives the FTA the responsibility for ensuring that all transit operators, nationwide, comply with the law.

**ADVANCED PUBLIC TRANSPORTATION SYSTEMS PROGRAM.** FTA has created the Advanced Public Transportation System (APTS) program as part of the U.S. Department of Transportation initiative in Intelligent Vehicle Highway Systems (IVHS). Through APTS, FTA funds research, development, and operational tests of advanced navigation, information, and communication technologies to improve public transit systems. The goal of APTS is the development of a readily accessible body of knowledge about technologies that enhance public transportation and the demonstration of those technologies in operating models.

**CLEAN AIR PROGRAM.** This program is designed to assist the Nation's cities and transit providers in complying with the Clean Air Act *(42 U.S.C. §§7401 et seq.)* Amendment of 1990 and the proposed National Energy Strategy Act through the use of cleaner engine emission systems, such as alternative fueled or clean diesel engine transit buses. The program promotes the goal of the National Transportation Policy to protect the environment and the quality of life of America's citizens.

**BUS TESTING.** STURRA established a requirement that new transit bus models be tested at the New Bus Model Testing Facilities, owned and operated by the Pennsylvania State University. These new bus models are tested for safety, reliability, performance, structural integrity, fuel economy, noise, and the capacity to be maintained. ISTEA provides for the FTA to fund 80% of bus testing fees. ISTEA also added emission and brake testing requirements and the requirement to test alternative fueled vehicles. FTA is responsible for ensuring that all new transit bus models that are purchased with Federal funds have been tested.

## Glossary of Terms

Allocation--An administrative distribution of funds. This is done for funds which do not have statutory distribution formulas.

Apportionment--A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.

Appropriations Act--A law passed by the Congress and signed by the President, which makes funds available for expenditures with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments to be made.

Authorization Act--Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds which can be appropriated for that program.

Budget Authority--Empowerment by the Congress that allows Federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations from General Revenues to the Treasury. However, for the Discretionary program category, it is in the form of "contract authority" derived from the Trust Fund Resource.

Contract Authority--A form of budget authority that permits obligations to be made in advance of appropriations. The Discretionary Grants program is funded from contract authority, subject to an obligation limitation.

Fiscal Year (FY)--Since FY 1977, the yearly Federal accounting period beginning October 1 and ending September 30 of the subsequent calendar year. (Prior to FY 1977, the Federal fiscal year started on July 1 and ended the following June 30.) Fiscal years are denoted by the calendar year in which they end: e.g., FY 1989 began October 1, 1988, and ended September 30, 1989.

Obligation Limitation--An amount specified in an Appropriations Act that limits the amount of Federal assistance that may be obligated during a specified time period, usually one fiscal year. A limitation on obligations is used to reduce the amount of contract authority available for obligation in the Discretionary Grants (trust fund) program.

Obligations--Commitments made by Federal agencies to pay out money, as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactment of budget authority. The obligations are for the Federal share of the estimated full cost of each project at the time it is approved, regardless of when the actual payments are made or the expected time of project completion.

States--As defined in Chapter 1 of Title 23, the 50 States comprising the United States, plus the District of Columbia, and the Commonwealth of Puerto Rico. However, for the purposes of some programs (e.g., Sections 18, 16, and RTAP) the term may also include territories (Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands)

Urbanized Area--Comprises an incorporated place and adjacent densely settled surrounding area that together have a minimum population of 50,000.

Trust Fund--Accounts established by law to hold receipts which are collected by the Government and earmarked for specific purposes and programs. These receipts are not available for the general purposes of the Government. The Mass Transit Account of the Highway Trust Fund is comprised of receipts from certain highway user taxes (e.g., excise taxes on motor fuels) and reserved for use for transit capital projects and related purposes.

TABLE A

FTA APPROPRIATIONS
FISCAL YEAR 1994

| | |
|---|---|
| SECTION 3 | 1,785,000,000 |
| SECTION 8 | 41,512,000 |
| SECTIONS 26(A) AND (B) | 34,650,000 |
| SECTION 9 | 2,226,552,780 |
| SECTION 16 | 58,726,492 |
| SECTION 18 | 129,587,728 |
| RTAP | 4,612,500 |
| INTERSTATE SUBSTITUTE | 45,000,000 |
| STARK-HARRIS II | 200,000,000 |
| ADMINISTRATION | 39,457,000 |
| UNIVERSITY TRANSP. CENTERS | 6,000,000 |
| TRANSIT COOPERATIVE RESEARCH | 8,475,000 |
| NATIONAL TRANSIT INSTITUTE | 3,000,000 |
| TOTAL $ AMOUNT | 4,582,573,500 |

TABLE - B

FTA APPROPRIATIONS (INCLUDES LOAN AUTHORITY, UNRESTRICTED AUTHORITY, AND CONTRACT AUTHORITY)
FISCAL YEARS 1961-1995

| FISCAL YEAR | SECTION 3 | SECTION 8 (PLANNING) | SECTION 16 | INNOV.TECH TECH.INTRO | SECTION 17 | SECTION 5 | SECTIONS 9/9A/9B | SECTIONS 18 & RTAP | SECTIONS 6/10/11/20/32 26A/B | INTERSTATE TRANSFER | STARK-HARRIS | UNIV. TRANSPORT CENTERS. | TOTAL | ADMINISTRATION | GRAND TOTAL $ AMOUNT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1961 | 17,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25,000,000 | 0 | 0 | 0 | 42,500,000 | 0 | 42,500,000 |
| 1962 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1963 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1964 | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,805,000 | 0 | 0 | 0 | 7,805,000 | 195,000 | 8,000,000 |
| 1965 | 65,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65,000,000 | 300,000 | 65,300,000 |
| 1966 | 135,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135,000,000 | 455,000 | 135,455,000 |
| 1967 | 130,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130,000,000 | 735,000 | 130,735,000 |
| 1968 | 125,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125,000,000 | 690,000 | 125,690,000 |
| 1969 | 169,147,000 | 5,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174,147,000 | 853,000 | 175,000,000 |
| 1970 | 137,000,000 | 8,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 30,000,000 | 0 | 0 | 0 | 175,000,000 | 1,600,000 | 176,600,000 |
| 1971 | 555,675,000 | 15,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 26,000,000 | 0 | 0 | 0 | 596,675,000 | 3,325,000 | 600,000,000 |
| 1972 | 803,700,000 | 25,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 65,000,000 | 0 | 0 | 0 | 893,700,000 | 6,300,000 | 900,000,000 |
| 1973 | 863,708,000 | 33,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 96,250,000 | 0 | 0 | 0 | 993,458,000 | 6,542,000 | 1,000,000,000 |
| 1974 | 872,000,000 | 37,600,000 | 0 | 0 | 0 | 0 | 0 | 0 | 35,050,000 | 61,000,000 | 0 | 0 | 1,005,650,000 | 5,000,000 | 1,010,650,000 |
| 1975 | 1,330,110,000 | 36,610,000 | 19,900,000 | 0 | 0 | 300,000,000 | 0 | | 45,050,000 | 65,700,000 | 0 | 0 | 1,797,370,000 | 5,960,000 | 1,803,330,000 |
| 1976 | 1,078,000,000 | 38,700,000 | 22,000,000 | 0 | 25,000,000 | 500,000,000 | 0 | 0 | 54,000,000 | 632,000,000 | 0 | 0 | 2,349,700,000 | 10,300,000 | 2,360,000,000 |
| TQ | 246,500,000 | 9,200,000 | 0 | 0 | 0 | 125,000,000 | 0 | 0 | 11,500,000 | 0 | 0 | 0 | 392,200,000 | 2,900,000 | 395,100,000 |
| 1977 | 1,228,000,000 | 43,200,000 | 22,000,000 | 0 | 55,000,000 | 650,000,000 | 0 | 0 | 61,200,000 | 570,072,080 | 0 | 0 | 2,629,472,080 | 12,600,000 | 2,642,072,080 |
| 1978 | 1,375,000,000 | 55,000,000 | 25,000,000 | 0 | 45,000,000 | 775,000,000 | 0 | 0 | 70,000,000 | 662,760,493 | 0 | 0 | 3,007,760,493 | 20,000,000 | 3,027,760,493 |
| 1979 | 1,175,000,000 | 55,000,000 | 20,000,000 | 0 | 0 | 1,403,500,000 | 0 | 76,500,000 | 68,500,000 | 623,765,105 | 0 | 0 | 3,422,265,105 | 16,849,000 | 3,439,114,105 |
| 1980 | 1,625,075,000 | 55,000,000 | 20,000,000 | 0 | 0 | 1,405,000,000 | 0 | 85,000,000 | 70,300,000 | 425,000,000 | 0 | 0 | 3,685,375,000 | 17,884,000 | 3,703,259,000 |
| 1981 | 2,095,000,000 | 45,000,000 | 25,000,000 | 25,000,000 | 0 | 1,455,000,000 | 0 | 72,500,000 | 58,840,000 | 615,032,414 | 0 | 0 | 4,389,372,414 | 22,200,000 | 4,411,572,414 |
| 1982 | 1,377,500,000 | 55,000,000 | 25,000,000 | 7,000,000 | 0 | 1,365,250,000 | 0 | 68,500,000 | 49,600,000 | 560,000,000 | 0 | 0 | 3,507,850,000 | 24,388,000 | 3,532,238,000 |
| 1983 | 1,606,650,000 | 50,000,000 | 25,000,000 | 10,000,000 | 0 | 1,200,000,000 | 756,175,000 | 91,325,000 | 58,250,000 | 412,000,000 | 240,000,000 | 0 | 4,449,400,000 | 28,407,000 | 4,477,807,000 |
| 1984 | 1,138,900,000 | 50,000,000 | 26,100,000 | 10,000,000 | 0 | 0 | 2,318,606,000 | 69,986,000 | 54,800,000 | 295,400,000 | 250,000,000 | 0 | 4,213,792,000 | 29,400,000 | 4,243,192,000 |
| 1985 | 1,018,800,000 | 50,000,000 | 26,200,000 | 5,000,000 | 0 | 0 | 2,377,729,650 | 71,770,350 | 51,000,000 | 250,000,000 | 250,000,000 | 0 | 4,100,500,000 | 31,000,000 | 4,131,500,000 |
| 1986 | 970,565,000 | 47,850,000 | 29,500,000 | 4,785,000 | 0 | 0 | 1,997,263,785 | 60,286,215 | 16,652,000 | 191,400,000 | 217,239,000 | 0 | 3,535,541,000 | 28,710,000 | 3,564,251,000 |
| 1987 | 915,000,000 | 45,000,000 | 35,000,000 | 7,500,000 | 0 | 0 | 1,924,995,000 | 75,005,000 | 17,400,000 | 200,000,000 | 201,120,000 | 0 | 3,421,020,000 | 31,000,000 | 3,452,020,000 |
| 1988 | 980,250,000 | 45,000,000 | 35,000,000 | 0 | 0 | 0 | 1,732,314,000 | 69,389,000 | 12,217,000 | 123,500,000 | 180,500,000 | 5,000,000 | 3,183,170,000 | 31,882,000 | 3,215,052,000 |
| 1989 | 985,000,000 | 45,000,000 | 35,000,000 | 0 | 0 | 0 | 1,803,596,000 | 71,404,000 | 10,000,000 | 200,000,000 | 168,000,000 | 5,000,000 | 3,123,000,000 | 31,882,000 | 3,154,882,000 |
| 1990 | 982,045,000 | 44,370,000 | 34,510,000 | 0 | 0 | 0 | 1,624,380,000 | 70,520,000 | 9,970,000 | 159,520,000 | 84,745,000 | 4,930,000 | 3,014,990,000 | 31,809,000 | 3,046,799,000 |
| 1991 | 1,115,000,000 | 45,000,000 | 35,000,000 | 0 | 0 | 0 | 1,734,641,000 | 70,359,000 | 8,000,000 | 160,000,000 | 64,100,000 | 5,000,000 | 3,237,100,000 | 32,583,000 | 3,269,683,000 |
| 1992 | 1,346,167,000 | 43,688,000 | 54,884,000 | 0 | 0 | 0 | 1,822,762,000 | 111,087,000 | 60,427,000 | 160,000,000 | 124,000,000 | 6,985,000 | 3,730,000,000 | 37,000,000 | 3,767,000,000 |
| 1993 | 1,725,000,000 | 38,250,000 | 48,636,000 | 0 | 0 | 0 | 1,560,539,000 | 95,075,000 | 42,500,000 | 75,000,000 | 170,000,000 | 6,000,000 | 3,761,000,000 | 38,550,000 | 3,799,550,000 |
| 1994 | 1,785,000,000 | 41,513,000 | 58,726,000 | 0 | 0 | 0 | 2,226,553,000 | 134,201,000 | 46,124,000 | 45,000,000 | 200,000,000 | 6,000,000 | 4,543,117,000 | 39,457,000 | 4,582,574,000 |
| 1995 | 1,724,904,000 | 41,513,000 | 59,152,000 | 0 | 0 | 0 | 2,299,836,000 | 137,536,000 | 53,954,000 | 48,030,000 | 200,000,000 | 6,000,000 | 4,570,925,000 | 42,783,000 | 4,613,708,000 |
| TOTAL | 31,700,196,000 | 1,103,994,000 | 681,608,000 | 69,285,000 | 125,000,000 | 9,178,750,000 | 23,979,390,435 | 1,430,443,565 | 1,210,389,000 | 6,535,180,092 | 2,349,704,000 | 44,915,000 | 78,408,855,092 | 593,539,000 | 79,002,394,092 |

* After Sequestration
** After Sequestration and Drug Assessment

NOTE:

1) Table B-2 breaks out FY 1995 appropriations by General Funds and Trust Funds.

2) The Interstate Transfer Substitution program appropriations in FY 1977 through FY 1981 included transit and highway funds. The column above includes only the transit funds. The total appropriations for these years are as follows: FY 1977-$575 Mil.; FY 1978-$789 Mil.; FY 1979-$700 Mil.; FY 1980-$700 Mil.; and FY 1981-$865 Mil.

3) RTAP appropriations by fiscal year are: 1987-$5,000,000; 1988-$4,750,000; 1989-$5,000,000; 1990-$4,985,000; 1991-$5,000,000; 1992-$5,000,000; 1993-$4,250,000; 1994-$4,613,000; 1995-$4,612,500

FIGURE B

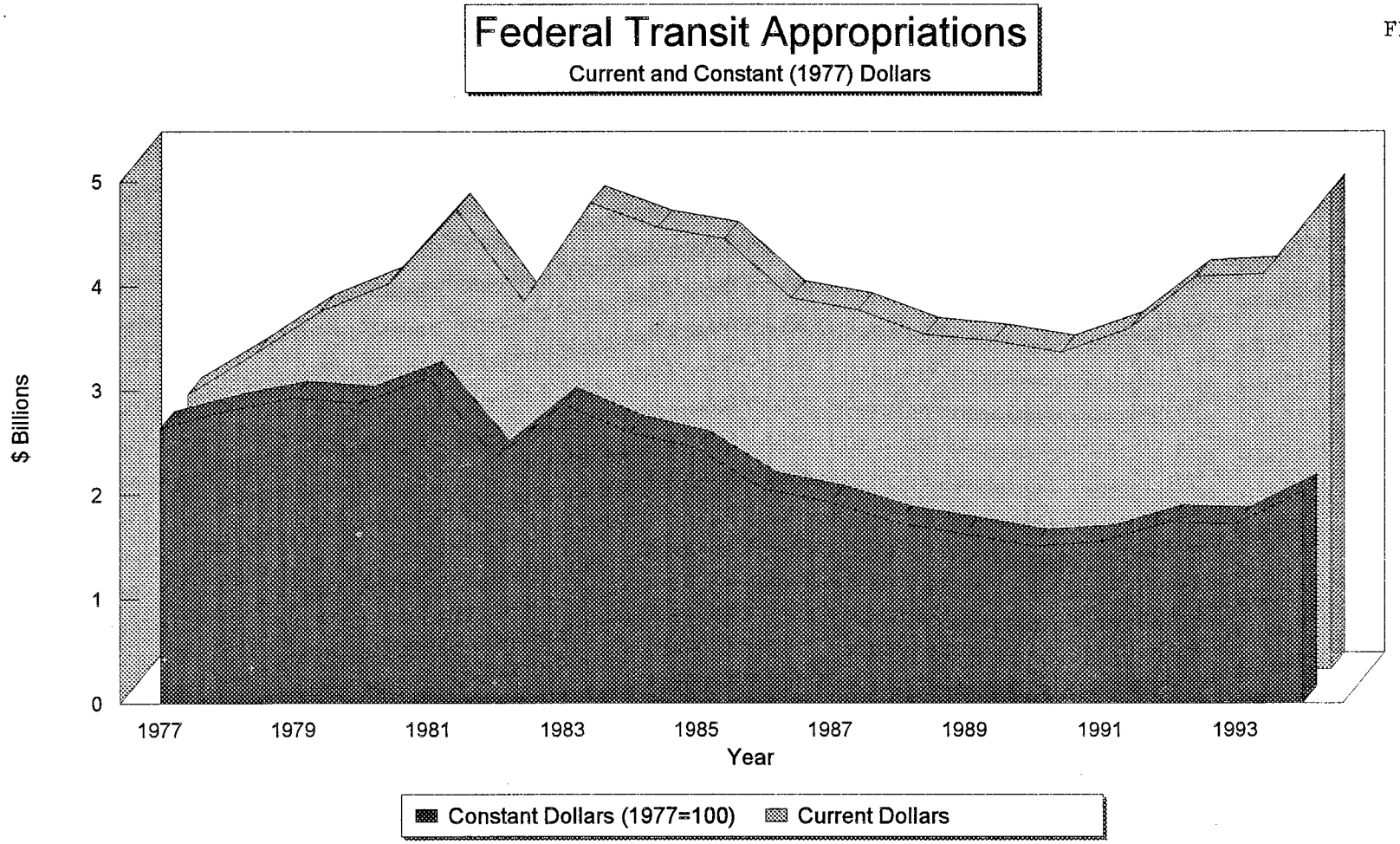

Federal Transit Appropriations
Current and Constant (1977) Dollars
$ Billions
0
1
2
3
4
5
1977
1979
1981
1983
1985
1987
1989
1991
1993
Year
Constant Dollars (1977=100)
Current Dollars

TABLE B-2

BREAKOUT OF FY 1995 APPROPRIATIONS BY PROGRAM

| PROGRAM | GENERAL FUNDS | TRUST FUNDS | TOTAL$ |
|---|---|---|---|
| SECTION 3 DISCRETIONARY AND FORMULA | | | |
| SECTION 3, BUS | 0 | 353,310,000 | 353,310,000 |
| SECTION 3 FIXED GUIDEWAY MOD | 0 | 724,960,000 | 724,960,000 |
| SECTION 3, NEW SYSTEMS | 0 | 646,634,000 | 646,634,000 |
| FORMULA | | | |
| SECTION 9, URBAN FORMULA OPERATING | 710,000,000 | 0 | 710,000,000 |
| SECTION 9, URBAN FORMULA CAPITAL | 423,832,213 | 1,150,000,000 | 1,573,832,213 |
| SECTION 16, ELDERLY AND PERSONS WITH DISABILITIES | 59,152,156 | 0 | 59,152,156 |
| SECTION 18, NONURBAN FORMULA | 132,926,631 | 0 | 132,926,631 |
| ATLANTA OLYMPICS | 16,000,000 | 0 | 16,000,000 |
| TRANSIT PLANNING AND RESEARCH | | | |
| SECTION 8, PLANNING | 41,512,500 | 0 | 41,512,500 |
| RTAP | 4,612,500 | 0 | 4,612,500 |
| SECTION 26(a), STATE PLANNING AND RESEARCH | 8,475,000 | 0 | 8,475,000 |
| SECTION 26(b), NATIONAL PLANNING AND RESEARCH | 34,004,000 | 0 | 34,004,000 |
| TRANSIT COOPERATIVE RESEARCH | 8,475,000 | 0 | 8,475,000 |
| NATIONAL TRANSIT INSTITUTE | 3,000,000 | 0 | 3,000,000 |
| UNIVERSITY TRANSPORTATION CENTERS | 6,000,000 | 0 | 6,000,000 |
| INTERSTATE TRANSFER TRANSIT | 48,030,000 | 0 | 48,030,000 |
| STARK-HARRIS, WASHINGTON D.C. METRO | 200,000,000 | 0 | 200,000,000 |
| ADMINISTRATIVE EXPENSES | 42,783,000 | 0 | 42,783,000 |
| TOTAL | 1,738,803,000 | 2,874,904,000 | 4,613,707,000 |

TABLE B-3

BUDGET AUTHORITIES FOR FISCAL YEARS 1961 - 1995

| FISCAL YEAR | GENERAL FUNDS | LOAN AUTHORITY | UNRESTRICTED AUTHORITY | CONTRACT AUTHORITY | TOTAL $ AMOUNT |
|---|---|---|---|---|---|
| 1961 | 0 | 42,500,000 | 0 | 0 | 42,500,000 |
| 1962 | 0 | 0 | 0 | 0 | 0 |
| 1963 | 0 | 0 | 0 | 0 | 0 |
| 1964 | 5,000,000 | 3,000,000 | 0 | 0 | 8,000,000 |
| 1965 | 300,000 | 5,000,000 | 60,000,000 | 0 | 65,300,000 |
| 1966 | 455,000 | 5,000,000 | 130,000,000 | 0 | 135,455,000 |
| 1967 | 735,000 | 0 | 130,000,000 | 0 | 130,735,000 |
| 1968 | 690,000 | 0 | 125,000,000 | 0 | 125,690,000 |
| 1969 | 0 | 0 | 175,000,000 | 0 | 175,000,000 |
| 1970 | 31,600,000 | 0 | 145,000,000 | 0 | 176,600,000 |
| 1971 | 29,325,000 | 0 | 194,000,000 | 376,675,000 | 600,000,000 |
| 1972 | 71,300,000 | 0 | 0 | 828,700,000 | 900,000,000 |
| 1973 | 102,792,000 | 0 | (35,000,000) | 897,208,000 | 965,000,000 |
| 1974 | 101,050,000 | 0 | 0 | 909,600,000 | 1,010,650,000 |
| 1975 | 116,710,000 | 0 | 0 | 1,686,620,000 | 1,803,330,000 |
| 1976 | 277,300,000 | 0 | 0 | 2,082,700,000 | 2,360,000,000 |
| TQ | 14,400,000 | 0 | 0 | 380,700,000 | 395,100,000 |
| 1977 | 523,872,080 | 0 | 0 | 2,118,200,000 | 2,642,072,080 |
| 1978 | 447,760,493 | 0 | 0 | 2,580,000,000 | 3,027,760,493 |
| 1979 | 2,289,114,105 | 0 | 0 | 1,150,000,000 | 3,439,114,105 |
| 1980 | 3,703,259,000 | 0 | 0 | 0 | 3,703,259,000 |
| 1981 | 4,411,572,414 | 0 | 0 | 0 | 4,411,572,414 |
| 1982 | 3,532,238,000 | 0 | 0 | 0 | 3,532,238,000 |
| 1983 | 3,698,807,000 | 0 | 0 | 779,000,000 | 4,477,807,000 |
| 1984 | 3,018,192,000 | 0 | 0 | 1,225,000,000 | 4,243,192,000 |
| 1985 | 3,031,500,000 | 0 | 0 | 1,100,000,000 | 4,131,500,000 |
| 1986 | 2,511,551,000 | 0 | 0 | 1,052,700,000 | 3,564,251,000 |
| 1987 | 2,449,520,000 | 0 | 0 | 1,002,500,000 | 3,452,020,000 |
| 1988 | 2,084,552,000 | 0 | 0 | 1,130,500,000 | 3,215,052,000 |
| 1989 | 2,014,882,000 | 0 | 0 | 1,140,000,000 | 3,154,882,000 |
| 1990 | 1,911,154,000 | 0 | 0 | 1,135,645,000 | 3,046,799,000 |
| 1991 | 1,869,683,000 | 0 | 0 | 1,400,000,000 | 3,269,683,000 |
| 1992 | 1,867,000,000 | 0 | 0 | 1,900,000,000 | 3,767,000,000 |
| 1993 | 940,400,000 | 0 | 0 | 2,859,150,000 | 3,799,550,000 |
| 1994 | 1,602,574,000 | 0 | 0 | 2,980,000,000 | 4,582,574,000 |
| 1995 | 1,738,803,000 | 0 | 0 | 2,874,904,000 | 4,613,707,000 |
| TOTAL | 44,398,091,092 | 55,500,000 | 924,000,000 | 33,589,802,000 | 78,967,393,092 |

* Transfer from FTA appropriations to "Interim Operating Assistance" account administered by the Office of the Secretary of Transportation to implement the Regional Rail Reorganization Act of 1973 pursuant to the Foreign Assistance and Related Programs Appropriations Act. 1974.

TABLE 1

FY 1994 OBLIGATION SUMMARY FOR FTA PROGRAMS

| FTA PROGRAM | CAPITAL BUS | CAPITAL FIXED GUIDEWAY MOD | CAPITAL NEW SYSTEMS | CAPITAL TOTAL CAPITAL | PLANNING | OPERATING | $ GRAND TOTAL * |
|---|---|---|---|---|---|---|---|
| SECTION 3 | 318,720,285 | 809,903,583 | 418,469,606 | 1,547,093,474 | 0 | 0 | 1,547,093,474 |
| SECTION 9 | 932,876,215 | 580,755,475 | 29,145,120 | 1,542,776,810 | 41,521,282 | 757,398,131 | 2,341,696,223 |
| SECTION 8 & | 0 | 0 | 0 | 0 | 40,440,269 | 0 | 40,440,269 |
| AND 26 (a)(2) | 0 | 0 | 0 | 0 | 8,200,835 | 0 | 8,200,835 |
| SECTION 16 | 58,895,849 | 0 | 0 | 58,895,849 | 0 | 0 | 58,895,849 |
| SECTION 18 | 62,088,620 | 0 | 0 | 62,088,620 | 1,041,685 | 73,947,813 | 137,078,118 |
| RTAP ** | 0 | 0 | 0 | 0 | 4,404,448 | 0 | 4,404,448 |
| INTERSTATE SUBSTITUTE | 29,028,529 | 83,597,768 | 10,632,718 | 123,259,015 | 1,600,000 | 0 | 124,859,015 |
| STARK-HARRIS | 0 | 0 | 199,000,000 | 199,000,000 | 0 | 0 | 199,000,000 |
| TOTAL | 1,401,609,498 | 1,474,256,826 | 657,247,444 | 3,533,113,768 | 97,208,519 | 831,345,944 | 4,461,668,231 |

* DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

** RTAP INCLUDES TRAINING, TECHNICAL ASSISTANCE, RESEARCH AND SUPPPORT SERVICES.

NOTE: SECTION 18 CAPITAL INCLUDES PROJECT ADMINISTRATION AND STATE ADMINISTRATION; OPERATING INCLUDES INTERCITY PROGRAM RESERVE ($6,298,498). PLANNING INCLUDES $389,050 WHICH ARE ADDITIONAL PLANNING FUNDS FOR STATE ADMINISTRATION.

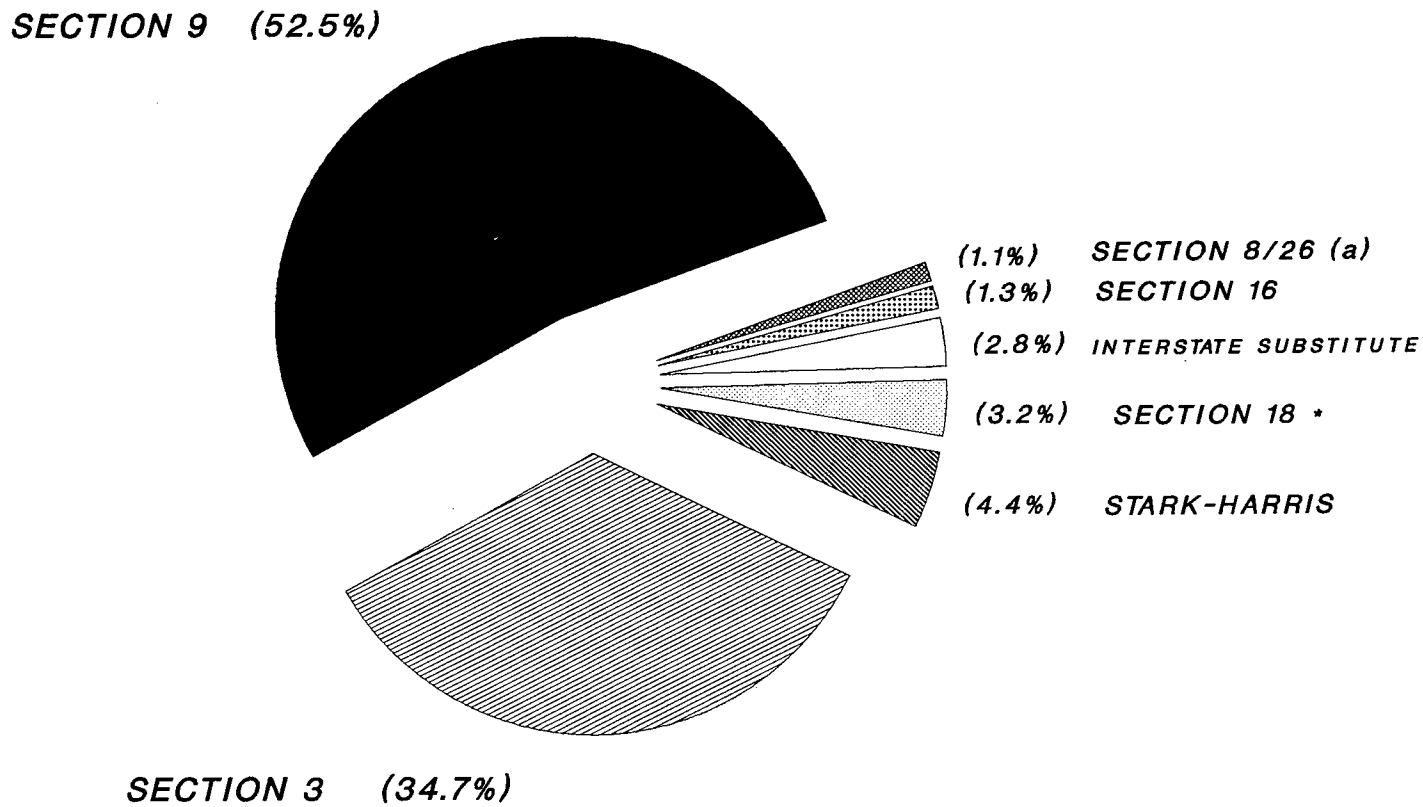
INTERSTATE SUBSTITUTE INCLUDES $21,250 WHICH IS AN ADJUSTMENT TO A PRIOR YEAR OBLIGATION FOR GREATER HARTFORD DISTRICT. THIS ADJUSTMENT WILL NOT BE REFLECTED IN ANY OTHER INTERSTATE SUBSTITUTE DATA CONTAINED IN THIS REPORT.

SECTION 16 INCLUDES $214,054, AN UNREPORTED FY 1993 OBLIGATION FOR VERMONT.

FY 1994

# OBLIGATION SUMMARY FOR ALL PROGRAMS

Figure 1



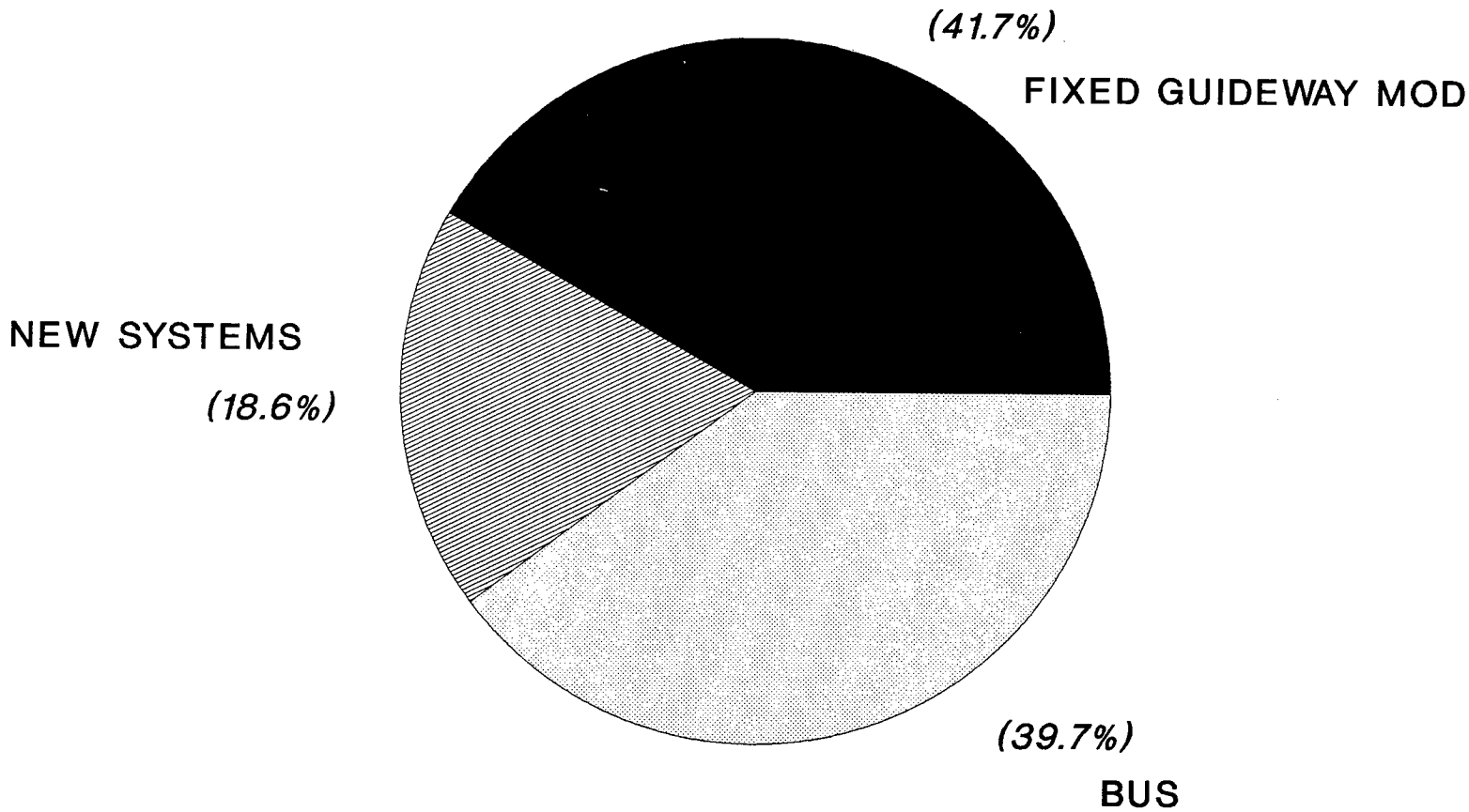

* Includes $4.4 million for RTAP

Figure 1A

FY 1994

# CAPITAL OBLIGATIONS FOR ALL GRANTS

(BY CATEGORY)




PLANNING IS NOT INCLUDED

TABLE 1-1

FY 1994 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING
BY PROGRAM AND BY POPULATION GROUP

| URBANIZED AREAS | BUS | FIXED GUIDEWAY MOD | NEW SYSTEMS | PLANNING | TOTAL CAPITAL AND PLANNING | OPERATING | $ GRAND TOTAL |
|---|---|---|---|---|---|---|---|
| OVER A MILLION POPULATION | | | | | | | |
| SECTION 3 | 131,398,217 | 807,095,118 | 402,687,006 | 0 | 1,341,180,341 | 0 | 1,341,180,341 |
| SECT. 9 FORMULA | 630,358,770 | 563,664,180 | 29,145,120 | 24,892,271 | 1,248,060,341 | 501,061,683 | 1,749,122,024 |
| INTERSTATE SUBSTITUTE | 28,937,154 | 83,597,768 | 10,632,718 | 1,600,000 | 124,767,640 | 0 | 124,767,640 |
| STARK-HARRIS | 0 | 0 | 199,000,000 | 0 | 199,000,000 | 0 | 199,000,000 |
| SECTION 8 AND | 0 | 0 | 0 | 40,440,269 | 40,440,269 | 0 | 40,440,269 |
| SECTION 26(a)(2) | 0 | 0 | 0 | 8,200,835 | 8,200,835 | 0 | 8,200,835 |
| SUB-TOTAL | 790,694,141 | 1,454,357,066 | 641,464,844 | 75,133,375 | 2,961,649,426 | 501,061,683 | 3,462,711,109 |
| 200,000 - 1 MILLION | | | | | | | |
| SECTION 3 | 85,939,934 | 2,808,465 | 15,782,600 | 0 | 104,530,999 | 0 | 104,530,999 |
| SECT. 9 FORMULA | 228,807,210 | 6,956,874 | 0 | 13,737,357 | 249,501,441 | 145,395,346 | 394,896,787 |
| INTERSTATE SUBSTITUTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUB-TOTAL | 314,747,144 | 9,765,339 | 15,782,600 | 13,737,357 | 354,032,440 | 145,395,346 | 499,427,786 |
| 50,000-200,000 | | | | | | | |
| SECTION 3 | 74,451,526 | 0 | 0 | 0 | 74,451,526 | 0 | 74,451,526 |
| SECT. 9 FORMULA | 73,710,235 | 10,134,421 | 0 | 2,891,654 | 86,736,310 | 110,941,102 | 197,677,412 |
| INTERSTATE SUBSTITUTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUB-TOTAL | 148,161,761 | 10,134,421 | 0 | 2,891,654 | 161,187,836 | 110,941,102 | 272,128,938 |
| RURAL AND UNDER 50,000 | | | | | | | |
| SECTION 3 | 26,930,608 | 0 | 0 | 0 | 26,930,608 | 0 | 26,930,608 |
| SECT. 18 FORMULA | 62,088,620 | 0 | 0 | 1,041,685 | 63,130,305 | 73,947,813 | 137,078,118 |
| INTERSTATE SUBSTITUTE | 70,125 | 0 | 0 | 0 | 70,125 | 0 | 70,125 |
| RTAP | 0 | 0 | 0 | 4,404,448 | 4,404,448 | 0 | 4,404,448 |
| SUB-TOTAL | 89,089,353 | 0 | 0 | 0 | 89,089,353 | 73,947,813 | 168,483,299 |
| SECTION 16 | 58,895,849 | 0 | 0 | 0 | 0 | 0 | 58,895,849 |
| GRAND TOTAL | 1,401,588,248 | 1,474,256,826 | 657,247,444 | 91,762,386 | 3,624,854,904 | 831,345,944 | 4,461,646,981 |

PLEASE NOTE THAT THE SECTION 8 OBLIGATIONS REPORTED IN THE OVER 1 MILLION POPULATION GROUP ALSO INCLUDES OBLIGATIONS FOR ALL AREAS UNDER 1 MILLION POPULATION.
SECTION 18 CAPITAL INCLUDES PROJECT AND STATE ADMINISTRATION; OPERATING INCLUDES INTERCITY PROGRAM RESERVE.

TABLE 1-2

FY 1994 SUMMARY OF CAPITAL OBLIGATIONS BY PROGRAM AND BY PURPOSE

| SECTION | NO. OF BUSES | BUS AMOUNT | BUS OTHER | BUS MAINTENANCE | NEW RAIL CARS | RENOVATED RAIL CARS | FIXED GUIDEWAY MOD | NEW SYSTEMS | PLANNING | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 1,490 | 191,605,369 | 71,138,135 | 55,976,781 | 20,581,587 | 67,970,234 | 721,351,762 | 418,469,606 | 0 | 1,547,093,474 |
| 9 | 4,039 | 546,988,125 | 262,043,102 | 123,844,988 | 0 | 46,686,532 | 534,068,943 | 29,145,120 | 41,521,282 | 1,584,298,092 |
| INTERSTATE SUB. | 16 | 3,000,000 | 26,007,279 | 0 | 0 | 0 | 83,597,768 | 10,632,718 | 1,600,000 | 124,837,765 |
| STARK-HARRIS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199,000,000 | 0 | 199,000,000 |
| SECTIONS 8 AND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40,440,269 | 40,440,269 |
| 26(a)(2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,200,835 | 8,200,835 |
| SECTION 16 | 1,896 | 58,895,849 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58,895,849 |
| SECTION 18 | 622 | 62,088,620 | 0 | 0 | 0 | 0 | 0 | 0 | 1,041,685 | 63,130,305 |
| TOTAL | 8,063 | 862,577,963 | 359,188,516 | 179,821,769 | 20,581,587 | 114,656,766 | 1,339,018,473 | 657,247,444 | 92,804,071 | 3,625,896,589 |

PLEASE NOTE THAT SECTION 18 INCLUDES PROJECT AND STATE ADMINISTRATION AND THAT THE AMOUNTS SHOWN FOR NEW RAIL CARS AND RENOVATED RAIL CARS ARE INCLUDED IN THE FIXED GUIDEWAY MOD OBLIGATIONS.

## STARK-HARRIS ACT I AND II

Public Law 96-184, the National Capital Transportation Amendments Act of 1979, also known as the "Stark-Harris Act", provides authorization for up to $1.7 billion of 80 percent Federal matching funds for the construction of the Washington Metrorail system.

Federal funds under this Act were first appropriated in fiscal year 1983. Through the end of FY 1994, the Congress has appropriated $5.4 billion for Metrorail construction. The funds available under the Stark-Harris Act permitted completion of 89.5 miles of the Metrorail system as provided under the terms of a Full Funding Grant Agreement executed with the Washington Metropolitan Area Transit Authority (WMATA) in July of 1986. The balance of the $1.7 billion Stark-Harris authorization was appropriated in fiscal year 1993.

Public Law 101-551, the Amendments of 1990, authorized an additional $1.3 billion of 62.5 percent matching Federal funds to finance construction of the remaining 13.5 miles of the Metrorail system. Appropriations under this authorization totalling $346.1 million were provided in fiscal years 1992, 1993 and 1994.

The Stark-Harris Act also authorizes the Department of Transportation, through annual appropriations, to pay two-thirds of the annual interest due on outstanding WMATA bonds and to pay two-thirds of the principal due when the bonds are retired. Below are listed the bond interest payments for each fiscal year:

| Fiscal Year | Amount (In Millions) |
|---|---|
| 1979 | $ 38.1 |
| 1980 | 65.8 |
| 1981 | 65.9 |
| 1982 | 51.6 |
| 1983 | 51.7 |
| 1984 | 51.7 |
| 1985 | 46.2 |
| 1986 | 51.7 |
| 1987 | 51.7 |
| 1988 | 49.1 |
| 1989 | 51.7 |
| 1990 | 59.7 |
| 1991 | 55.5 |
| 1992 | 51.7 |
| 1993 | 51.7 |
| 1994 | 45.6 (final payment) |
| Total | $ 839.4 |

**Congress has authorized: 1970 - $1.1 billion direct appropriations; 1976 - $2.2 billion Interstate Transfer; 1979 - $1.7 billion Stark-Harris; and 1993 - $1.3 billion Stark-Harris II authorization.**

TABLE 2

06-Mar-95

CAPITAL, OPERATING AND PLANNING OBLIGATIONS FOR FY 1994
URBANIZED AREAS OVER 1 MILLION POPULATION

| (in regional order) URBANIZED AREA | CAPITAL SECTION 3 | CAPITAL * SECTION 9 | CAPITAL * INTERSTATE SUBSTITUTE | CAPITAL TOTAL CAPITAL | SECTION 9 OPERATING | TOTAL $ OBLIGATED |
|---|---|---|---|---|---|---|
| BOSTON, MA | 140,928,164 | 91,213,840 | 0 | 232,142,004 | 18,255,443 | 250,397,447 |
| NEW YORK, NY | 351,807,616 | 360,119,548 | 107,597,046 | 819,524,210 | 102,220,857 | 921,745,067 |
| NORTHEASTERN, NJ | 212,645,038 | 69,240,154 | 297,768 | 282,182,960 | 37,364,756 | 319,547,716 |
| SW CONNECTICUT | 35,258,228 | 0 | 0 | 35,258,228 | 0 | 35,258,228 |
| BALTIMORE, MD | 47,926,202 | 16,919,404 | 10,632,718 | 75,478,324 | 9,723,299 | 85,201,623 |
| NORFOLK-VIRG BCH-NEWP NEWS, VA | 0 | 7,439,260 | 0 | 7,439,260 | 4,913,074 | 12,352,334 |
| PHILADELPHIA, PA-NJ | 89,384,342 | 64,806,165 | 0 | 154,190,507 | 30,096,292 | 184,286,799 |
| SO NEW JERSEY | 6,000,000 | 0 | 0 | 6,000,000 | 0 | 6,000,000 |
| PITTSBURGH, PA | 14,845,572 | 16,716,836 | 0 | 31,562,408 | 9,495,859 | 41,058,267 |
| WASHINGTON DC-MD-VA (DC) | 17,289,510 | 66,615,623 | 0 | 83,905,133 | 16,070,000 | 99,975,133 |
| WASHINGTON DC-MD-VA (MD) | 0 | 0 | 0 | 0 | 808,258 | 808,258 |
| WASHINGTON DC-MD-VA (VA) | 0 | 9,308,000 | 0 | 9,308,000 | 0 | 9,308,000 |
| ATLANTA, GA | 18,216,788 | 23,878,616 | 0 | 42,095,404 | 5,615,206 | 47,710,610 |
| FT. LAUDERDALE-HOLLYW-POMP BE, FL | 10,675,000 | 5,923,286 | 0 | 16,598,286 | 5,234,267 | 21,832,553 |
| MIAMI-HIALEAH, FL | 16,322,208 | 19,782,684 | 0 | 36,104,892 | 8,381,597 | 44,486,489 |
| SAN JUAN, PR | 5,742,912 | 1,994,756 | 0 | 7,737,668 | 7,107,965 | 14,845,633 |
| TAMPA-ST PETE-CLEARWATER, FL. | 0 | 11,195,556 | 0 | 11,195,556 | 5,219,393 | 16,414,949 |
| CHICAGO, IL | 121,409,553 | 128,307,859 | 0 | 249,717,412 | 46,188,616 | 295,906,028 |
| NORTHWESTERN IN | 7,842,107 | 3,335,459 | 0 | 11,177,566 | 5,178,732 | 16,356,298 |
| CINCINNATI, OH-KY | 1,339,875 | 13,673,410 | 0 | 15,013,285 | 5,266,860 | 20,280,145 |
| CLEVELAND, OH | 15,325,336 | 10,542,183 | 1,640,108 | 27,507,627 | 9,295,970 | 36,803,597 |
| DETROIT, MI | 10,940,089 | 17,138,041 | 0 | 28,078,130 | 21,150,247 | 49,228,377 |
| MILWAUKEE, WI | 0 | 10,237,358 | 0 | 10,237,358 | 5,641,011 | 15,878,369 |
| MINNEAPOLIS-ST. PAUL, MN | 7,000,000 | 9,426,673 | 0 | 16,426,673 | 12,081,433 | 28,508,106 |
| DALLAS-FT WORTH, TX | 2,480,000 | 49,730,800 | 0 | 52,210,800 | 5,288,200 | 57,499,000 |
| HOUSTON, TX | 0 | 15,460,739 | 0 | 15,460,739 | 0 | 15,460,739 |
| NEW ORLEANS, LA | 12,000,000 | 9,511,672 | 0 | 21,511,672 | 6,351,532 | 27,863,204 |
| SAN ANTONIO, TX | 0 | 7,433,700 | 0 | 7,433,700 | 4,564,333 | 11,998,033 |
| KANSAS CITY, KS-MO (KS) | 0 | 40,000 | 0 | 40,000 | 0 | 40,000 |
| KANSAS CITY, KS-MO (MO) | 13,123,177 | 2,354,495 | 0 | 0 | 4,538,250 | 4,538,250 |
| ST. LOUIS, MO-IL | 17,122,400 | 7,097,319 | 0 | 24,219,719 | 9,586,297 | 33,806,016 |
| DENVER, CO | 0 | 11,188,840 | 0 | 11,188,840 | 5,899,540 | 17,088,380 |
| PHOENIX, AZ | 0 | 5,065,980 | 0 | 5,065,980 | 0 | 5,065,980 |
| LOS ANGELES-LONG BEACH, CA | 12,203,694 | 34,649,108 | 0 | 46,852,802 | 56,889,617 | 103,742,419 |
| RIVERSIDE-SAN BERNARDINO, CA | 0 | 2,845,757 | 0 | 2,845,757 | 2,904,818 | 5,750,575 |
| SACRAMENTO, CA | 992,500 | 17,067,440 | 0 | 18,059,940 | 3,426,877 | 21,486,817 |
| SAN DIEGO, CA | 3,062,334 | 11,809,253 | 0 | 14,871,587 | 5,111,505 | 19,983,092 |
| SAN FRANCISCO-OAKLAND, CA | 34,096,802 | 64,320,342 | 0 | 98,417,144 | 13,369,631 | 111,786,775 |
| SAN JOSE, CA | 0 | 10,118,650 | 0 | 10,118,650 | 5,996,005 | 16,114,655 |
| PORTLAND-VANCOUVER, OR-WA (OR) | 110,352,743 | 5,088,595 | 4,600,000 | 120,041,338 | 4,399,929 | 124,441,267 |
| PORTLAND-VANCOUVER, OR-WA (WA) | 0 | 3,985,632 | 0 | 3,985,632 | 0 | 3,985,632 |
| SEATTLE-EVERETT, WA | 4,848,151 | 32,477,308 | 0 | 37,325,459 | 7,426,014 | 44,751,473 |
| TOTAL | 1,341,180,341 | 1,248,060,341 | 124,767,640 | 2,714,008,322 | 501,061,683 | 3,215,070,005 |

* INCLUDES PLANNING

NOTE: SECTIONS 8 AND 26(a) OBLIGATIONS ARE NOT INCLUDED. SECTION 8 FUNDS ARE APPORTIONED DIRECTLY TO THE STATES FOR DISTRIBUTION TO THE URBANIZED AREAS.

STARK-HARRIS FUNDS FOR WASHINGTON D.C. METRO ($199.0 MILLION) ARE NOT INCLUDED.

TABLE 3
FY 1994 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING GRANTS
[STARK-HARRIS FUNDS ($199 MIL.) FOR WASH. D.C. METRO ARE EXCLUDED]

05-Apr-95

| STATE | * SECTION 3 | * SECTION 9 | CAPITAL SECTION 16 | SECTION 18 | INTERSTATE * SUBSTITUTE | CAPITAL | SECTIONS 8 & 26(a)(2) PLANNING | SECTION 9 OPERATING | SECTION 18 OPERATING | RTAP | TOTAL $ OBLIGATED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALABAMA | 3,393,600 | 2,515,666 | 1,205,760 | 3,683,012 | 0 | 10,798,038 | 455,336 | 6,577,616 | 202,136 | 98,356 | 18,131,482 |
| ALASKA | 0 | 3,812,038 | 177,708 | 378,481 | 0 | 4,368,227 | 208,425 | 762,198 | 326,124 | 57,211 | 5,722,185 |
| AMERICAN SAMOA | 0 | 0 | 0 | 117,868 | 0 | 117,868 | 0 | 0 | 0 | 11,028 | 128,896 |
| ARIZONA | 1,500,000 | 11,754,144 | 903,234 | 811,564 | 0 | 14,968,942 | 0 | 1,649,356 | 974,033 | 72,177 | 17,664,508 |
| ARKANSAS | 0 | 3,963,107 | 719,942 | 1,310,521 | 0 | 5,993,570 | 208,425 | 2,782,249 | 1,062,669 | 88,659 | 10,135,572 |
| CALIFORNIA | 55,355,330 | 167,340,951 | 6,502,019 | 4,458,097 | 0 | 233,656,397 | 8,324,597 | 102,551,011 | 2,109,302 | 144,354 | 346,785,661 |
| COLORADO | 3,060,800 | 13,508,674 | 705,076 | 359,544 | 0 | 17,634,094 | 659,000 | 9,641,512 | 736,355 | 70,141 | 28,741,102 |
| CONNECTICUT | 35,258,228 | 30,691,048 | 730,100 | 564,826 | 0 | 67,244,202 | 605,648 | 13,568,863 | 868,740 | 68,270 | 82,355,723 |
| DELAWARE | 0 | 3,951,868 | 258,053 | 98,001 | 0 | 4,307,922 | 172,744 | 2,185,047 | 226,371 | 54,558 | 6,946,642 |
| DIST. OF COL. | 17,289,510 | 66,765,136 | 256,287 | 0 | 0 | 84,310,933 | 265,611 | 16,070,000 | 0 | 0 | 100,646,544 |
| FLORIDA | 55,825,164 | 71,253,841 | 3,682,148 | 1,582,435 | 0 | 132,343,588 | 2,759,631 | 33,787,885 | 3,300,334 | 100,655 | 172,292,093 |
| GEORGIA | 18,216,788 | 24,069,124 | 1,318,978 | 2,854,670 | 0 | 46,459,560 | 956,932 | 7,416,468 | 992,382 | 120,702 | 55,946,044 |
| GUAM | 0 | 0 | 0 | 49,819 | 0 | 49,819 | 0 | 0 | 282,308 | 0 | 332,127 |
| HAWAII | 0 | 18,076,000 | 322,820 | 0 | 0 | 18,398,820 | 208,425 | 3,532,448 | 0 | 0 | 22,139,693 |
| IDAHO | 0 | 2,978,379 | 329,895 | 1,338,427 | 0 | 4,646,701 | 208,425 | 1,219,601 | 561,825 | 66,009 | 6,702,561 |
| ILLINOIS | 126,251,953 | 133,650,257 | 2,387,318 | 1,632,301 | 0 | 263,921,829 | 2,849,343 | 54,093,353 | 2,259,428 | 114,865 | 323,238,818 |
| INDIANA | 9,460,776 | 6,585,247 | 1,262,068 | 325,865 | 0 | 17,633,956 | 724,129 | 15,454,756 | 2,490,319 | 101,801 | 36,404,961 |
| IOWA | 11,000,000 | 2,310,338 | 772,463 | 534,717 | 70,125 | 14,687,643 | 228,180 | 4,296,291 | 2,046,086 | 172,748 | 21,430,948 |
| KANSAS | 0 | 1,593,956 | 650,827 | 609,092 | 0 | 2,853,875 | 265,671 | 3,292,495 | 1,409,161 | 82,059 | 7,903,261 |
| KENTUCKY | 4,310,000 | 6,682,281 | 980,048 | 451,768 | 0 | 12,424,097 | 321,944 | 6,756,839 | 2,936,054 | 102,923 | 22,541,857 |
| LOUISIANA | 12,000,000 | 14,574,494 | 983,156 | 595,295 | 0 | 28,152,945 | 557,932 | 10,533,060 | 2,206,678 | 93,771 | 41,544,386 |
| MAINE | 1,566,388 | 801,308 | 407,452 | 1,366,317 | 0 | 4,141,465 | 202,316 | 1,133,320 | 594,935 | 71,121 | 6,143,157 |
| MARYLAND | 47,926,202 | 17,803,604 | 987,711 | 912,203 | 10,632,718 | 78,262,438 | 1,143,430 | 11,668,495 | 775,781 | 76,369 | 91,926,513 |
| MASSACHUSETTS | 150,268,164 | 105,891,907 | 1,413,832 | 856,778 | 0 | 258,430,681 | 1,412,022 | 28,637,961 | 1,055,925 | 78,259 | 289,614,848 |
| MICHIGAN | 25,860,200 | 25,859,883 | 2,207,734 | 2,087,024 | 0 | 56,014,841 | 1,806,505 | 31,684,674 | 4,122,903 | 126,531 | 93,755,454 |

TABLE 3
FY 1994 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING GRANTS
[STARK-HARRIS FUNDS ($199 MIL.) FOR WASH. D.C. METRO ARE EXCLUDED]

05-Apr-95

| STATE | CAPITAL * SECTION 3 | CAPITAL * SECTION 9 | CAPITAL SECTION 16 | CAPITAL SECTION 18 | CAPITAL INTERSTATE * SUBSTITUTE | CAPITAL CAPITAL | SECTIONS 8 & 26(a)(2) PLANNING | SECTION 9 OPERATING | SECTION 18 OPERATING | RTAP | TOTAL $ OBLIGATED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MINNESOTA | 9,000,000 | 14,799,080 | 1,001,354 | 617,768 | 0 | 25,418,202 | 733,547 | 8,904,739 | 0 | 0 | 35,056,488 |
| MISSISSIPPI | 0 | 1,448,750 | 559,360 | 969,150 | 0 | 2,977,260 | 208,424 | 2,878,942 | 1,922,618 | 92,977 | 8,080,221 |
| MISSOURI | 35,825,177 | 9,663,529 | 1,279,592 | 120,000 | 0 | 46,888,298 | 835,741 | 16,898,880 | 3,163,580 | 101,295 | 67,887,794 |
| MONTANA | 0 | 56,960 | 304,323 | 169,648 | 0 | 530,931 | 152,128 | 508,575 | 536,001 | 62,969 | 1,790,604 |
| NEBRASKA | 2,364,800 | 924,011 | 464,773 | 148,511 | 0 | 3,902,095 | 217,615 | 3,482,916 | 1,104,120 | 69,568 | 8,776,314 |
| NEVADA | 0 | 10,536,675 | 350,899 | 235,465 | 0 | 11,123,039 | 329,564 | 2,394,467 | 173,500 | 56,389 | 14,076,959 |
| NEW HAMPSHIRE | 980,340 | 813,072 | 332,604 | 847,624 | 0 | 2,973,640 | 208,422 | 837,755 | 832,132 | 66,916 | 4,918,865 |
| NEW JERSEY | 235,730,210 | 80,100,842 | 1,693,380 | 0 | 297,768 | 317,822,200 | 2,387,516 | 38,144,350 | 0 | 0 | 358,354,066 |
| NEW MEXICO | 0 | 10,689,820 | 411,171 | 793,135 | 0 | 11,894,126 | 208,421 | 2,065,383 | 643,809 | 65,719 | 14,877,458 |
| NEW YORK | 363,381,408 | 388,675,058 | 3,297,512 | 3,681,924 | 107,597,046 | 866,632,948 | 4,882,572 | 120,301,040 | 3,120,000 | 135,136 | 995,071,696 |
| NORTH CAROLINA | 0 | 3,740,719 | 1,497,296 | 2,952,182 | 0 | 8,190,197 | 599,645 | 9,693,859 | 299,920 | 140,440 | 18,924,061 |
| NORTH DAKOTA | 0 | 568,620 | 262,033 | 165,303 | 0 | 995,956 | 202,484 | 1,261,272 | 448,650 | 59,591 | 2,967,953 |
| NO. MARIANAS | 0 | 0 | 0 | 123,819 | 0 | 123,819 | 0 | 0 | 0 | 0 | 123,819 |
| OHIO | 35,941,544 | 42,302,427 | 1,858,688 | 3,056,713 | 1,640,108 | 84,799,480 | 1,764,997 | 28,299,880 | 2,067,952 | 142,074 | 117,074,383 |
| OKLAHOMA | 0 | 2,142,872 | 848,490 | 2,122,990 | 0 | 5,114,352 | 334,693 | 3,855,489 | 1,669,082 | 89,361 | 11,062,977 |
| OREGON | 96,944,123 | 6,496,356 | 790,244 | 0 | 4,600,000 | 108,830,723 | 0 | 6,545,684 | 0 | 0 | 115,376,407 |
| PENNSYLVANIA | 115,174,914 | 83,804,213 | 2,982,094 | 560,000 | 0 | 202,521,221 | 2,272,948 | 48,979,157 | 5,404,779 | 152,710 | 259,330,815 |
| PUERTO RICO | 5,742,912 | 4,114,756 | 750,680 | 1,670,060 | 0 | 12,278,408 | 554,864 | 7,107,965 | 0 | 156,067 | 20,097,304 |
| RHODE ISLAND | 3,356,428 | 5,491,136 | 364,876 | 266,556 | 0 | 9,478,996 | 0 | 4,568,520 | 0 | 53,932 | 14,101,448 |
| SOUTH CAROLINA | 6,871,400 | 4,386,975 | 820,828 | 1,673,797 | 0 | 13,753,000 | 351,780 | 4,147,810 | 789,200 | 95,266 | 19,137,056 |
| SOUTH DAKOTA | 2,400,000 | 591,844 | 281,365 | 287,498 | 0 | 3,560,707 | 238,052 | 932,004 | 460,862 | 61,691 | 5,253,316 |
| TENNESSEE | 8,883,352 | 8,382,410 | 1,242,432 | 1,537,310 | 0 | 20,045,504 | 566,252 | 8,834,768 | 1,642,131 | 108,433 | 31,197,088 |
| TEXAS | 11,551,500 | 87,119,090 | 3,079,212 | 6,120,267 | 0 | 107,870,069 | 3,382,192 | 13,950,790 | 3,333,417 | 173,366 | 128,709,834 |
| UTAH | 0 | 11,798,936 | 384,530 | 523,298 | 0 | 12,706,764 | 332,200 | 5,018,838 | 44,000 | 58,862 | 18,160,664 |

TABLE 3
FY 1994 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING GRANTS
[STARK-HARRIS FUNDS ($199 MIL.) FOR WASH. D.C. METRO ARE EXCLUDED]

05-Apr-95

| STATE | CAPITAL * SECTION 3 | CAPITAL * SECTION 9 | CAPITAL SECTION 16 | CAPITAL SECTION 18 | CAPITAL INTERSTATE * SUBSTITUTE | CAPITAL CAPITAL | SECTIONS 8 & 26(a)(2) PLANNING | SECTION 9 OPERATING | SECTION 18 OPERATING | RTAP | TOTAL $ OBLIGATED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| VERMONT | 0 | 381,760 | 450,120 | 1,295,816 | 0 | 2,127,696 | 208,420 | 368,076 | 837,503 | 60,452 | 3,602,147 |
| VIRGINIA | 6,000,000 | 26,744,641 | 1,250,498 | 1,195,416 | 0 | 35,190,555 | 1,101,791 | 8,599,290 | 2,436,242 | 101,806 | 47,429,684 |
| VIRGIN ISLANDS | 0 | 0 | 133,764 | 1,402,231 | 0 | 1,535,995 | 0 | 0 | 121,728 | 12,237 | 1,669,960 |
| WASHINGTON | 19,136,771 | 45,926,245 | 1,083,424 | 1,624,406 | 0 | 67,770,846 | 898,579 | 8,079,231 | 749,707 | 86,300 | 77,584,663 |
| WEST VIRGINIA | 3,701,236 | 528,190 | 605,189 | 747,916 | 0 | 5,582,531 | 208,425 | 2,500,668 | 1,227,909 | 80,865 | 9,600,398 |
| WISCONSIN | 5,000,000 | 17,374,842 | 1,146,696 | 1,011,565 | 0 | 24,533,103 | 682,089 | 12,284,840 | 2,834,450 | 90,000 | 40,424,482 |
| WYOMING | 564,256 | 438,820 | 203,793 | 231,312 | 0 | 1,438,181 | 233,072 | 596,055 | 246,174 | 57,459 | 2,570,941 |
| TOTAL | 1,547,093,474 | 1,606,475,900 | 58,895,849 | 63,130,305 | 124,837,765 | 3,400,433,293 | 48,641,104 | 741,336,741 | 67,649,315 | 4,404,448 | 4,262,464,901 |

* DOES NOT INCLUDE PROGRAM MANAGEMENT OVERSIGHT.
NOTE: OBLIGATIONS OF $6,298,498 FOR INTERCITY BUS PROGRAM RESERVE ARE NOT INCLUDED IN SECTION 18.
SECTION 18 CAPITAL INCLUDES PROJECT ADMINISTRATION, STATE ADMINISTRATION , AND PLANNING.

# FY 1994

# TOTAL OF GRANT AMOUNTS AWARDED TO EACH STATE (IN MILLIONS)

**Figure 3**

| | |
|---|---|
| American Samoa | 128.9K |
| Hawaii | 22.1M |
| Guam | 332.1K |
| Northern Marianas | 123.8K |

| | |
|---|---|
| Virgin Islands | 1.7M |
| Puerto Rico | 20.1M |

Note: Stark-Harris Grants ($199.0 M) for Washington, D.C. not included

FTA/Stat Summer–Job 2

## SECTION 3 DISCRETIONARY AND FORMULA CAPITAL PROGRAM

The Section 3 program provides funding for the establishment of new rail or busway projects (new systems), the improvement and maintenance of existing rail and other fixed guideway systems, and the upgrading of bus systems. The enactment of ISTEA in 1991 significantly changed the allocation method for fixed guideway modernization funds. Capital assistance grants made to states and local agencies are funded up to 80% of the net project costs, unless the grant recipient requests a lower Federal grant percentage. Section 3 funds are provided solely from the Federal motor fuel tax, (one and one-half cents) deposited in the mass transit account of the Highway Trust Fund. In FY 1994, the Section 3 obligations totaled $1.5 billion, a decrease of $200 million compared to FY 1993. However, the total number of vehicles budgeted in FY 1994 grew to 1,490 compared to 1,167 in FY 1993.

Three categories comprise the Section 3 program: 1) Bus and Bus Related; 2) Fixed Guideway Modernization; and 3) New Systems. Under the provisions of the ISTEA legislation, 40% of the Section 3 funds are to be available for fixed guideway modernization; 40% for the construction of new fixed guideway systems or extensions to fixed guideway systems; and 20% for the replacement, rehabilitation, and the purchase of buses and related equipment and the construction of bus-related facilities. Additional information about the three categories is provided below:

### BUS AND BUS RELATED

This category includes acquisition of bus and rolling stock and ancillary equipment, and the construction of bus facilities (i.e., maintenance facilities, garages, storage areas, bus terminals and the like). In FY 1994, the bus allocation was $354.3 million of which about 78% was earmarked by Congress for specific projects. At least 5.5% of Section 3 funds must be used in non-urbanized areas. In FY 1994, the Section 3 obligation level for bus was $318.7 million which tops FY 1993 obligations by $25.4 million.

### FIXED GUIDEWAY MODERNIZATION

Section 3 fixed guideway modernization is allocated by formula based on a 4-tier method. Statutory percentages are established to allocate the first $497.7 million (1st and 2nd tier) to eleven legislatively specified fixed guideway areas. The next $70 million is allocated by the Section 9 fixed guideway tier formula factors, with 50% ($35 million) going to the eleven urbanized areas and 50% ($35 million) to all other urbanized areas with fixed guideways at least 7 years old. Any remaining funds are allocated to all urbanized areas as a whole using the Section 9 fixed guideway tier formula factors. Typically funded are infrastructure improvements such as track and right of way rehabilitation, station modernization, rolling stock renewal, safety-related improvements, signal and power modernization. In FY 1994, the Section 3 obligation level for fixed guideway modernization was $809.9 million, up $144 million from the previous fiscal year.

### NEW SYSTEMS

New systems funding is allocated on a discretionary basis and projects must compete for funding using specific criteria including alternative analysis to justify the level of investment involved when starting a new fixed guideway system. Funding for new systems projects is earmarked annually by Congress. In FY 1994, the obligations for Section 3 new systems were $418.5 million, down $368 million from FY 1993. This in large measure is because the development of certain projects have not reached the stage of progression required for funding approval.

TABLE 4

FY 1994
SECTION 3 OBLIGATIONS
BY STATE AND BY CATGEGORY

(in regional order)

| STATE | BUS | FIXED GUIDEWAY MOD | NEW SYSTEMS | TOTAL $ |
|---|---|---|---|---|
| CONNECTICUT | 0 | 35,258,228 | 0 | 35,258,228 |
| MAINE | 1,566,388 | 0 | 0 | 1,566,388 |
| MASSACHUSETTS | 9,856,000 | 140,412,164 | 0 | 150,268,164 |
| NEW HAMPSHIRE | 980,340 | 0 | 0 | 980,340 |
| RHODE ISLAND | 3,356,428 | 0 | 0 | 3,356,428 |
| NEW JERSEY | 18,755,172 | 77,995,763 | 138,979,275 | 235,730,210 |
| NEW YORK | 33,331,060 | 265,537,848 | 64,512,500 | 363,381,408 |
| MARYLAND | 0 | 14,505,612 | 33,420,590 | 47,926,202 |
| PENNSYLVANIA | 30,293,000 | 84,881,914 | 0 | 115,174,914 |
| VIRGINIA | 6,000,000 | 0 | 0 | 6,000,000 |
| WASHINGTON DC | 0 | 17,289,510 | 0 | 17,289,510 |
| WEST VIRGINIA | 3,701,236 | 0 | 0 | 3,701,236 |
| ALABAMA | 3,393,600 | 0 | 0 | 3,393,600 |
| FLORIDA | 16,045,356 | 4,417,492 | 35,362,316 | 55,825,164 |
| GEORGIA | 11,500,000 | 6,716,788 | 0 | 18,216,788 |
| KENTUCKY | 4,310,000 | 0 | 0 | 4,310,000 |
| PUERTO RICO | 5,742,912 | 0 | 0 | 5,742,912 |
| SOUTH CAROLINA | 6,871,400 | 0 | 0 | 6,871,400 |
| TENNESSEE | 8,790,000 | 93,352 | 0 | 8,883,352 |
| ILLINOIS | 10,076,470 | 99,742,083 | 16,433,400 | 126,251,953 |
| INDIANA | 2,243,976 | 7,216,800 | 0 | 9,460,776 |
| MICHIGAN | 25,860,200 | 0 | 0 | 25,860,200 |
| MINNESOTA | 9,000,000 | 0 | 0 | 9,000,000 |
| OHIO | 21,000,000 | 12,601,669 | 2,339,875 | 35,941,544 |
| WISCONSIN | 5,000,000 | 0 | 0 | 5,000,000 |
| LOUISIANA | 10,000,000 | 0 | 2,000,000 | 12,000,000 |
| TEXAS | 8,671,500 | 400,000 | 2,480,000 | 11,551,500 |
| IOWA | 11,000,000 | 0 | 0 | 11,000,000 |
| MISSOURI | 20,538,697 | 0 | 15,286,480 | 35,825,177 |
| NEBRASKA | 2,364,800 | 0 | 0 | 2,364,800 |
| ARIZONA | 1,500,000 | 0 | 0 | 1,500,000 |
| COLORADO | 3,060,800 | 0 | 0 | 3,060,800 |
| SOUTH DAKOTA | 2,400,000 | 0 | 0 | 2,400,000 |
| WYOMING | 564,256 | 0 | 0 | 564,256 |
| CALIFORNIA | 17,566,694 | 36,796,136 | 992,500 | 55,355,330 |
| OREGON | 2,500,000 | 1,190,073 | 93,254,050 | 96,944,123 |
| WASHINGTON | 880,000 | 4,848,151 | 13,408,620 | 19,136,771 |
| TOTAL | 318,720,285 | 809,903,583 | 418,469,606 | 1,547,093,474 |

NOTE: DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

FY 1994

# SECTION 3 OBLIGATIONS

(BY CATEGORY)

*Figure 4*

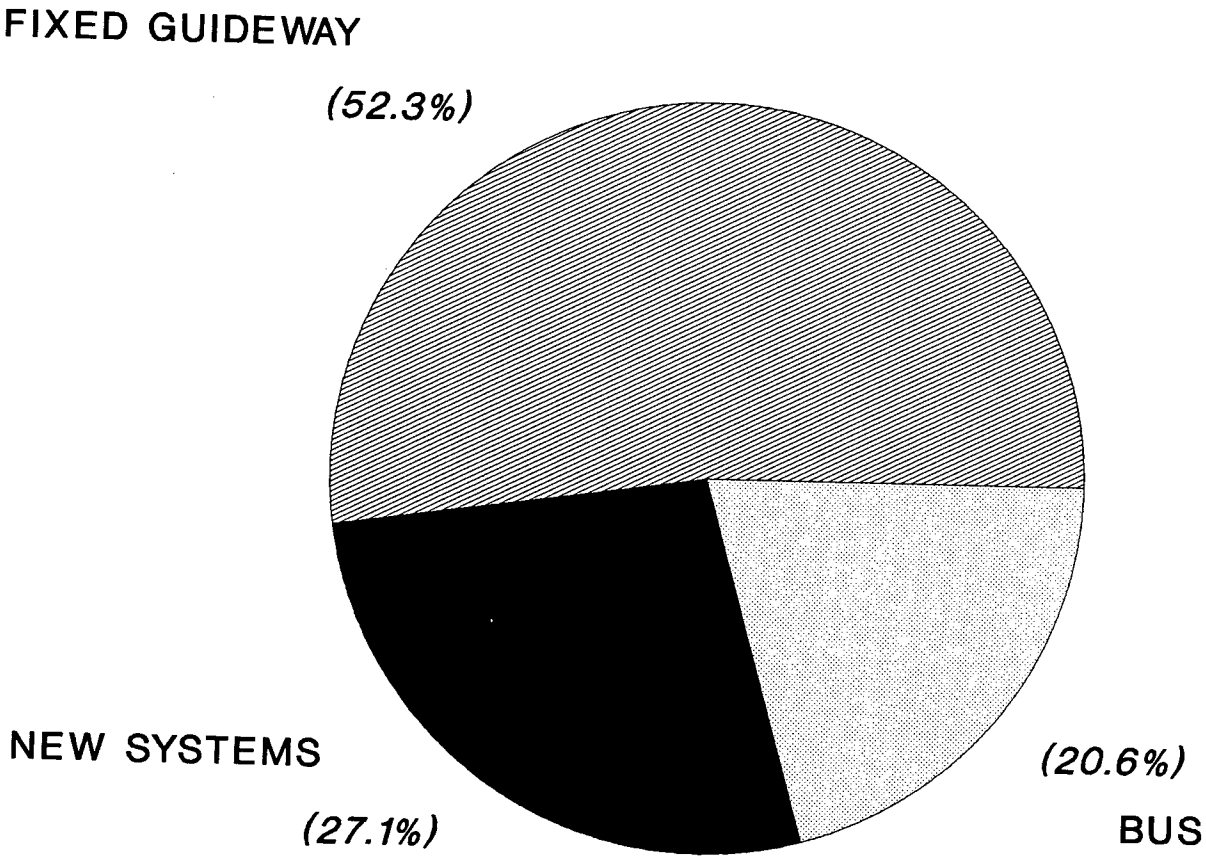


TABLE 4-1

FY 1994 SECTION 3 OBLIGATION SUMMARY
BY ACTIVITY AND BY POPULATION GROUP

| ACTIVITY | 34 URBANIZED AREAS OVER 1 MILLION POPULATION | 91 URBANIZED AREAS 200,000 - 1,000,000 | 280 URBANIZED AREAS 50,000 - 200,000 | URBANIZED AREAS UNDER 50,000- RURAL | TOTAL $ |
|---|---|---|---|---|---|
| BUS PURCHASES | 81,661,552 | 60,646,158 | 32,580,784 | 16,716,875 | 191,605,369 |
| BUS OTHER | 27,594,225 | 13,470,428 | 20,334,566 | 9,738,916 | 71,138,135 |
| BUS MAINTENANCE FACILITY | 22,142,440 | 11,823,348 | 21,536,176 | 474,817 | 55,976,781 |
| SUB-TOTAL | 131,398,217 | 85,939,934 | 74,451,526 | 26,930,608 | 318,720,285 |
| FIXED GUIDEWAY MOD | 807,095,118 | 2,808,465 | 0 | 0 | 809,903,583 |
| NEW SYSTEMS | 402,687,006 | 15,782,600 | 0 | 0 | 418,469,606 |
| GRAND TOTAL | 1,341,180,341 | 104,530,999 | 74,451,526 | 26,930,608 | 1,547,093,474 |

| BUS PURCHASES | $ BUS AMOUNTS |
|---|---|
| 829 STANDARD | 156,881,771 |
| 11 ARTICULATED | 3,000,000 |
| 71 MEDIUM | 12,113,055 |
| 2 TROLLEY STYLE | 240,000 |
| 219 SMALL | 10,263,553 |
| 354 VANS | 9,066,990 |
| 2 SEDANS | 16,000 |
| 2 STATION WAGONS | 24,000 |
| 1,490 TOTAL BUSES | 191,605,369 |

| NUMBER OF BUSES | POPULATION GROUP |
|---|---|
| 527 | OVER 1 MILLION |
| 329 | 200,000-1 MILLION |
| 262 | 50,000-200,000 |
| 372 | UNDER 50,000-RURAL |
| --- | |
| 1,490 | TOTAL BUSES |

TABLE 5
OBLIGATIONS FOR BUS AND BUS RELATED EXPENDITURES
BY URBANIZED AND RURAL AREA
(IN REGIONAL ORDER)

| POPULATION GROUP | FY 1994 |
|---|---|
| OVER A MILLION POPULATION | $ AMOUNT |
| mmmmmmmmmmmmmmmmmmmmmm | mmmmmmmmmm |
| BOSTON, MA | 516,000 |
| NEW YORK, NY | 22,296,048 |
| NORTHEASTERN, NJ | 1,670,000 |
| PHILADELPHIA, PA | 19,348,000 |
| MIAMI, FL | 3,000,000 |
| SAN JUAN, PR | 5,742,912 |
| ATLANTA, GA | 11,500,000 |
| CHICAGO, IL | 5,234,070 |
| NW INDIANA | 625,307 |
| DETROIT, MI | 10,940,089 |
| MINNEAPOLIS, MN | 7,000,000 |
| CLEVELAND, OH | 3,500,000 |
| NEW ORLEANS, LA | 10,000,000 |
| KANSAS CITY, MO | 12,922,697 |
| ST LOUIS, MO | 2,036,400 |
| LOS ANGELES, CA | 12,203,694 |
| SAN FRANCISCO, CA | 363,000 |
| PORTLAND, OR | 2,500,000 |
| SUB-TOTAL | 131,398,217 |
| 200,000 - 1 MILLION POPULATION | |
| mmmmmmmmmmmmmmmmmmmmmmm mmmmm | |
| SPRINGFIELD, MA | 2,000,000 |
| PROVIDENCE, RI | 3,356,428 |
| ALBANY, NY | 1,024,000 |
| BUFFALO, NY | 9,311,444 |
| BIRMINGHAM, AL | 3,393,600 |
| ORLANDO, FL | 7,500,000 |
| SARASOTA, FL | 3,688,480 |
| LOUISVILLE,KY | 2,000,000 |
| CHARLESTON, SC | 6,871,400 |
| CHATTANOOGA, TN | 1,000,000 |
| MEMPHIS, TN | 4,333,200 |
| NASHVILLE, TN | 3,456,800 |
| PEORIA, IL | 832,000 |
| ROCKFORD, IL | 665,600 |
| ROCK ISLAND, IL | 280,000 |
| FLINT, MI | 7,785,606 |
| GRAND RAPIDS, MI | 652,576 |
| AKRON, OH | 3,600,000 |
| COLUMBUS, OH | 7,400,000 |
| TOLEDO, OH | 3,000,000 |
| YOUNGSTOWN, OH | 3,500,000 |
| CORPUS CHRISTI, TX | 544,000 |
| OMAHA, NE | 2,364,800 |
| TUCSON. AZ | 1,500,000 |
| STOCKTON, CA | 5,000,000 |
| RICHLAND, WA | 880,000 |
| SUB-TOTAL | 85,939,934 |

Continued on next page

TABLE 5

| 50,000 - 200,000 POPULATION | FY 1994 $ AMOUNT |
|---|---|
| LOWELL, MA | 2,340,000 |
| NEW BEDFORD, MA | 5,000,000 |
| ELMIRA, NY | 108,368 |
| ROME, NY | 99,200 |
| ITHACA, NY | 492,000 |
| ATLANTIC CITY, NJ | 17,085,172 |
| ALTOONA, PA. | 2,125,000 |
| READING, PA MULTI-YEAR FUNDING FOR STATEWIDE GRANT | 7,580,000 |
| CHARLESTON, WV | 1,056,688 |
| HUNTINGTON, WV | 884,684 |
| PARKERSBURG, WV | 374,940 |
| WHEELING, WV | 873,048 |
| FORT WRIGHT, KY (TANK) | 2,310,000 |
| SPRINGFIELD, IL | 1,900,000 |
| BLOOMINGTON, IN | 1,248,800 |
| BATTLE CREEK, MI | 348,000 |
| BAY CITY, MI | 992,000 |
| BENTON HARBOR, MI | 139,760 |
| KALAMAZOO, MI | 1,032,000 |
| MUSKEGON, MI | 160,000 |
| SAGINAW, MI | 752,000 |
| DULUTH, MN | 2,000,000 |
| CEDAR RAPIDS, IA | 4,157,451 |
| DUBUQUE, IA | 179,692 |
| IOWA CITY, IA | 1,547,311 |
| SIOUX CITY, IA | 827,659 |
| WATERLOO, IA | 521,649 |
| COLUMBIA, MO | 1,368,000 |
| SPRINGFIELD, MO | 2,964,480 |
| APPLETON, WI | 224,800 |
| BELOIT, WI | 672,000 |
| GREEN BAY, WI | 696,736 |
| JANESVILLE, WI | 289,200 |
| KENOSHA, WI | 567,328 |
| LA CROSSE, WI | 135,680 |
| OSHKOSH, WI | 95,200 |
| RACINE, WI | 790,880 |
| SHEBOYGAN, WI | 759,400 |
| WAUSAU, WI | 352,400 |
| LAREDO, TX | 7,000,000 |
| SIOUX FALLS, SD | 2,400,000 |
| SUB-TOTAL | 74,451,526 |

Continued on next page

Table 5 - page 3

RURAL AREAS - UNDER 50,000 POPULATION

| | | |
|---|---|---|
| CONCORD, NH | | 980,340 |
| STATE OF MAINE | | 1,566,388 |
| CHAMBERSBURG, PA | | 240,000 |
| CHESTER, PA | | 1,000,000 |
| STATE OF WEST VIRGINIA | | 511,876 |
| STATE OF INDIANA | | 369,869 |
| SAN MARCOS, TX | | 1,127,500 |
| FAIRFAX, VA | | 6,000,000 |
| KEY WEST, FL | | 1,856,876 |
| STATE OF MICHIGAN | | 3,058,169 |
| SUPERIOR, WI | | 72,000 |
| STATE OF WISCONSIN | | 344,376 |
| STATE OF IOWA | | 3,766,238 |
| STATE OF MISSOURI | | 2,411,920 |
| PITKIN CO., CO | | 3,060,800 |
| ROCK SPRING, WY | | 564,256 |
| | SUB-TOTAL | 26,930,608 |
| GRAND TOTAL | | 318,720,285 |

TABLE 5-1

SECTION 3 FUNDS OBLIGATED IN FY 1994 FOR FIXED GUIDEWAY MOD AND NEW SYSTEMS AREAS UNDER 1 MILLION POPULATION

| (In Regional Order) URBANIZED AREA | FIXED GUIDEWAY MOD | NEW SYSTEMS | TOTAL $ |
|---|---|---|---|
| BUFFALO, NY | 538,780 | 0 | 538,780 |
| JACKSONVILLE, FL * | 0 | 15,045,000 | 15,045,000 |
| ORLANDO, FL | 0 | 737,600 | 737,600 |
| CHATTANOOGA, TN | 93,352 | 0 | 93,352 |
| DAYTON, OH ** | 1,776,333 | 0 | 1,776,333 |
| EL PASO, TX | 400,000 | 0 | 400,000 |
| TOTAL | 2,808,465 | 15,782,600 | 18,591,065 |

* INCLUDES THE PURCHASE OF 6 PEOPLE MOVERS FOR $5,030,806
** INCLUDES THE PURCHASE OF 4 ELECTRIC TROLLEY BUSES FOR $1,296,381

TABLE 6
FY 1994 SECTION 3 OBLIGATIONS BY BUS CATEGORY AND POPULATION GROUP

| URBANIZED OR RURAL AREA | NO. OF STANDARD BUSES | $ AMOUNT | NO. OF MEDIUM BUSES | $ AMOUNT | NO. OF SMALL BUSES | $ AMOUNT | NO. OF VANS | $ AMOUNT | BUS OTHER | MAINTENANCE FACILITY | TOTAL $ AMOUNT | TOTAL NO. OF BUSES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| %%%%%%%%%%%%%%%%%% | %%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%% | | | | | | | | %%%%%%%%%%%%%%%%%%%%%%%%% | | | %%%%% |
| OVER 1 MILLION POP. | | | | | | | | | | | | |
| =========== | | | | | | | | | | | | |
| BOSTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516,000 | 0 | 516,000 | 0 |
| NEW YORK, NY | 46 | 12,000,000 | 5 | 804,684 | 0 | 0 | 0 | 0 | 0 | 9,491,364 | 22,296,048 | 51 |
| NORTHEASTERN, NJ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,670,000 | 0 | 1,670,000 | 0 |
| PHILADELPHIA, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,348,000 | 9,000,000 | 19,348,000 | 0 |
| MIAMI, FL | 11 | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 11 |
| SAN JUAN, PR | 30 | 5,494,912 | 0 | 0 | 10 | 228,000 | 0 | 0 | 0 | 20,000 | 5,742,912 | 40 |
| ATLANTA, GA | 56 | 10,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500,000 | 0 | 11,500,000 | 56 |
| CHICAGO, IL | 26 | 4,800,000 | 0 | 0 | 0 | 0 | 0 | 0 | 434,070 | 0 | 5,234,070 | 26 |
| NW INDIANA | 1 | 220,000 | 0 | 0 | 5 | 167,179 | 11 | 225,488 | 0 | 12,640 | 625,307 | 17 |
| DETROIT, MI | 54 | 8,698,220 | 0 | 0 | 27 | 1,631,669 | 0 | 0 | 610,200 | 0 | 10,940,089 | 81 |
| MINNEAPOLIS, MN | 41 | 7,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000,000 | 41 |
| CLEVELAND, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,500,000 | 3,500,000 | 0 |
| NEW ORLEANS, LA | 40 | 10,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000,000 | 40 |
| KANSAS CITY, MO | 63 | 11,796,000 | 0 | 0 | 0 | 0 | 25 | 792,000 | 312,261 | 22,436 | 12,922,697 | 88 |
| ST LOUIS, MO | 7 | 1,164,800 | 0 | 0 | 0 | 0 | 47 | 871,600 | 0 | 0 | 2,036,400 | 54 |
| LOS ANGELES, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,203,694 | 0 | 12,203,694 | 0 |
| SAN FRANCISCO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 267,000 | 0 | 96,000 | 363,000 | 6 |
| PORTLAND, OR | 16 | 2,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500,000 | 16 |
| SUB-TOTAL | 391 | 76,673,932 | 5 | 804,684 | 42 | 2,026,848 | 89 | 2,156,088 | 27,594,225 | 22,142,440 | 131,398,217 | 527 |
| 200,000-1 MIL. POP. | | | | | | | | | | | | |
| ============ | | | | | | | | | | | | |
| SPRINGFIELD, MA | 12 | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 12 |
| PROVIDENCE, RI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,356,428 | 0 | 3,356,428 | 0 |
| ALBANY, NY | 5 | 1,024,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,024,000 | 5 |
| BUFFALO, NY | 11 | 2,080,496 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,230,948 | 9,311,444 | 11 |
| BIRMINGHAM, AL | 19 | 3,393,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,393,600 | 19 |
| ORLANDO, FL | 40 | 7,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,500,000 | 40 |
| SARASOTA, FL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,688,480 | 3,688,480 | 0 |
| LOUISVILLE, KY | 11 | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 11 |
| CHARLESTON, SC | 26 | 4,763,830 | 7 | 1,282,570 | 0 | 0 | 0 | 0 | 0 | 825,000 | 6,871,400 | 33 |
| CHATTANOOGA, TN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 | 0 |
| MEMPHIS, TN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,333,200 | 0 | 4,333,200 | 0 |
| NASHVILLE, TN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,456,800 | 0 | 3,456,800 | 0 |
| PEORIA, IL | 5 | 832,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 832,000 | 5 |
| ROCKFORD, IL | 4 | 665,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 665,600 | 4 |
| ROCK ISLAND, IL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280,000 | 0 | 280,000 | 0 |
| FLINT, MI | 41 | 7,545,606 | 0 | 0 | 0 | 0 | 12 | 240,000 | 0 | 0 | 7,785,606 | 53 |
| GRAND RAPIDS, MI | 4 | 652,576 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 652,576 | 4 |
| AKRON, OH | 20 | 3,600,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,600,000 | 20 |
| COLUMBUS, OH | 45 | 7,400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,400,000 | 45 |
| TOLEDO, OH | 14 | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 14 |
| YOUNGSTOWN, OH | 12 | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 3,500,000 | 12 |
| CORPUS CHRISTI, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 544,000 | 0 | 544,000 | 0 |
| OMAHA, NE | 14 | 2,364,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,364,800 | 14 |
| TUCSON, AZ | 6 | 1,421,080 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78,920 | 1,500,000 | 6 |
| STOCKTON, CA | 17 | 5,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000,000 | 17 |
| RICHLAND, WA | 4 | 880,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 880,000 | 4 |
| SUB-TOTAL | 310 | 59,123,588 | 7 | 1,282,570 | 0 | 0 | 12 | 240,000 | 13,470,428 | 11,823,348 | 85,939,934 | 329 |

CONTINUED ON NEXT PAGE

| Page 2<br>50,000-200,000 POP. | NO. OF STANDARD BUSES | $ AMOUNT | NO. OF MEDIUM BUSES | $ AMOUNT | NO. OF SMALL BUSES | $ AMOUNT | NO. OF VANS | $ AMOUNT | BUS OTHER | MAINTENANCE FACILITY | TOTAL $ | TOTAL NO. OF BUSES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ========= | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% | %%%%% |
| LOWELL, MA | 13 | 2,340,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,340,000 | 13 |
| NEW BEDFORD, MA | 28 | 4,602,000 | 0 | 0 | 0 | 0 | 7 | 398,000 | 0 | 0 | 5,000,000 | 35 |
| ELMIRA, NY | 0 | 0 | 2 | 108,368 | 0 | 0 | 0 | 0 | 0 | 0 | 108,368 | 2 |
| ROME, NY | 0 | 0 | 0 | 0 | 3 | 99,200 | 0 | 0 | 0 | 0 | 99,200 | 3 |
| ITHACA, NY | 3 | 492,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 492,000 | 3 |
| ATLANTIC CITY, NJ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,085,172 | 17,085,172 | 0 |
| ALTOONA, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,125,000 | 0 | 2,125,000 | 0 |
| READING, PA. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,580,000 | 0 | 7,580,000 | 0 |
| CHARLESTON, WV | 2 | 344,000 | 4 | 688,000 | 0 | 0 | 0 | 0 | 0 | 24,688 | 1,056,688 | 6 |
| HUNTINGTON, WV | 0 | 0 | 4 | 860,000 | 0 | 0 | 0 | 0 | 0 | 24,684 | 884,684 | 4 |
| PARKERSBURG, WV | 0 | 0 | 0 | 0 | 4 | 350,252 | 0 | 0 | 0 | 24,688 | 374,940 | 4 |
| WHEELING, WV | 1 | 172,000 | 0 | 0 | 2 | 175,128 | 0 | 0 | 501,236 | 24,684 | 873,048 | 3 |
| FORT WRIGHT, KY | 12 | 2,043,333 | 0 | 0 | 6 | 266,667 | 0 | 0 | 0 | 0 | 2,310,000 | 18 |
| SPRINGFIELD, IL | 7 | 1,580,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320,000 | 1,900,000 | 7 |
| BLOOMINGTON, IN | 4 | 560,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 688,800 | 1,248,800 | 4 |
| BATTLE CREEK, MI | 2 | 348,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348,000 | 2 |
| BAY CITY, MI | 1 | 152,000 | 6 | 808,000 | 1 | 32,000 | 0 | 0 | 0 | 0 | 992,000 | 8 |
| BENTON HARBOR, MI | 0 | 0 | 0 | 0 | 3 | 139,760 | 0 | 0 | 0 | 0 | 139,760 | 3 |
| KALAMAZOO, MI | 6 | 1,032,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,032,000 | 6 |
| MUSKEGON, MI | 1 | 160,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160,000 | 1 |
| SAGINAW, MI | 3 | 432,000 | 0 | 0 | 0 | 0 | 0 | 0 | 320,000 | 0 | 752,000 | 3 |
| DULUTH, MN | 10 | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 10 |
| CEDAR RAPIDS, IA | 0 | 0 | 5 | 1,804,887 | 0 | 0 | 0 | 0 | 1,477,140 | 875,424 | 4,157,451 | 5 |
| DUBUQUE, IA | 0 | 0 | 1 | 132,193 | 0 | 0 | 1 | 36,471 | 0 | 11,028 | 179,692 | 2 |
| IOWA CITY, IA | 7 | 1,217,951 | 0 | 0 | 0 | 0 | 0 | 0 | 126,000 | 203,360 | 1,547,311 | 7 |
| SIOUX CITY, IA | 4 | 662,532 | 0 | 0 | 0 | 0 | 1 | 33,127 | 0 | 132,000 | 827,659 | 5 |
| WATERLOO, IA | 3 | 496,899 | 0 | 0 | 0 | 0 | 0 | 0 | 24,750 | 0 | 521,649 | 3 |
| COLUMBIA, MO | 4 | 684,000 | 0 | 0 | 6 | 684,000 | 0 | 0 | 0 | 0 | 1,368,000 | 10 |
| SPRINGFIELD, MO | 0 | 0 | 12 | 2,368,960 | 0 | 0 | 10 | 315,520 | 40,000 | 240,000 | 2,964,480 | 22 |
| APPLETON, WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224,800 | 224,800 | 0 |
| BELOIT, WI | 0 | 0 | 0 | 0 | 30 | 492,000 | 0 | 0 | 180,000 | 0 | 672,000 | 30 |
| GREEN BAY, WI | 1 | 116,736 | 0 | 0 | 0 | 0 | 0 | 0 | 258,400 | 321,600 | 696,736 | 1 |
| JANESVILLE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289,200 | 289,200 | 0 |
| KENOSHA, WI | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20,000 | 0 | 547,328 | 567,328 | 1 |
| LA CROSSE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24,000 | 0 | 111,680 | 135,680 | 1 |
| OSHKOSH, WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95,200 | 95,200 | 0 |
| RACINE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 649,600 | 141,280 | 790,880 | 0 |
| SHEBOYGAN, WI | 4 | 648,000 | 0 | 0 | 0 | 0 | 0 | 0 | 28,600 | 82,800 | 759,400 | 4 |
| WAUSAU, WI | 2 | 320,000 | | | | | | | 16,640 | 15,760 | 352,400 | 2 |
| LAREDO, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000,000 | 0 | 7,000,000 | 0 |
| SIOUX FALLS, SD | 0 | 0 | 10 | 1,672,800 | 13 | 496,800 | 11 | 171,200 | 7,200 | 52,000 | 2,400,000 | 34 |
| SUB TOTAL | 118 | 20,403,451 | 44 | 8,443,208 | 68 | 2,735,807 | 32 | 998,318 | 20,334,566 | 21,536,176 | 74,451,526 | 262 |

Continued on next page

Page 3

| UNDER 50,000 POP. AND RURAL AREAS ======== | NO. OF STANDARD BUSES | $ AMOUNT | NO. OF MEDIUM BUSES | $ AMOUNT | NO. OF SMALL BUSES | $ AMOUNT | NO. OF VANS | $ AMOUNT | BUS OTHER | MAINTENANCE FACILITY | TOTAL $ AMOUNT | TOTAL NO OF BUSES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% | %%%%%%%%% |
| CONCORD, NH | 0 | 0 | 8 | 548,000 | 7 | 278,500 | 8 | 137,200 | 16,640 | 0 | 980,340 | 23 |
| STATE OF MAINE | 6 | 620,000 | 0 | 0 | 18 | 669,700 | 7 | 159,200 | 84,988 | 32,500 | 1,566,388 | 31 |
| CHAMBERSBURG, PA | 0 | 0 | 2 | 240,000 | 0 | 0 | 0 | 0 | 0 | 0 | 240,000 | 2 |
| CHESTER, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 | 0 |
| FAIRFAX, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000,000 | 0 | 6,000,000 | 0 |
| STATE OF WEST VA. | 0 | 0 | 0 | 0 | 5 | 437,820 | 0 | 0 | 0 | 74,056 | 511,876 | 5 |
| STATE OF INDIANA | 0 | 0 | 1 | 84,000 | 3 | 144,150 | 1 | 21,300 | 0 | 120,419 | 369,869 | 5 |
| SAN MARCOS, TX | 0 | 0 | 5 | 818,400 | 0 | 0 | 0 | 0 | 309,100 | 0 | 1,127,500 | 5 |
| KEY WEST, FL | 0 | 0 | 0 | 0 | 0 | 81,600 | | | 1,775,276 | 0 | 1,856,876 | 0 |
| STATE OF MICHIGAN | 0 | 0 | 0 | 0 | 59 | 2,831,419 | 6 | 106,374 | 17,216 | 103,160 | 3,058,169 | 65 |
| SUPERIOR, WI | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 72,000 | 0 | 0 | 72,000 | 2 |
| STATE OF WISCONSIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 344,376 | 0 | 344,376 | 0 |
| STATE OF IOWA | 0 | 0 | 1 | 132,193 | 5 | 306,083 | 101 | 3,076,920 | 106,360 | 144,682 | 3,766,238 | 107 |
| STATE OF MISSOURI | 0 | 0 | 0 | 0 | 2 | 280,000 | 98 | 2,075,920 | 56,000 | 0 | 2,411,920 | 100 |
| PITKIN CO., CO | 15 | 3,060,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,060,800 | 15 |
| ROCK SPRING, WY | 0 | 0 | 0 | 0 | 10 | 471,626 | 2 | 63,670 | 28,960 | 0 | 564,256 | 12 |
| SUB-TOTAL | 21 | 3,680,800 | 17 | 1,822,593 | 109 | 5,500,898 | 225 | 5,712,584 | 9,738,916 | 474,817 | 26,930,608 | 372 |
| GRAND TOTAL | 840 | 159,881,771 | 73 | 12,353,055 | 219 | 10,263,553 | 358 | 9,106,990 | 71,138,135 | 55,976,781 | 318,720.285 | 1,490 |

PLEASE NOTE THAT OBLIGATIONS ($7.6 MIL.) FOR READING, PA REPRESENTS PARTIAL FUNDING FOR A MULTI-YEAR STATEWIDE PROJECT. THE FIRST INCREMENT WAS FUNDED IN FY 1992 FOR $6.5 MILLION.
ALSO, A PORTION OF THE BUS OBLIGATIONS FOR BOTH DETROIT AND KANSAS CITY WAS INCLUDED IN STATE GRANTS.

## SECTION 9 PROGRAM

Section 9 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's major transit assistance program in FY 1984. The Section 9 program provides funding for capital and planning at 80 percent and for operating up to 50 percent. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership. Section 9 is funded from both General Revenues and Trust Funds.

Section 9 formula funds are available for transit improvements for 34 urbanized areas over 1 million population, 91 urbanized areas with populations between 200,000 and 1 million, and 280 urbanized areas between 50,000 and 200,000 population. For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000, the funds are apportioned to the Governor of each state for distribution. In FY 1994, a total of $2.3 billion of Section 9 funds was obligated, the highest ever recorded. Of this amount $1.5 billion or 66 percent was used for capital ; $757 million or 32 percent for operating purposes; and $41 million or 2 percent for planning assistance. In line with the increase in obligations, the total number of vehicles budgeted reached an unprecedented 4,039. There were also 543 full-size buses that were rehabilitated for about $8.1 million. The obligations for operating have settled at about the same level for the last seven years. Flexible funds transferred from FHWA had a major impact on the funds available for obligation. In FY 1994, a total of $486.8 million was transferred to Section 9 of which $366.5 million (63 percent) was obligated for urbanized areas. The $486.8 million represents 80 percent of $609.7 million, the total flexible funds transferred in FY 1994. The program sources of these transfers are: Congestion Mitigation and Air Quality (CMAQ), $305.5 million (63 percent); Surface Transportation Program (STP), $174.5 million (36 percent); and ISTEA earmarked funds, $6.8 million (1 percent).

As a group, the urbanized areas with populations over 1 million were the largest recipients. These areas received a total of $1.7 billion or 75 percent of the Section 9 funds. By contrast, this is $200 million above last year's obligations for this population group.

TABLE 7

FY 1994 SECTION 9 OBLIGATION SUMMARY
BY ACTIVITY AND BY POPULATION GROUP

| ACTIVITY | 34 URBANIZED AREAS OVER 1 MILLION | 91 URBANIZED AREAS 200,000-1,000,000 | 280 URBANIZED AREAS 50,000-200,000 | TOTAL $ AMOUNT 405 URBANIZED AREAS |
|---|---|---|---|---|
| BUS PURCHASES | 361,034,906 | 137,617,384 | 48,335,835 | 546,988,125 |
| BUS OTHER | 166,405,370 | 75,982,513 | 19,655,219 | 262,043,102 |
| BUS MAINTENANCE FACILITY | 102,918,494 | 15,207,313 | 5,719,181 | 123,844,988 |
| SUB-TOTAL | 630,358,770 | 228,807,210 | 73,710,235 | 932,876,215 |
| FIXED GUIDEWAY MOD | 563,664,180 | 6,956,874 | 10,134,421 | 580,755,475 |
| PLANNING | 24,892,271 | 13,737,357 | 2,891,654 | 41,521,282 |
| NEW SYSTEMS | 29,145,120 | 0 | 0 | 29,145,120 |
| OPERATING | 501,061,683 | 145,395,346 | 110,941,102 | 757,398,131 |
| GRAND TOTAL | 1,749,122,024 | 394,896,787 | 197,677,412 | 2,341,696,223 |

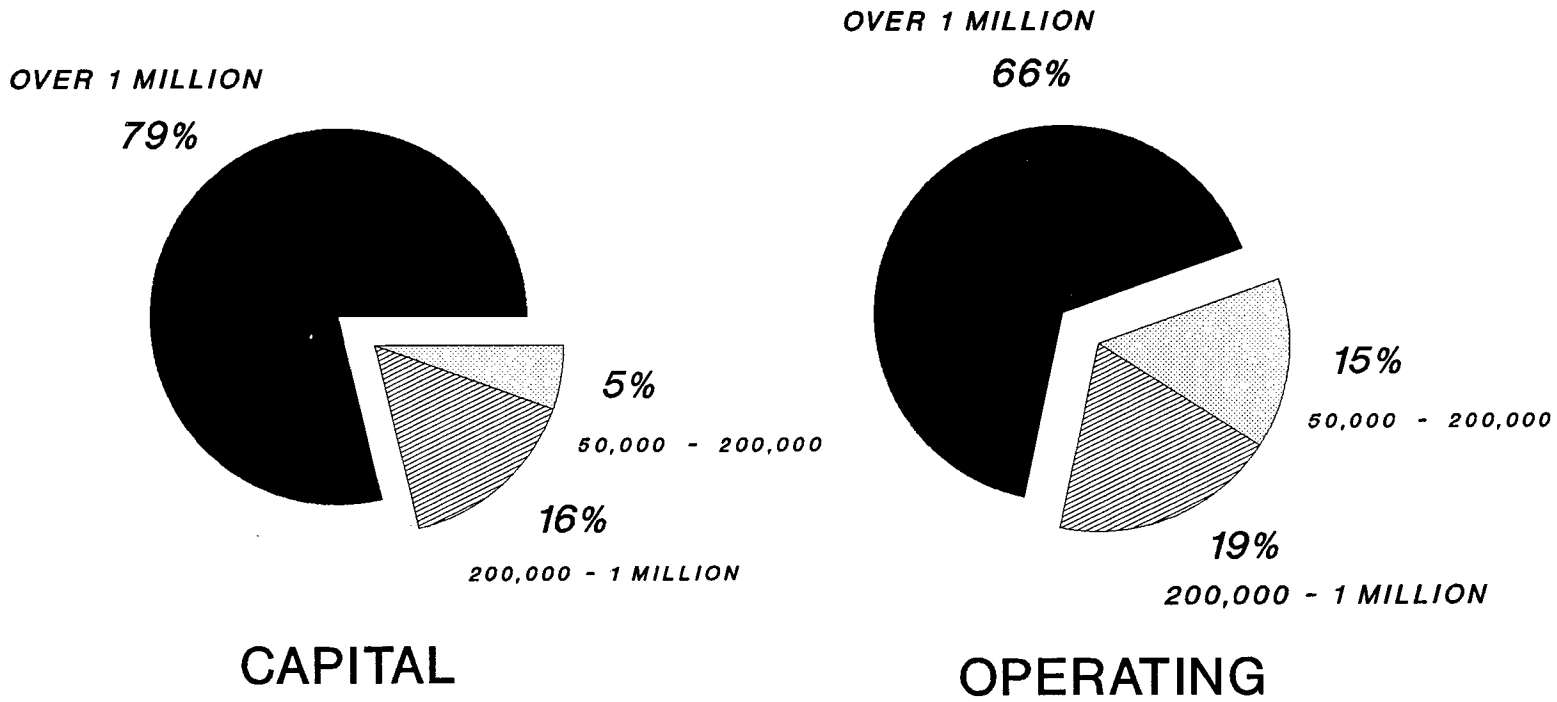
| BUS PURCHASES | $ BUS AMOUNTS |
|---|---|
| 2,293 STANDARD | 437,869,891 |
| 132 MEDIUM | 17,452,335 |
| 538 SMALL | 37,438,521 |
| 27 ARTICULATED | 7,899,951 |
| 975 VANS/WAGONS | 31,489,573 |
| 27 TROLLEY STYLE | 3,426,514 |
| 47 COMMUTER INTERCITY | 11,411,340 |
| 4,039 TOTAL BUSES | 546,988,125 |

| NUMBER OF BUSES | POPULATION GROUP |
|---|---|
| 2,301 | OVER 1 MILLION |
| 1,201 | 200,000 - 1 MILLION |
| 537 | 50,000 - 200,000 |
| 4,039 | TOTAL BUSES |

| NEW SYSTEMS | |
|---|---|
| NEW YORK | 26,673,600 |
| DALLAS | 1,600,000 |
| PORTLAND, OR. | 871,520 |
| TOTAL $ | 29,145,120 |

# FY 1994 SECTION 9 OBLIGATIONS
# CAPITAL AND OPERATING
## (BY POPULATION GROUP)

Figure 7




CAPITAL INCLUDES PLANNING

# TABLE 7-1

## FTA FY1994 USE OF SECTION 9 FORMULA FUNDS

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Fixed Guideway | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I | More Than 1,000,000 Population: | | | | | | | | | | |
| | BOSTON, MA | 42,927,920 | (250) | 30,000 | 265,920 | 43,223,840 | 47,990,000 | 0 | 91,213,840 | 18,255,443 | 109,469,283 |
| | Subtotals - More Than 1,000,000 Population | 42,927,920 | ( 250) | 30,000 | 265,920 | 43,223,840 | 47,990,000 | 0 | 91,213,840 | 18,255,443 | 109,469,283 |
| I | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | BRIDGEPORT-MILFORD, CT | 1,180,573 | ( 29) | 120,000 | 106,400 | 1,406,973 | 0 | 0 | 1,406,973 | 2,021,927 | 3,428,900 |
| | HARTFORD-MIDDLETOWN, CT | 11,676,525 | ( 51) | 0 | 2,044,960 | 13,721,485 | 0 | 840,000 | 14,561,485 | 2,273,560 | 16,835,045 |
| | LAWRENCE-HAVERHILL, MA-NH (MA) | 1,056,000 | ( 9) | 0 | 120,000 | 1,176,000 | 0 | 80,000 | 1,256,000 | 1,300,250 | 2,556,250 |
| | LAWRENCE-HAVERHILL, MA-NH (NH) | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEW HAVEN-MERIDEN, CT | 1,298,304 | ( 17) | 0 | 231,428 | 1,529,732 | 0 | 0 | 1,529,732 | 1,319,132 | 2,848,864 |
| | PROVIDENCE-PAWTUCKET, RI-MA (MA) | 1,060,000 | ( 13) | 0 | 106,209 | 1,166,209 | 698,000 | 124,000 | 1,988,209 | 510,000 | 2,498,209 |
| | PROVIDENCE-PAWTUCKET, RI-MA (RI) | 480,000 | ( 10) | 0 | 3,282,053 | 3,762,053 | 0 | 1,572,800 | 5,334,853 | 4,197,579 | 9,532,432 |
| | SPRINGFIELD, MA-CT (CT) | 631,534 | ( 3) | 0 | 0 | 631,534 | 0 | 0 | 631,534 | 95,240 | 726,774 |
| | SPRINGFIELD, MA-CT (MA) | 1,491,308 | ( 17) | 260,000 | 940,000 | 2,691,308 | 0 | 18,000 | 2,709,308 | 1,918,578 | 4,627,886 |
| | WORCESTER, MA-CT (CT) | 0 | ( 0) | 0 | 3,811 | 3,811 | 0 | 0 | 3,811 | 0 | 3,811 |
| | WORCESTER, MA-CT (MA) | 832,000 | ( 12) | 72,400 | 1,452,784 | 2,357,184 | 0 | 204,000 | 2,561,184 | 1,153,354 | 3,714,538 |
| | Subtotals - 200,000 to 1,000,000 Population | 19,706,244 | ( 161) | 452,400 | 8,287,645 | 28,446,289 | 698,000 | 2,838,800 | 31,983,089 | 14,789,620 | 46,772,709 |
| I | 50,000 to 200,000 Population: | | | | | | | | | | |
| | CONNECTICUT - GOVERNORS APPORTIONMENT | 2,867,576 | ( 26) | 0 | 635,309 | 3,502,885 | 0 | 0 | 3,502,885 | 1,206,889 | 4,709,774 |
| | MAINE - GOVERNORS APPORTIONMENT | 470,532 | ( 4) | 0 | 317,432 | 787,964 | 0 | 13,344 | 801,308 | 1,133,320 | 1,934,628 |
| | MASSACHUSETTS - GOVERNORS APPORTIONMENT | 2,620,600 | ( 18) | 55,600 | 1,402,971 | 4,079,171 | 0 | 149,520 | 4,228,691 | 5,500,336 | 9,729,027 |
| | NEW HAMPSHIRE - GOVERNORS APPORTIONMENT | 520,000 | ( 4) | 0 | 225,972 | 745,972 | 0 | 67,100 | 813,072 | 837,755 | 1,650,827 |
| | RHODE ISLAND - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 156,283 | 156,283 | 0 | 0 | 156,283 | 370,941 | 527,224 |
| | VERMONT - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 381,760 | 381,760 | 0 | 0 | 381,760 | 368,076 | 749,836 |
| | Subtotals - 50,000 to 200,000 Population | 6,478,708 | ( 52) | 55,600 | 3,119,727 | 9,654,035 | 0 | 229,964 | 9,883,999 | 9,417,317 | 19,301,316 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Subtotals - Region I | 69,112,872 | ( 463) | 538,000 | 11,673,292 | 81,324,164 | 48,688,000 | 3,068,764 | 133,080,928 | 42,462,380 | 175,543,308 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| II | More Than 1,000,000 Population: | | | | | | | | | | |
| | NEW YORK, NY-NORTHEASTERN NJ (NJ) | 0 | ( 0) | 30,100,000 | 10,542,366 | 40,642,366 | 24,192,388 | 4,405,400 | 69,240,154 | 37,364,756 | 106,604,910 |
| | NEW YORK, NY-NORTHEASTERN NJ (NY) | 26,248,956 | (145) | 40,915,824 | 28,430,676 | 95,595,456 | 237,850,492 | 26,673,600 | 360,119,548 | 102,220,857 | 462,340,405 |
| | PHILADELPHIA, PA-NJ (NJ) | 0 | ( 0) | 0 | 909,000 | 909,000 | 3,098,454 | 82,800 | 4,090,254 | 3,599,007 | 7,689,261 |
| | Subtotals - More Than 1,000,000 Population | 26,248,956 | ( 145) | 71,015,824 | 39,882,042 | 137,146,822 | 265,141,334 | 31,161,800 | 433,449,956 | 143,184,620 | 576,634,576 |
| II | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | ALBANY-SCHENECTADY-TROY, NY | 864,000 | ( 5) | 0 | 893,580 | 1,757,580 | 0 | 80,000 | 1,837,580 | 3,679,000 | 5,516,580 |
| | ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (NJ) | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 149,455 | 149,455 |
| | BUFFALO-NIAGARA FALLS, NY | 13,688,000 | ( 82) | 0 | 630,580 | 14,318,580 | 0 | 0 | 14,318,580 | 5,992,124 | 20,310,704 |
| | NEW HAVEN-MERIDEN, CT | 0 | ( 0) | 0 | 0 | 0 | 0 | 280,000 | 280,000 | 974,792 | 1,254,792 |
| | ROCHESTER, NY | 4,099,892 | ( 23) | 0 | 600,000 | 4,699,892 | 0 | 0 | 4,699,892 | 3,075,023 | 7,774,915 |
| | SYRACUSE, NY | 0 | ( 0) | 170,400 | 692,746 | 863,146 | 0 | 0 | 863,146 | 2,057,932 | 2,921,078 |
| | TRENTON, NJ-PA (NJ) | 0 | ( 0) | 0 | 81,000 | 81,000 | 0 | 9,200 | 90,200 | 1,878,361 | 1,968,561 |
| | WILMINGTON, DE-MD-NJ-PA (NJ) | 0 | ( 0) | 0 | 67,634 | 67,634 | 0 | 0 | 67,634 | 15,020 | 82,654 |
| | Subtotals - 200,000 to 1,000,000 Population | 18,651,892 | ( 110) | 170,400 | 2,965,540 | 21,787,832 | 0 | 369,200 | 22,157,032 | 17,821,707 | 39,978,739 |
| II | 50,000 to 200,000 Population: | | | | | | | | | | |
| | CONNECTICUT - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 0 | 0 | 8,774,628 | 0 | 8,774,628 | 5,677,323 | 14,451,951 |
| | NEW JERSEY - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 1,750,351 | 1,750,351 |
| | NEW YORK - GOVERNORS APPORTIONMENT | 4,953,080 | ( 38) | 0 | 1,036,616 | 5,989,696 | 0 | 0 | 5,989,696 | 3,622,720 | 9,612,416 |
| | Subtotals - 50,000 to 200,000 Population | 4,953,080 | ( 38) | 0 | 1,036,616 | 5,989,696 | 8,774,628 | 0 | 14,764,324 | 11,050,394 | 25,814,718 |
| | Subtotals - Region II | 49,853,928 | ( 293) | 71,186,224 | 43,884,198 | 164,924,350 | 273,915,962 | 31,531,000 | 470,371,312 | 172,056,721 | 642,428,033 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| III | More Than 1,000,000 Population: | | | | | | | | | | |
| | BALTIMORE, MD | 0 | ( 0) | 2,396,504 | 1,380,380 | 3,776,884 | 8,122,120 | 5,020,400 | 16,919,404 | 9,723,299 | 26,642,703 |
| | NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA | 4,896,280 | ( 35) | 0 | 1,670,196 | 6,566,476 | 400,000 | 472,784 | 7,439,260 | 4,913,074 | 12,352,334 |
| | PHILADELPHIA, PA-NJ (PA) | 20,800,000 | (100) | 8,504,138 | 13,442,406 | 42,746,544 | 17,969,367 | 0 | 60,715,911 | 26,497,285 | 87,213,196 |
| | PITTSBURGH, PA | 4,689,860 | ( 35) | 265,600 | 10,181,376 | 15,136,836 | 0 | 1,580,000 | 16,716,836 | 9,495,859 | 26,212,695 |
| | WASHINGTON, DC-MD-VA (DC) | 22,253,735 | (110) | 3,144,960 | 249,600 | 25,648,295 | 40,967,328 | 0 | 66,615,623 | 16,070,000 | 82,685,623 |
| | WASHINGTON, DC-MD-VA (MD) | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 808,258 | 808,258 |
| | WASHINGTON, DC-MD-VA (VA) | 800,000 | ( 20) | 0 | 0 | 800,000 | 8,508,000 | 0 | 9,308,000 | 0 | 9,308,000 |
| | Subtotals - More Than 1,000,000 Population | 53,439,875 | ( 300) | 14,311,202 | 26,923,958 | 94,675,035 | 75,966,815 | 7,073,184 | 177,715,034 | 67,507,775 | 245,222,809 |
| III | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (PA) | 1,689,600 | ( 25) | 40,000 | 314,000 | 2,043,600 | 0 | 56,000 | 2,099,600 | 1,931,000 | 4,030,600 |
| | HARRISBURG, PA | 0 | ( 0) | 0 | 387,920 | 387,920 | 0 | 100,000 | 487,920 | 1,120,344 | 1,608,264 |
| | NEWPORT NEWS-HAMPTON, VA | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | RICHMOND, VA | 5,000,728 | ( 55) | 158,200 | 378,400 | 5,537,328 | 0 | 215,600 | 5,752,928 | 2,582,663 | 8,335,591 |
| | SCRANTON-WILKES BARRE, PA | 511,228 | ( 3) | 0 | 246,588 | 757,816 | 0 | 0 | 757,816 | 1,725,360 | 2,483,176 |
| | WILMINGTON, DE-MD-NJ-PA (DE) | 3,331,868 | ( 17) | 0 | 620,000 | 3,951,868 | 0 | 0 | 3,951,868 | 2,622,129 | 6,573,997 |
| | WILMINGTON, DE-MD-NJ-PA (MD) | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 30,437 | 30,437 |
| | Subtotals - 200,000 to 1,000,000 Population | 10,533,424 | ( 100) | 198,200 | 1,946,908 | 12,678,532 | 0 | 371,600 | 13,050,132 | 10,011,933 | 23,062,065 |
| III | 50,000 to 200,000 Population: | | | | | | | | | | |
| | DELAWARE - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 286,891 | 286,891 |
| | MARYLAND - GOVERNORS APPORTIONMENT | 479,600 | ( 6) | 0 | 204,600 | 684,200 | 0 | 0 | 684,200 | 1,106,501 | 1,790,701 |
| | OHIO - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 166,945 | 166,945 |
| | PENNSYLVANIA - GOVERNORS APPORTIONMENT | 1,261,558 | ( 12) | 133,700 | 700,304 | 2,095,562 | 240,000 | 56,900 | 2,392,462 | 7,485,336 | 9,877,798 |
| | VIRGINIA - GOVERNORS APPORTIONMENT | 996,514 | ( 12) | 0 | 14,298 | 1,010,812 | 0 | 0 | 1,010,812 | 2,420,719 | 3,431,531 |
| | WEST VIRGINIA - GOVERNORS APPORTIONMENT | 89,296 | ( 4) | 48,000 | 350,894 | 488,190 | 0 | 0 | 488,190 | 2,233,723 | 2,721,913 |
| | Subtotals - 50,000 to 200,000 Population | 2,826,968 | ( 34) | 181,700 | 1,270,096 | 4,278,764 | 240,000 | 56,900 | 4,575,664 | 13,700,115 | 18,275,779 |
| | Subtotals - Region III | 66,800,267 | ( 434) | 14,691,102 | 30,140,962 | 111,632,331 | 76,206,815 | 7,501,684 | 195,340,830 | 91,219,823 | 286,560,653 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| IV | More Than 1,000,000 Population: | | | | | | | | | | |
| | ATLANTA, GA | 4,144,000 | 23 | 1,040,000 | 5,753,700 | 10,937,700 | 11,800,116 | 1,140,800 | 23,878,616 | 5,615,206 | 29,493,822 |
| | FT. LAUDERDALE-HOLLYWOOD-POMPANO BCH, FL | 3,120,000 | 19 | 160,000 | 1,640,000 | 4,920,000 | 1,003,286 | 0 | 5,923,286 | 5,234,267 | 11,157,553 |
| | MIAMI-HIALEAH, FL | 4,376,800 | 55 | 1,605,600 | 8,944,400 | 14,926,800 | 4,424,684 | 431,200 | 19,782,684 | 8,381,597 | 28,164,281 |
| | SAN JUAN, PR | 400,000 | 4 | 125,000 | 1,469,756 | 1,994,756 | 0 | 0 | 1,994,756 | 7,107,965 | 9,102,721 |
| | TAMPA-ST. PETERSBURG-CLEARWATER, FL | 2,493,900 | 35 | 925,600 | 7,288,056 | 10,707,556 | 0 | 488,000 | 11,195,556 | 5,219,393 | 16,414,949 |
| | Subtotals - More Than 1,000,000 Population | 14,534,700 | 136 | 3,856,200 | 25,095,912 | 43,486,812 | 17,228,086 | 2,060,000 | 62,774,898 | 31,558,428 | 94,333,326 |
| IV | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | AUGUSTA, GA-SC | 0 | 0 | 0 | 12,632 | 12,632 | 0 | 35,372 | 48,004 | 791,496 | 839,500 |
| | BIRMINGHAM, AL | 0 | 0 | 0 | 459,480 | 459,480 | 0 | 0 | 459,480 | 2,345,163 | 2,804,643 |
| | CHARLESTON, SC | 736,000 | 3 | 0 | 302,735 | 1,038,735 | 0 | 264,000 | 1,302,735 | 1,069,343 | 2,372,078 |
| | CHARLOTTE, NC | 556,000 | 22 | 1,227,600 | 662,600 | 2,446,200 | 0 | 0 | 2,446,200 | 1,955,952 | 4,402,152 |
| | CHATTANOOGA, TN-GA (TN) | 0 | 0 | 0 | 730,432 | 730,432 | 200,000 | 112,000 | 1,042,432 | 971,813 | 2,014,245 |
| | COLUMBIA, SC | 760,000 | 7 | 0 | 390,200 | 1,150,200 | 0 | 411,600 | 1,561,800 | 1,091,686 | 2,653,486 |
| | COLUMBUS, GA-AL (GA) | 88,100 | 3 | 0 | 160,088 | 248,188 | 0 | 26,140 | 274,328 | 1,051,496 | 1,325,824 |
| | DAYTONA BEACH, FL | 1,512,000 | 9 | 340,800 | 206,310 | 2,059,110 | 0 | 0 | 2,059,110 | 1,267,050 | 3,326,160 |
| | DURHAM, NC | 0 | 0 | 0 | 49,600 | 49,600 | 0 | 185,048 | 234,648 | 1,799,443 | 2,034,091 |
| | FAYETTEVILLE, NC | 511,280 | 7 | 0 | 111,536 | 622,816 | 0 | 88,000 | 710,816 | 936,411 | 1,647,227 |
| | FORT MYERS-CAPE CORAL, FL | 1,044,000 | 7 | 40,000 | 478,357 | 1,562,357 | 0 | 0 | 1,562,357 | 1,457,542 | 3,019,899 |
| | GREENVILLE, SC | 684,856 | 11 | 92,800 | 31,200 | 808,856 | 0 | 50,000 | 858,856 | 753,357 | 1,612,213 |
| | JACKSON, MS | 507,850 | 7 | 0 | 0 | 507,850 | 0 | 160,000 | 667,850 | 1,257,267 | 1,925,117 |
| | JACKSONVILLE, FL | 2,641,376 | 13 | 160,000 | 1,444,868 | 4,246,244 | 0 | 360,000 | 4,606,244 | 2,004,575 | 6,610,819 |
| | KNOXVILLE, TN | 73,350 | 2 | 31,648 | 637,748 | 742,746 | 0 | 100,000 | 842,746 | 891,576 | 1,734,322 |
| | LEXINGTON-FAYETTE, KY | 0 | 0 | 248,000 | 266,775 | 514,775 | 0 | 28,000 | 542,775 | 1,282,934 | 1,825,709 |
| | LOUISVILLE, KY-IN (KY) | 0 | 0 | 484,000 | 1,933,216 | 2,417,216 | 0 | 1,520,000 | 3,937,216 | 3,863,941 | 7,801,157 |
| | MELBOURNE-PALM BAY, FL | 952,250 | 29 | 0 | 344,504 | 1,296,754 | 0 | 56,000 | 1,352,754 | 1,019,340 | 2,372,094 |
| | MEMPHIS, TN-AR-MS (TN) | 2,176,000 | 12 | 196,000 | 1,317,332 | 3,689,332 | 1,116,000 | 0 | 4,805,332 | 3,581,058 | 8,386,390 |
| | MOBILE, AL | 0 | 0 | 0 | 0 | 0 | 0 | 174,244 | 174,244 | 997,912 | 1,172,156 |
| | MONTGOMERY, AL | 0 | 0 | 0 | 580,300 | 580,300 | 0 | 0 | 580,300 | 1,061,308 | 1,641,608 |
| | NASHVILLE, TN | 728,000 | 13 | 12,000 | 480,000 | 1,220,000 | 0 | 0 | 1,220,000 | 1,660,321 | 2,880,321 |
| | ORLANDO, FL | 1,692,800 | 20 | 940,000 | 3,219,060 | 5,851,860 | 0 | 440,000 | 6,291,860 | 2,193,950 | 8,485,810 |
| | PENSACOLA, FL | 0 | 0 | 0 | 115,000 | 115,000 | 0 | 20,000 | 135,000 | 751,583 | 886,583 |
| | RALEIGH, NC | 232,815 | 3 | 0 | 76,240 | 309,055 | 0 | 0 | 309,055 | 724,226 | 1,033,281 |
| | SARASOTA-BRADENTON, FL | 1,560,000 | 12 | 0 | 153,440 | 1,713,440 | 0 | 8,000 | 1,721,440 | 1,463,756 | 3,185,196 |
| | WEST PALM BCH-BOCA RATON-DELRAY BCH, FL | 4,344,220 | 40 | 330,000 | 1,520,800 | 6,195,020 | 4,942,874 | 444,368 | 11,582,262 | 1,643,643 | 13,225,905 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| IV | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | Subtotals - 200,000 to 1,000,000 Population | 20,800,897 | ( 220) | 4,102,848 | 15,684,453 | 40,588,198 | 6,258,874 | 4,482,772 | 51,329,844 | 39,888,142 | 91,217,986 |
| IV | 50,000 to 200,000 Population: | | | | | | | | | | |
| | ALABAMA - GOVERNORS APPORTIONMENT | 1,078,236 | ( 27) | 0 | 170,386 | 1,248,622 | 0 | 0 | 1,248,622 | 2,098,233 | 3,346,855 |
| | FLORIDA - GOVERNORS APPORTIONMENT | 4,050,576 | ( 51) | 12,538 | 683,174 | 4,746,288 | 0 | 295,000 | 5,041,288 | 3,151,189 | 8,192,477 |
| | GEORGIA - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 30,000 | 30,000 | 0 | * 80,000 | 110,000 | 0 | 110,000 |
| | KENTUCKY - GOVERNORS APPORTIONMENT | 320,000 | ( 2) | 0 | 412,400 | 732,400 | 0 | 19,600 | 752,000 | 589,045 | 1,341,045 |
| | MISSISSIPPI - GOVERNORS APPORTIONMENT | 562,500 | ( 6) | 40,000 | 106,400 | 708,900 | 0 | 72,000 | 780,900 | 1,621,675 | 2,402,575 |
| | NORTH CAROLINA - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 40,000 | 40,000 | 0 | 0 | 40,000 | 4,277,827 | 4,317,827 |
| | PUERTO RICO - GOVERNORS APPORTIONMENT | 400,000 | ( 5) | 0 | 1,620,000 | 2,020,000 | 0 | 100,000 | 2,120,000 | 0 | 2,120,000 |
| | SOUTH CAROLINA - GOVERNORS APPORTIONMENT | 307,580 | ( 9) | 169,268 | 98,732 | 575,580 | 0 | 40,000 | 615,580 | 1,125,894 | 1,741,474 |
| | TENNESSEE - GOVERNORS APPORTIONMENT | 167,900 | ( 5) | 52,000 | 186,400 | 406,300 | 0 | 65,600 | 471,900 | 1,675,000 | 2,146,900 |
| | VIRGINIA - GOVERNORS APPORTIONMENT | 120,000 | ( 3) | 0 | 0 | 120,000 | 0 | 0 | 120,000 | 81,234 | 201,234 |
| | Subtotals - 50,000 to 200,000 Population | 7,006,792 | ( 108) | 273,806 | 3,347,492 | 10,628,090 | 0 | 672,200 | 11,300,290 | 14,620,097 | 25,920,387 |
| | Subtotals - Region IV | 42,342,389 | ( 464) | 8,232,854 | 44,127,857 | 94,703,100 | 23,486,960 | 7,214,972 | 125,405,032 | 86,066,667 | 211,471,699 |

* Should be Bus Other

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| V | More Than 1,000,000 Population: | | | | | | | | | | |
| | CHICAGO, IL-IN (IL) | 27,062,129 | (244) | 274,000 | 15,433,132 | 42,769,261 | 82,776,198 | 2,762,400 | 128,307,859 | 46,188,616 | 174,496,475 |
| | CHICAGO, IL-IN (IN) | 1,599,459 | ( 31) | 0 | 136,000 | 1,735,459 | 1,296,000 | 304,000 | 3,335,459 | 5,178,732 | 8,514,191 |
| | CINCINNATI,OH-KY (OH) | 8,124,000 | ( 54) | 707,200 | 4,842,210 | 13,673,410 | 0 | 0 | 13,673,410 | 5,266,860 | 18,940,270 |
| | CLEVELAND, OH | 7,431,543 | ( 51) | 0 | 3,110,640 | 10,542,183 | 0 | 0 | 10,542,183 | 9,295,970 | 19,838,153 |
| | DETROIT, MI | 12,870,000 | (103) | 1,543,391 | 2,724,650 | 17,138,041 | 0 | 0 | 17,138,041 | 21,150,247 | 38,288,288 |
| | MILWAUKEE, WI | 6,100,000 | ( 35) | 972,800 | 2,670,558 | 9,743,358 | 0 | 494,000 | 10,237,358 | 5,641,011 | 15,878,369 |
| | MINNEAPOLIS-ST. PAUL, MN | 9,426,673 | ( 51) | 0 | 0 | 9,426,673 | 0 | 0 | 9,426,673 | 12,081,433 | 21,508,106 |
| | ST. LOUIS, IL-MO (IL) | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotals - More Than 1,000,000 Population | 72,613,804 | ( 569) | 3,497,391 | 28,917,190 | 105,028,385 | 84,072,198 | 3,560,400 | 192,660,983 | 104,802,869 | 297,463,852 |
| V | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | AKRON, OH | 380,916 | ( 8) | 0 | 1,666,800 | 2,047,716 | 0 | 112,800 | 2,160,516 | 2,303,157 | 4,463,673 |
| | ANN ARBOR, MI | 1,380,000 | ( 9) | 0 | 460,000 | 1,840,000 | 0 | 72,000 | 1,912,000 | 1,105,000 | 3,017,000 |
| | CANTON, OH | 797,695 | ( 5) | 0 | 148,800 | 946,495 | 0 | 25,000 | 971,495 | 1,127,000 | 2,098,495 |
| | COLUMBUS, OH | 79,200 | ( 2) | 745,520 | 4,196,980 | 5,021,700 | 0 | 193,600 | 5,215,300 | 4,345,970 | 9,561,270 |
| | DAYTON, OH | 0 | ( 0) | 0 | 5,494,330 | 5,494,330 | 0 | 120,000 | 5,614,330 | 2,884,311 | 8,498,641 |
| | FLINT, MI | 0 | ( 0) | 0 | 1,294,640 | 1,294,640 | 0 | 0 | 1,294,640 | 1,513,208 | 2,807,848 |
| | FORT WAYNE, IN | 481,903 | ( 11) | 100,000 | 28,000 | 609,903 | 0 | 68,468 | 678,371 | 1,076,163 | 1,754,534 |
| | GRAND RAPIDS, MI | 1,224,000 | ( 9) | 0 | 663,903 | 1,887,903 | 0 | 242,104 | 2,130,007 | 1,832,752 | 3,962,759 |
| | INDIANAPOLIS, IN | 0 | ( 0) | 0 | 397,470 | 397,470 | 0 | 0 | 397,470 | 3,773,359 | 4,170,829 |
| | LANSING-EAST LANSING, MI | 983,600 | ( 46) | 0 | 805,860 | 1,789,460 | 0 | 155,817 | 1,945,277 | 1,150,915 | 3,096,192 |
| | LORAIN-ELYRIA, OH | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MADISON, WI | 0 | ( 0) | 32,000 | 277,200 | 309,200 | 0 | 242,516 | 551,716 | 987,033 | 1,538,749 |
| | PEORIA, IL | 1,213,904 | ( 9) | 24,000 | 17,600 | 1,255,504 | 0 | 0 | 1,255,504 | 0 | 1,255,504 |
| | ROCKFORD, IL | 545,200 | ( 6) | 0 | 120,912 | 666,112 | 0 | 0 | 666,112 | 960,969 | 1,627,081 |
| | SOUTH BEND-MISHAWAKA, IN-MI (IN) | 719,200 | ( 8) | 8,000 | 540,839 | 1,268,039 | 0 | 0 | 1,268,039 | 1,143,058 | 2,411,097 |
| | TOLEDO, OH-MI (OH) | 3,546,977 | ( 66) | 0 | 183,504 | 3,730,481 | 0 | 350,000 | 4,080,481 | 2,229,595 | 6,310,076 |
| | YOUNGSTOWN-WARREN, OH | 0 | ( 0) | 0 | 161,200 | 161,200 | 0 | 40,000 | 201,200 | 1,776,796 | 1,977,996 |
| | Subtotals - 200,000 to 1,000,000 Population | 11,352,595 | ( 179) | 909,520 | 16,458,038 | 28,720,153 | 0 | 1,622,305 | 30,342,458 | 28,209,286 | 58,551,744 |
| V | 50,000 to 200,000 Population: | | | | | | | | | | |
| | ILLINOIS - GOVERNORS APPORTIONMENT | 1,237,044 | ( 8) | 698,472 | 302,066 | 2,237,582 | 0 | 0 | 2,237,582 | 7,090,635 | 9,328,217 |
| | INDIANA - GOVERNORS APPORTIONMENT | 348,000 | ( 6) | 72,304 | 135,664 | 555,968 | 0 | 130,380 | 686,348 | 4,631,204 | 5,317,552 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| V | 50,000 to 200,000 Population: | | | | | | | | | | |
| | KENTUCKY - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 3,920 | 3,920 | 0 | 10,000 | 13,920 | 192,140 | 206,060 |
| | MICHIGAN - GOVERNORS APPORTIONMENT | 266,232 | ( 12) | 76,028 | 548,321 | 890,581 | 0 | 36,727 | 927,308 | 5,197,833 | 6,125,141 |
| | MINNESOTA - GOVERNORS APPORTIONMENT | 12,456 | ( 1) | 280,000 | 262,431 | 554,887 | 0 | 0 | 554,887 | 1,341,201 | 1,896,088 |
| | OHIO - GOVERNORS APPORTIONMENT | 268,850 | ( 5) | 0 | 281,064 | 549,914 | 0 | 130,540 | 680,454 | 282,893 | 963,347 |
| | WEST VIRGINIA - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 0 | 0 | 0 | 40,000 | 40,000 | 100,000 | 140,000 |
| | WISCONSIN - GOVERNORS APPORTIONMENT | 4,168,000 | ( 20) | 1,326,640 | 891,128 | 6,385,768 | 0 | 0 | 6,385,768 | 5,856,796 | 12,242,564 |
| | Subtotals - 50,000 to 200,000 Population | 6,300,582 | ( 52) | 2,453,444 | 2,424,594 | 11,178,620 | 0 | 347,647 | 11,526,267 | 24,692,702 | 36,218,969 |
| | Subtotals - Region V | 90,266,981 | ( 800) | 6,860,355 | 47,799,822 | 144,927,158 | 84,072,198 | 5,530,352 | 234,529,708 | 157,704,857 | 392,234,565 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| VI | More Than 1,000,000 Population: | | | | | | | | | | |
| | DALLAS-FT. WORTH, TX | 25,346,800 | (171) | 0 | 4,781,600 | 30,128,400 | 18,002,400 | 1,600,000 | 49,730,800 | 5,288,200 | 55,019,000 |
| | HOUSTON, TX | 14,745,691 | (124) | 0 | 715,048 | 15,460,739 | 0 | 0 | 15,460,739 | 0 | 15,460,739 |
| | NEW ORLEANS, LA | 5,368,500 | ( 36) | 0 | 3,860,471 | 9,228,971 | 42,701 | 240,000 | 9,511,672 | 6,351,532 | 15,863,204 |
| | SAN ANTONIO, TX | 0 | ( 0) | 1,390,821 | 6,042,879 | 7,433,700 | 0 | 0 | 7,433,700 | 4,564,333 | 11,998,033 |
| | Subtotals - More Than 1,000,000 Population | 45,460,991 | ( 331) | 1,390,821 | 15,399,998 | 62,251,810 | 18,045,101 | 1,840,000 | 82,136,911 | 16,204,065 | 98,340,976 |
| VI | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | ALBUQUERQUE, NM | 5,780,309 | ( 34) | 2,068,500 | 2,019,694 | 9,868,503 | 0 | 0 | 9,868,503 | 1,543,704 | 11,412,207 |
| | AUSTIN, TX | 304,168 | ( 10) | 97,120 | 4,708,144 | 5,109,432 | 0 | 0 | 5,109,432 | 0 | 5,109,432 |
| | BATON ROUGE, LA | 166,000 | ( 4) | 0 | 321,040 | 487,040 | 0 | 150,000 | 637,040 | 1,280,000 | 1,917,040 |
| | CORPUS CHRISTI, TX | 2,664,560 | ( 23) | 0 | 0 | 2,664,560 | 0 | 0 | 2,664,560 | 0 | 2,664,560 |
| | EL PASO, TX-NM (TX) | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LITTLE ROCK-NORTH LITTLE ROCK, AR | 2,962,063 | ( 18) | 532,937 | 106,560 | 3,601,560 | 0 | 100,000 | 3,701,560 | 1,550,851 | 5,252,411 |
| | MCALLEN-EDINBURG-MISSION, TX | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | OKLAHOMA CITY, OK | 0 | ( 0) | 0 | 0 | 0 | 0 | 596,072 | 596,072 | 2,297,963 | 2,894,035 |
| | SHREVEPORT, LA | 1,342,450 | ( 9) | 0 | 718,800 | 2,061,250 | 0 | 38,000 | 2,099,250 | 1,045,659 | 3,144,909 |
| | TULSA, OK | 857,200 | ( 17) | 0 | 337,200 | 1,194,400 | 0 | 352,400 | 1,546,800 | 1,557,526 | 3,104,326 |
| | Subtotals - 200,000 to 1,000,000 Population | 14,076,750 | ( 115) | 2,698,557 | 8,211,438 | 24,986,745 | 0 | 1,236,472 | 26,223,217 | 9,275,703 | 35,498,920 |
| VI | 50,000 to 200,000 Population: | | | | | | | | | | |
| | ARKANSAS - GOVERNORS APPORTIONMENT | 240,187 | ( 4) | 0 | 21,360 | 261,547 | 0 | 0 | 261,547 | 1,231,398 | 1,492,945 |
| | LOUISIANA - GOVERNORS APPORTIONMENT | 1,561,120 | ( 13) | 48,000 | 395,252 | 2,004,372 | 0 | 322,160 | 2,326,532 | 1,855,869 | 4,182,401 |
| | NEW MEXICO - GOVERNORS APPORTIONMENT | 436,832 | ( 8) | 0 | 14,200 | 451,032 | 0 | 70,976 | 522,008 | 521,679 | 1,043,687 |
| | OKLAHOMA - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TEXAS - GOVERNORS APPORTIONMENT | 4,528,930 | ( 36) | 356,000 | 1,193,458 | 6,078,388 | 719,793 | 66,800 | 6,864,981 | 3,953,135 | 10,818,116 |
| | Subtotals - 50,000 to 200,000 Population | 6,767,069 | ( 61) | 404,000 | 1,624,270 | 8,795,339 | 719,793 | 459,936 | 9,975,068 | 7,562,081 | 17,537,149 |
| | Subtotals - Region VI | 66,304,810 | ( 507) | 4,493,378 | 25,235,706 | 96,033,894 | 18,764,894 | 3,536,408 | 118,335,196 | 33,041,849 | 151,377,045 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| VII | More Than 1,000,000 Population: | | | | | | | | | | |
| | KANSAS CITY, KS-MO (KS) | 0 | ( 0) | 0 | 0 | 0 | 0 | 40,000 | 40,000 | 0 | 40,000 |
| | KANSAS CITY, KS-MO (MO) | 367,984 | ( 2) | 361,600 | 1,054,424 | 1,784,008 | 0 | 570,487 | 2,354,495 | 4,538,250 | 6,892,745 |
| | ST. LOUIS, IL-MO (MO) | 6,694,804 | ( 43) | 0 | 402,515 | 7,097,319 | 0 | 0 | 7,097,319 | 9,586,297 | 16,683,616 |
| | Subtotals - More Than 1,000,000 Population | 7,062,788 | ( 45) | 361,600 | 1,456,939 | 8,881,327 | 0 | 610,487 | 9,491,814 | 14,124,547 | 23,616,361 |
| VII | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | DAVENPORT-ROCK ISLAND-MOLINE, IA-IL (IA) | 615,200 | ( 7) | 0 | 83,200 | 698,400 | 0 | 136,000 | 834,400 | 1,146,302 | 1,980,702 |
| | DES MOINES, IA | 494,400 | ( 3) | 168,960 | 354,640 | 1,018,000 | 0 | 118,166 | 1,136,166 | 1,087,824 | 2,223,990 |
| | OMAHA, NE-IA (NE) | 500,000 | ( 3) | 0 | 60,800 | 560,800 | 0 | 0 | 560,800 | 2,356,716 | 2,917,516 |
| | WICHITA, KS | 0 | ( 0) | 0 | 984,000 | 984,000 | 0 | 95,000 | 1,079,000 | 2,025,225 | 3,104,225 |
| | Subtotals - 200,000 to 1,000,000 Population | 1,609,600 | ( 13) | 168,960 | 1,482,640 | 3,261,200 | 0 | 349,166 | 3,610,366 | 6,616,067 | 10,226,433 |
| VII | 50,000 to 200,000 Population: | | | | | | | | | | |
| | ILLINOIS - GOVERNORS APPORTIONMENT | 131,596 | ( 1) | 0 | 0 | 131,596 | 0 | 0 | 131,596 | 437,209 | 568,805 |
| | IOWA - GOVERNORS APPORTIONMENT | 662,531 | ( 4) | 0 | 0 | 662,531 | 0 | 0 | 662,531 | 2,681,205 | 3,343,736 |
| | KANSAS - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 22,855 | 22,855 | 0 | 0 | 22,855 | 1,167,270 | 1,190,125 |
| | MISSOURI - GOVERNORS APPORTIONMENT | 104,800 | ( 4) | 192,000 | 200,420 | 497,220 | 0 | 23,000 | 520,220 | 2,449,124 | 2,969,344 |
| | NEBRASKA - GOVERNORS APPORTIONMENT | 80,000 | ( 3) | 0 | 260,400 | 340,400 | 0 | 55,373 | 395,773 | 1,177,254 | 1,573,027 |
| | SOUTH DAKOTA - GOVERNORS APPORTIONMENT | 0 | ( 0) | 0 | 3,879 | 3,879 | 0 | 0 | 3,879 | 7,039 | 10,918 |
| | Subtotals - 50,000 to 200,000 Population | 978,927 | ( 12) | 192,000 | 487,554 | 1,658,481 | 0 | 78,373 | 1,736,854 | 7,919,101 | 9,655,955 |
| | Subtotals - Region VII | 9,651,315 | ( 70) | 722,560 | 3,427,133 | 13,801,008 | 0 | 1,038,026 | 14,839,034 | 28,659,715 | 43,498,749 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| VIII | More Than 1,000,000 Population: | | | | | | | | | | |
| | DENVER, CO | 1,677,600 | 21 | 2,643,456 | 2,067,784 | 6,388,840 | 0 | 4,800,000 | 11,188,840 | 5,899,540 | 17,088,380 |
| | PHOENIX, AZ | 3,924,800 | 22 | 0 | 1,141,180 | 5,065,980 | 0 | 0 | 5,065,980 | 0 | 5,065,980 |
| | Subtotals - More Than 1,000,000 Population | 5,602,400 | 43 | 2,643,456 | 3,208,964 | 11,454,820 | 0 | 4,800,000 | 16,254,820 | 5,899,540 | 22,154,360 |
| VIII | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | COLORADO SPRINGS, CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 964,728 | 964,728 |
| | LAS VEGAS, NV | 6,422,412 | 74 | 0 | 287,240 | 6,709,652 | 0 | 154,000 | 6,863,652 | 1,559,569 | 8,423,221 |
| | OGDEN, UT | 1,480,000 | 10 | 0 | 151,986 | 1,631,986 | 0 | 20,000 | 1,651,986 | 693,318 | 2,345,304 |
| | PROVO-OREM, UT | 1,250,000 | 11 | 0 | 657,859 | 1,907,859 | 0 | 10,000 | 1,917,859 | 1,893,413 | 3,811,272 |
| | RENO, NV | 2,106,623 | 21 | 24,000 | 1,542,400 | 3,673,023 | 0 | 0 | 3,673,023 | 834,898 | 4,507,921 |
| | SALT LAKE CITY, UT | 1,050,000 | 6 | 4,983,000 | 1,896,091 | 7,929,091 | 0 | 300,000 | 8,229,091 | 2,432,107 | 10,661,198 |
| | TUCSON, AZ | 3,906,664 | 37 | 112,000 | 2,469,500 | 6,488,164 | 0 | 200,000 | 6,688,164 | 1,649,356 | 8,337,520 |
| | Subtotals - 200,000 to 1,000,000 Population | 16,215,699 | 159 | 5,119,000 | 7,005,076 | 28,339,775 | 0 | 684,000 | 29,023,775 | 10,027,389 | 39,051,164 |
| VIII | 50,000 to 200,000 Population: | | | | | | | | | | |
| | ARIZONA - GOVERNORS APPORTIONMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | COLORADO - GOVERNORS APPORTIONMENT | 1,406,890 | 39 | 172,336 | 615,968 | 2,195,194 | 0 | 124,640 | 2,319,834 | 2,777,244 | 5,097,078 |
| | MINNESOTA - GOVERNORS APPORTIONMENT | 70,000 | 1 | 0 | 11,200 | 81,200 | 0 | 6,320 | 87,520 | 282,105 | 369,625 |
| | MONTANA - GOVERNORS APPORTIONMENT | 0 | 0 | 12,800 | 44,160 | 56,960 | 0 | 0 | 56,960 | 508,575 | 565,535 |
| | NORTH DAKOTA - GOVERNORS APPORTIONMENT | 415,100 | 6 | 0 | 83,520 | 498,620 | 0 | 0 | 498,620 | 1,261,272 | 1,759,892 |
| | SOUTH DAKOTA - GOVERNORS APPORTIONMENT | 486,800 | 12 | 0 | 105,044 | 591,844 | 0 | 0 | 591,844 | 932,004 | 1,523,848 |
| | UTAH - GOVERNORS APPORTIONMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WYOMING - GOVERNORS APPORTIONMENT | 284,000 | 7 | 0 | 109,600 | 393,600 | 0 | 45,220 | 438,820 | 596,055 | 1,034,875 |
| | Subtotals - 50,000 to 200,000 Population | 2,662,790 | 65 | 185,136 | 969,492 | 3,817,418 | 0 | 176,180 | 3,993,598 | 6,357,255 | 10,350,853 |
| | Subtotals - Region VIII | 24,480,889 | 267 | 7,947,592 | 11,183,532 | 43,612,013 | 0 | 5,660,180 | 49,272,193 | 22,284,184 | 71,556,377 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| IX | More Than 1,000,000 Population: | | | | | | | | | | |
| | LOS ANGELES, CA | 14,058,600 | 97 | 4,322,000 | 16,268,508 | 34,649,108 | 0 | 0 | 34,649,108 | 56,889,617 | 91,538,725 |
| | RIVERSIDE-SAN BERNARDINO, CA | 2,352,769 | 22 | 0 | 492,988 | 2,845,757 | 0 | 0 | 2,845,757 | 2,904,818 | 5,750,575 |
| | SACRAMENTO, CA | 2,310,400 | 10 | 240,000 | 900,000 | 3,450,400 | 13,617,040 | 0 | 17,067,440 | 3,426,877 | 20,494,317 |
| | SAN DIEGO, CA | 4,985,253 | 19 | 1,250,000 | 4,774,000 | 11,009,253 | 0 | 800,000 | 11,809,253 | 5,111,505 | 16,920,758 |
| | SAN FRANCISCO-OAKLAND, CA | 22,036,943 | 98 | 0 | 1,079,793 | 23,116,736 | 41,203,606 | 0 | 64,320,342 | 13,369,631 | 77,689,973 |
| | SAN JOSE, CA | 9,718,650 | 45 | 0 | 0 | 9,718,650 | 400,000 | 0 | 10,118,650 | 5,996,005 | 16,114,655 |
| | Subtotals - More Than 1,000,000 Population | 55,462,615 | 291 | 5,812,000 | 23,515,289 | 84,789,904 | 55,220,646 | 800,000 | 140,810,550 | 87,698,453 | 228,509,003 |
| IX | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | BAKERSFIELD, CA | 2,371,975 | 12 | 0 | 1,904,915 | 4,276,890 | 0 | 1,000,000 | 5,276,890 | 957,895 | 6,234,785 |
| | FRESNO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HONOLULU, HI | 15,184,000 | 73 | 0 | 2,412,000 | 17,596,000 | 0 | 35,706 | 17,631,706 | 2,815,753 | 20,447,459 |
| | MODESTO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | OXNARD-VENTURA, CA | 1,200,775 | 10 | 1,230,400 | 4,440,402 | 6,871,577 | 0 | 54,400 | 6,925,977 | 1,350,200 | 8,276,177 |
| | STOCKTON, CA | 1,477,277 | 8 | 157,028 | 421,411 | 2,055,716 | 0 | 183,896 | 2,239,612 | 1,326,236 | 3,565,848 |
| | Subtotals - 200,000 to 1,000,000 Population | 20,234,027 | 103 | 1,387,428 | 9,178,728 | 30,800,183 | 0 | 1,274,002 | 32,074,185 | 6,450,084 | 38,524,269 |
| IX | 50,000 to 200,000 Population: | | | | | | | | | | |
| | CALIFORNIA - GOVERNORS APPORTIONMENT | 6,601,995 | 77 | 1,212,000 | 3,548,617 | 11,362,612 | 400,000 | 209,200 | 11,971,812 | 11,039,989 | 23,011,801 |
| | HAWAII - GOVERNORS APPORTIONMENT | 0 | 0 | 0 | 0 | 0 | 0 | 444,294 | 444,294 | 716,695 | 1,160,989 |
| | Subtotals - 50,000 to 200,000 Population | 6,601,995 | 77 | 1,212,000 | 3,548,617 | 11,362,612 | 400,000 | 653,494 | 12,416,106 | 11,756,684 | 24,172,790 |
| | Subtotals - Region IX | 82,298,637 | 471 | 8,411,428 | 36,242,634 | 126,952,699 | 55,620,646 | 2,727,496 | 185,300,841 | 105,905,221 | 291,206,062 |

| Region | Urbanized Area (UZA) Name | Capital: Bus Purchases | Qty | Bus Maintenance Facilities | Bus Other | Total Bus | Rail Modernization | New Systems/ Planning | Total Capital | Operating Assistance | Total Obligated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| X | More Than 1,000,000 Population: | | | | | | | | | | |
| | PORTLAND-VANCOUVER, OR-WA (OR) | 4,192,917 | 32 | 0 | 24,158 | 4,217,075 | 0 | 871,520 | 5,088,595 | 4,399,929 | 9,488,524 |
| | PORTLAND-VANCOUVER, OR-WA (WA) | 3,937,632 | 18 | 0 | 48,000 | 3,985,632 | 0 | 0 | 3,985,632 | 0 | 3,985,632 |
| | SEATTLE, WA | 29,550,308 | 141 | 0 | 1,667,000 | 31,217,308 | 0 | 1,260,000 | 32,477,308 | 7,426,014 | 39,903,322 |
| | Subtotals - More Than 1,000,000 Population | 37,680,857 | 191 | 0 | 1,739,158 | 39,420,015 | 0 | 2,131,520 | 41,551,535 | 11,825,943 | 53,377,478 |
| X | 200,000 to 1,000,000 Population: | | | | | | | | | | |
| | ANCHORAGE, AK | 2,842,438 | 23 | 0 | 969,600 | 3,812,038 | 0 | 0 | 3,812,038 | 762,198 | 4,574,236 |
| | SPOKANE, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TACOMA, WA | 1,593,818 | 18 | 0 | 3,792,447 | 5,386,265 | 0 | 509,040 | 5,895,305 | 1,543,217 | 7,438,522 |
| | Subtotals - 200,000 to 1,000,000 Population | 4,436,256 | 41 | 0 | 4,762,047 | 9,198,303 | 0 | 509,040 | 9,707,343 | 2,305,415 | 12,012,758 |
| X | 50,000 to 200,000 Population: | | | | | | | | | | |
| | IDAHO - GOVERNORS APPORTIONMENT | 2,034,924 | 16 | 569,095 | 277,400 | 2,881,419 | 0 | 96,960 | 2,978,379 | 1,219,601 | 4,197,980 |
| | OREGON - GOVERNORS APPORTIONMENT | 0 | 0 | 192,400 | 1,215,361 | 1,407,761 | 0 | 0 | 1,407,761 | 2,145,755 | 3,553,516 |
| | WASHINGTON - GOVERNORS APPORTIONMENT | 1,724,000 | 22 | 0 | 254,000 | 1,978,000 | 0 | 200,000 | 2,178,000 | 500,000 | 2,678,000 |
| | Subtotals - 50,000 to 200,000 Population | 3,758,924 | 38 | 761,495 | 1,746,761 | 6,267,180 | 0 | 296,960 | 6,564,140 | 3,865,356 | 10,429,496 |
| | Subtotals - Region X | 45,876,037 | 270 | 761,495 | 8,247,966 | 54,885,498 | 0 | 2,937,520 | 57,823,018 | 17,996,714 | 75,819,732 |
| | Grand Totals | 546,988,125 | 4039 | 123,844,988 | 261,963,102 | 932,796,215 | 580,755,475 | 70,746,402 | 1,584,298,092 | 757,398,131 | 2,341,696,223 |

TABLE 8

FY 1994 SECTION 3 (CAPITAL) AND SECTION 9 (FORMULA) OBLIGATIONS BY CATEGORY
FOR URBANIZED AREAS OVER 1 MILLION POPULATION

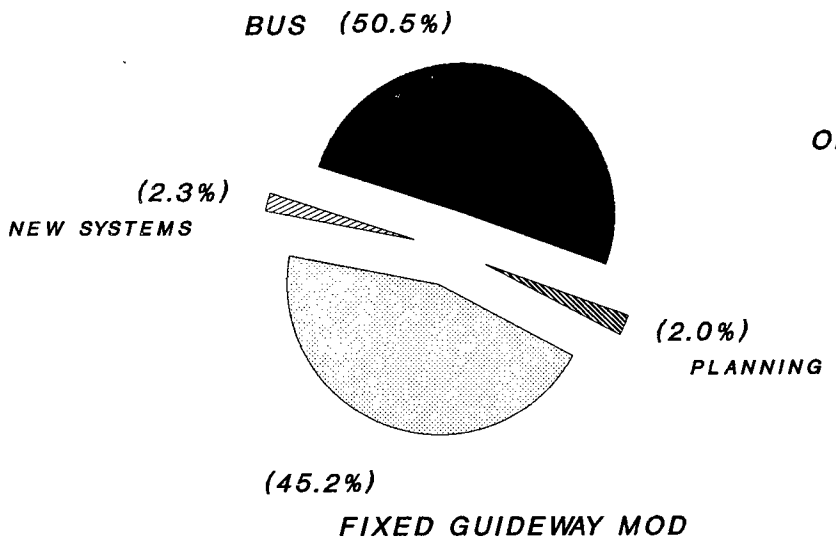
(IN REGIONAL ORDER)

| | SECTION 3 | | | | SECTION 9 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| URBANIZED AREA | BUS | FIXED GUIDEWAY M | NEW SYSTEMS | TOTAL CAPITAL | BUS | FIXED GUIDEWAY M | NEW SYSTEMS | PLANNING | TOTAL CAPITAL AND PLANNING | SECTION 9 OPERATING | GRAND TOTAL $ |
| BOSTON, MA | 516,000 | 140,412,164 | 0 | 140,928,164 | 43,223,840 | 47,990,000 | 0 | 0 | 91,213,840 | 18,255,443 | 250,397,447 |
| NEW YORK, NY | 22,296,048 | 264,999,068 | 64,512,500 | 351,807,616 | 95,595,456 | 237,850,492 | 26,673,600 | 0 | 360,119,548 | 102,220,857 | 814,148,021 |
| NORTHEASTERN, NJ | 1,670,000 | 71,995,763 | 138,979,275 | 212,645,038 | 40,642,366 | 24,192,388 | 0 | 4,405,400 | 69,240,154 | 37,364,756 | 319,249,948 |
| SW CONNECTICUT | 0 | 35,258,228 | 0 | 35,258,228 | 0 | 0 | 0 | 0 | 0 | 0 | 35,258,228 |
| BALTIMORE, MD | 0 | 14,505,612 | 33,420,590 | 47,926,202 | 3,776,884 | 8,122,120 | 0 | 5,020,400 | 16,919,404 | 9,723,299 | 74,568,905 |
| NORF-VA BCH-NEWP NEWS,VA | 0 | 0 | 0 | 0 | 6,566,476 | 400,000 | 0 | 472,784 | 7,439,260 | 4,913,074 | 12,352,334 |
| PHILADELPHIA, PA | 19,348,000 | 70,036,342 | 0 | 89,384,342 | 43,655,544 | 21,067,821 | 0 | 82,800 | 64,806,165 | 30,096,292 | 184,286,799 |
| SO NEW JERSEY | 0 | 6,000,000 | 0 | 6,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000,000 |
| PITTSBURGH, PA | 0 | 14,845,572 | 0 | 14,845,572 | 15,136,836 | 0 | 0 | 1,580,000 | 16,716,836 | 9,495,859 | 41,058,267 |
| WASHINGTON DC | 0 | 17,289,510 | 0 | 17,289,510 | 25,648,295 | 40,967,328 | 0 | 0 | 66,615,623 | 16,070,000 | 99,975,133 |
| MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 808,258 | 808,258 |
| VA | 0 | 0 | 0 | 0 | 800,000 | 8,508,000 | 0 | 0 | 9,308,000 | 0 | 9,308,000 |
| ATLANTA, GA | 11,500,000 | 6,716,788 | 0 | 18,216,788 | 10,937,700 | 11,800,116 | 0 | 1,140,800 | 23,878,616 | 5,615,206 | 47,710,610 |
| FT LAUD-HOLLYW-POMP BE,FL | 0 | 750,000 | 9,925,000 | 10,675,000 | 4,920,000 | 1,003,286 | 0 | 0 | 5,923,286 | 5,234,267 | 21,832,553 |
| MIAMI-HIALEAH, FL | 3,000,000 | 3,667,492 | 9,654,716 | 16,322,208 | 14,926,800 | 4,424,684 | 0 | 431,200 | 19,782,684 | 8,381,597 | 44,486,489 |
| SAN JUAN, PR | 5,742,912 | 0 | 0 | 5,742,912 | 1,994,756 | 0 | 0 | 0 | 1,994,756 | 7,107,965 | 14,845,633 |
| TAMPA-ST PETE-CLEARWAT,FL | 0 | 0 | 0 | 0 | 10,707,556 | 0 | 0 | 488,000 | 11,195,556 | 5,219,393 | 16,414,949 |
| CHICAGO, IL | 5,234,070 | 99,742,083 | 16,433,400 | 121,409,553 | 42,769,261 | 82,776,198 | 0 | 2,762,400 | 128,307,859 | 46,188,616 | 295,906,028 |
| NW INDIANA | 625,307 | 7,216,800 | 0 | 7,842,107 | 1,735,459 | 1,296,000 | 0 | 304,000 | 3,335,459 | 5,178,732 | 16,356,298 |
| CINCINNATI, OH-KY | 0 | 0 | 1,339,875 | 1,339,875 | 13,673,410 | 0 | 0 | 0 | 13,673,410 | 5,266,860 | 20,280,145 |
| CLEVELAND, OH | 3,500,000 | 10,825,336 | 1,000,000 | 15,325,336 | 10,542,183 | 0 | 0 | 0 | 10,542,183 | 9,295,970 | 35,163,489 |
| DETROIT, MI | 10,940,089 | 0 | 0 | 10,940,089 | 17,138,041 | 0 | 0 | 0 | 17,138,041 | 21,150,247 | 49,228,377 |
| MILWAUKEE, WI | 0 | 0 | 0 | 0 | 9,743,358 | 0 | 0 | 494,000 | 10,237,358 | 5,641,011 | 15,878,369 |
| MINNEAPOLIS-ST PAUL, MN | 7,000,000 | 0 | 0 | 7,000,000 | 9,426,673 | 0 | 0 | 0 | 9,426,673 | 12,081,433 | 28,508,106 |
| DALLAS-FT WORTH, TX | 0 | 0 | 2,480,000 | 2,480,000 | 30,128,400 | 18,002,400 | 1,600,000 | 0 | 49,730,800 | 5,288,200 | 57,499,000 |
| HOUSTON, TX | 0 | 0 | 0 | 0 | 15,460,739 | 0 | 0 | 0 | 15,460,739 | 0 | 15,460,739 |
| NEW ORLEANS, LA | 10,000,000 | 0 | 2,000,000 | 12,000,000 | 9,228,971 | 42,701 | 0 | 240,000 | 9,511,672 | 6,351,532 | 27,863,204 |
| SAN ANTONIO, TX | 0 | 0 | 0 | 0 | 7,433,700 | 0 | 0 | 0 | 7,433,700 | 4,564,333 | 11,998,033 |
| KANSAS CITY, KS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 40,000 | 0 | 40,000 |
| KANSAS CITY, MO-IL | 12,922,697 | 0 | 200,480 | 13,123,177 | 1,784,008 | 0 | 0 | 570,487 | 2,354,495 | 4,538,250 | 20,015,922 |
| ST. LOUIS, MO-IL | 2,036,400 | 0 | 15,086,000 | 17,122,400 | 7,097,319 | 0 | 0 | 0 | 7,097,319 | 9,586,297 | 33,806,016 |
| DENVER, CO | 0 | 0 | 0 | 0 | 6,388,840 | 0 | 0 | 4,800,000 | 11,188,840 | 5,899,540 | 17,088,380 |
| PHOENIX, AZ | 0 | 0 | 0 | 0 | 5,065,980 | 0 | 0 | 0 | 5,065,980 | 0 | 5,065,980 |
| LOS ANGELES-LONG BE,CA | 12,203,694 | 0 | 0 | 12,203,694 | 34,649,108 | 0 | 0 | 0 | 34,649,108 | 56,889,617 | 103,742,419 |
| RIVERSIDE-SAN BERNARD, CA | 0 | 0 | 0 | 0 | 2,845,757 | 0 | 0 | 0 | 2,845,757 | 2,904,818 | 5,750,575 |
| SACRAMENTO, CA | 0 | 0 | 992,500 | 992,500 | 3,450,400 | 13,617,040 | 0 | 0 | 17,067,440 | 3,426,877 | 21,486,817 |
| SAN DIEGO, CA | 0 | 3,062,334 | 0 | 3,062,334 | 11,009,253 | 0 | 0 | 800,000 | 11,809,253 | 5,111,505 | 19,983,092 |
| SAN FRANCISC-OAKLAND, CA | 363,000 | 33,733,802 | 0 | 34,096,802 | 23,116,736 | 41,203,606 | 0 | 0 | 64,320,342 | 13,369,631 | 111,786,775 |
| SAN JOSE, CA | 0 | 0 | 0 | 0 | 9,718,650 | 400,000 | 0 | 0 | 10,118,650 | 5,996,005 | 16,114,655 |
| PORTLAND, OR-WA (OR) | 2,500,000 | 1,190,073 | 106,662,670 | 110,352,743 | 4,217,075 | 0 | 871,520 | 0 | 5,088,595 | 4,399,929 | 119,841,267 |
| PORTLAND, OR-WA (WA) | 0 | 0 | 0 | 0 | 3,985,632 | 0 | 0 | 0 | 3,985,632 | 0 | 3,985,632 |
| SEATTLE-EVERETT, WA | 0 | 4,848,151 | 0 | 4,848,151 | 31,217,308 | 0 | 0 | 1,260,000 | 32,477,308 | 7,426,014 | 44,751,473 |
| TOTAL | 131,398,217 | 807,095,118 | 402,687,006 | 1,341,180,341 | 630,358,770 | 563,664,180 | 29,145,120 | 24,892,271 | 1,248,060,341 | 501,061,683 | 3,090,302,365 |

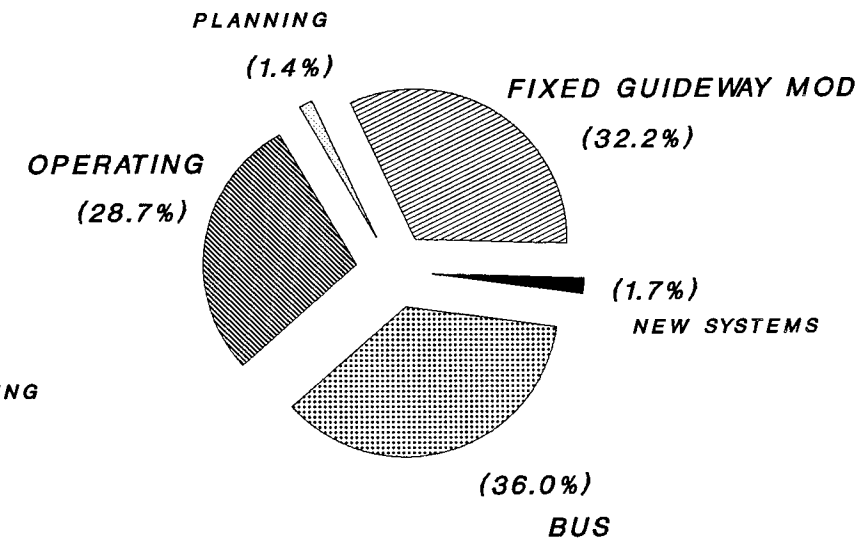
PLEASE NOTE THAT THE SECTION 3 BUS AMOUNTS FOR BOTH DETROIT AND KANSAS CITY INCLUDE THE FUNDS DESIGNATED FOR THESE URBANIZED AREAS IN THE FY 1994 STATEWIDE GRANTS FOR MICHIGAN AND MISSOURI.

## FY 1994 SECTION 9 OBLIGATIONS
## BUS, FIXED GUIDEWAY MOD, PLANNING AND OPERATING
### (URBANIZED AREAS OVER 1 MILLION POPULATION)

Figure 8




CAPITAL AND PLANNING




CAPITAL AND OPERATING

## SECTIONS 8 AND 26 (a)(2)

FTA continues to support state and local transportation planning under the reauthorization of the Federal transit program, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Section 8 planning program, allocated through the states by a statutory formula, provides financial assistance to states by formula allocation for distribution to their Metropolitan Planning Organizations (MPOs) to support the preparation of transportation plans and Transportation Improvement Programs (TIPS). These are required by ISTEA to guide the use of Federal capital assistance. The plans and programs reflect state and local objectives and are based on a variety of studies and other activities.

In addition to the Section 8 program, Section 26(a)(2) of the Federal Transit Act, as amended, establishes a State Planning and Research Program (SPRP). Funds available under the SPRP are also formula allocated to states, and may be used for planning and research and training purposes consistent with Sections 6, 8, 10, 11 and 20 of the Federal Transit Act. States may, at their discretion, authorize some or all of their Section 26(a)(2) funds to supplement their Section 8 apportionments.

The distribution of Section 8 and 26(a)(2) funds is based on population data collected from the 1990 Census. In general, single grants are made to each state for the combined Section 8 and 26(a)(2) apportioned amounts at an 80% Federal matching ratio.

Section 8 funds (and Section 26(a)(2) may be used for:

a. Studies covering transit planning, management, operations, investment analysis and finance;

b. Activities relating to the integration of transit facilities and services into livable communities;

c. Preparation of engineering and architectural surveys, plans, specifications, and environmental assessments;

d. Evaluation of previously funded projects;

e. Activities preliminary to the construction or improved operation of public mass transportation systems, facilities, or equipment.

TABLE 9

FY 1994 Sections 8 & 26(a)(2) Obligations

| State | Section 8 | Section 26(a)(2) | Total $ |
|---|---|---|---|
| Alabama | 362,548 | 92,788 | 455,336 |
| Alaska | 166,050 | 42,375 | 208,425 |
| Arizona | 0 | 0 | 0 |
| Arkansas | 166,050 | 42,375 | 208,425 |
| California | 7,040,862 | 1,283,735 | 8,324,597 |
| Colorado | 539,088 | 119,912 | 659,000 |
| Connecticut | 481,808 | 123,840 | 605,648 |
| Delaware | 151,044 | 21,700 | 172,744 |
| Dist. of Col. | 223,236 | 42,375 | 265,611 |
| Florida | 2,246,370 | 513,261 | 2,759,631 |
| Georgia | 792,496 | 164,436 | 956,932 |
| Hawaii | 166,050 | 42,375 | 208,425 |
| Idaho | 166,050 | 42,375 | 208,425 |
| Illinois | 2,421,760 | 427,583 | 2,849,343 |
| Indiana | 588,336 | 135,793 | 724,129 |
| Iowa | 180,642 | 47,538 | 228,180 |
| Kansas | 214,302 | 51,369 | 265,671 |
| Kentucky | 257,552 | 64,392 | 321,944 |
| Louisiana | 445,572 | 112,360 | 557,932 |
| Maine | 159,944 | 42,372 | 202,316 |
| Maryland | 962,816 | 180,614 | 1,143,430 |
| Massachusetts | 1,173,464 | 238,558 | 1,412,022 |
| Michigan | 1,513,381 | 293,124 | 1,806,505 |
| Minnesota | 613,980 | 119,567 | 733,547 |
| Mississippi | 166,050 | 42,374 | 208,424 |
| Missouri* | 695,407 | 140,334 | 835,741 |
| Montana | 109,756 | 42,372 | 152,128 |
| Nebraska | 175,240 | 42,375 | 217,615 |
| Nevada | 283,620 | 45,944 | 329,564 |
| New Hampshire | 166,048 | 42,374 | 208,422 |
| New Jersey | 2,053,186 | 334,330 | 2,387,516 |
| New Mexico | 166,050 | 42,371 | 208,421 |
| New York | 4,170,696 | 711,876 | 4,882,572 |
| No. Carolina | 472,920 | 126,725 | 599,645 |
| No. Dakota | 161,484 | 41,000 | 202,484 |
| Ohio | 1,429,284 | 335,713 | 1,764,997 |
| Oklahoma | 266,393 | 68,300 | 334,693 |
| Oregon | 0 | 0 | 0 |
| Pennsylvania | 1,909,472 | 363,476 | 2,272,948 |
| Puerto Rico | 447,687 | 107,177 | 554,864 |
| Rhode Island | 0 | 0 | 0 |
| So. Carolina | 279,832 | 71,948 | 351,780 |
| So. Dakota | 195,680 | 42,372 | 238,052 |
| Tennessee | 454,396 | 111,856 | 566,252 |
| Texas | 2,808,686 | 573,506 | 3,382,192 |
| Utah | 265,656 | 66,544 | 332,200 |
| Vermont | 166,048 | 42,372 | 208,420 |
| Virginia | 908,656 | 193,135 | 1,101,791 |
| Washington | 736,459 | 162,120 | 898,579 |
| West Virginia | 166,050 | 42,375 | 208,425 |
| Wisconsin | 557,792 | 124,297 | 682,089 |
| Wyoming | 194,320 | 38,752 | 233,072 |
| TOTAL | 40,440,269 | 8,200,835 | 48,641,104 |

## SECTION 16 PROGRAM

Section 16 of the Federal Transit Act, as amended, makes funds available to meet the special transportation needs of elderly persons and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of elderly persons and persons with disabilities in each state. The program is administered through the states and it is at the state level that specific funding decisions are made.

Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis. (Vehicle-related equipment needed to meet the requirements of the Americans with Disabilities Act and Clean Air Act Amendments may be funded at a 90 percent Federal, 10 percent local matching basis.) Those eligible to receive Section 16 funding include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in an area to provide the service.

The period of availability for Section 16 funds is one year. Any amount of a state's apportionment remaining unobligated may be transferred to the Section 18 or the Section 9 programs during the fourth quarter of the fiscal year. Any Section 16 funds left unobligated or not transferred at the end of the fiscal year are reapportioned among all the states in a subsequent year's apportionment.

Since the program began in 1975, state agencies have obligated over $500 million for the purchase of specialized vehicles and equipment. The Section 16 program has enabled thousands of elderly persons and persons with disabilities to achieve greater mobility and independence.

TABLE 10
FY 1994 SECTION 16 OBLIGATIONS BY STATE

| STATE | OBLIGATION $ AMOUNT | NO. OF RECIPIENTS | VEHICLES WITH LIFTS OR RAMPS | NO. OF VEHICLES |
|---|---|---|---|---|
| ALABAMA | 1,205,760 | 26 | 16 | 50 |
| ALASKA | 177,708 | 5 | 5 | 5 |
| AMERICAN SAMOA | 0 | 0 | 0 | 0 |
| ARIZONA | 903,234 | 30 | 30 | 30 |
| ARKANSAS | 719,942 | 29 | 17 | 29 |
| CALIFORNIA | 6,502,019 | 66 | 128 | 128 |
| COLORADO | 705,076 | 14 | 15 | 15 |
| CONNECTICUT | 730,100 | 27 | 28 | 28 |
| DELAWARE | 258,053 | 6 | 7 | 7 |
| DISTRICT OF COLUMBIA | 256,287 | 11 | 5 | 11 |
| FLORIDA | 3,682,148 | 90 | 72 | 143 |
| GEORGIA | 1,318,978 | 18 | 19 | 46 |
| GUAM | 0 | 0 | 0 | 0 |
| HAWAII | 322,820 | 10 | 11 | 11 |
| IDAHO | 329,895 | 9 | 6 | 6 |
| ILLINOIS | 2,387,318 | 41 | 50 | 60 |
| INDIANA | 1,262,068 | 33 | 36 | 49 |
| IOWA | 772,463 | 9 | 0 | 0 |
| KANSAS | 650,827 | 21 | 16 | 26 |
| KENTUCKY | 980,048 | 20 | 12 | 37 |
| LOUISIANA | 983,156 | 37 | 37 | 40 |
| MAINE | 407,452 | 8 | 10 | 10 |
| MARYLAND | 987,711 | 30 | 19 | 39 |
| MASSACHUSETTS | 1,413,832 | 21 | 40 | 42 |
| MICHIGAN | 2,207,734 | 26 | 36 | 47 |
| MINNESOTA | 1,001,354 | 28 | 28 | 28 |
| MISSISSIPPI | 559,360 | 22 | 11 | 26 |
| MISSOURI | 1,279,592 | 45 | 13 | 56 |
| MONTANA | 304,323 | 11 | 11 | 11 |
| NEBRASKA | 464,773 | 13 | 15 | 23 |
| NEVADA | 350,899 | 9 | 9 | 10 |
| NEW HAMPSHIRE | 332,604 | 13 | 3 | 13 |
| NEW JERSEY | 1,693,380 | 37 | 39 | 40 |
| NEW MEXICO | 411,171 | 14 | 10 | 15 |
| NEW YORK | 3,297,512 | 50 | 77 | 77 |
| NORTH CAROLINA | 1,497,296 | 31 | 26 | 77 |
| NORTH DAKOTA | 262,033 | 7 | 6 | 7 |
| NORTHERN MARIANAS | 0 | 0 | 0 | 0 |
| OHIO | 1,858,688 | 68 | 67 | 67 |
| OKLAHOMA | 848,490 | 27 | 28 | 31 |
| OREGON | 790,244 | 15 | 21 | 21 |
| PENNSYLVANIA | 2,982,094 | 42 | 79 | 79 |
| PUERTO RICO | 750,680 | 21 | 22 | 22 |
| RHODE ISLAND | 364,876 | 3 | 11 | 11 |
| SOUTH CAROLINA | 820,828 | 37 | 19 | 35 |
| SOUTH DAKOTA | 281,365 | 13 | 12 | 14 |
| TENNESSEE | 1,242,432 | 52 | 18 | 66 |
| TEXAS | 3,079,212 | 42 | 43 | 116 |
| UTAH | 384,530 | 11 | 11 | 11 |
| VERMONT | 450,120 | 13 | 0 | 0 |
| VIRGIN ISLANDS | 133,764 | 2 | 1 | 3 |
| VIRGINIA | 1,250,498 | 33 | 21 | 56 |
| WASHINGTON | 1,083,424 | 8 | 28 | 28 |
| WEST VIRGINIA | 605,189 | 23 | 21 | 21 |
| WISCONSIN | 1,146,696 | 28 | 54 | 66 |
| WYOMING | 203,793 | 7 | 5 | 7 |
| TOTAL | 58,895,849 | 1,312 | 1,324 | 1,896 |

SECTION 16 FUNDS WERE TRANSFERRED TO SECTION 18 IN FY 1994 AS FOLLOWS:
CONN.-74,920; NEW YORK-600,001; KENTUCKY-140,646; OHIO-631,844;
AMERICA SAMOA-52,075; GUAM-131,903; NORTHERN MARIANAS-51,896.

PLEASE NOTE THAT VERMONT OBLIGATIONS INCLUDE $214,054, AN UNREPORTED FY 1993 OBLIGATION.

## NONURBANIZED FORMULA PROGRAM (SECTION 18)

The Section 18 program provides funding for public transportation in nonurbanized areas. From fiscal year 1979, when the program was authorized, until fiscal year 1991, Congress appropriated $65-75 million annually for Section 18, but since ISTEA was enacted, the annual appropriation has been higher, at 5.5% of the total appropriation for urbanized and nonurbanized areas. In fiscal year 1994, $129.6 million was appropriated. In addition, since 1984 Section 18 has been supplemented by funds transferred annually to Section 18 from the Governor's apportionment of urbanized area formula funds for cities under 200,000. Flexible funds may also be transferred to Section 18, and in FY 1994, $17.5 million was transferred.

FTA apportions funds for nonurbanized areas to the states according to a statutory formula based on each state's population in rural and small urban areas (under 50,000 population). The funds are available to the state for obligation for the year of apportionment plus two additional years. The states administer the program in accordance with State Management Plans. Eligible recipients include public bodies and private non-profit organizations. Participation by private for-profit enterprises under contract to an eligible recipient is encouraged.

The FTA financial assistance may be used for capital and administrative expenses, with a Federal share of eighty percent, and for operating expenses, with a Federal share of fifty percent. The state may use up to fifteen percent of its apportionment for program administration, planning, and technical assistance, with no local match required. Coordination with other federally assisted transportation services is encouraged, and income received through purchase of service contracts with human service agencies may be used as local match.

Each state must spend fifteen percent of its apportionment for the support of intercity bus transportation, unless the governor certifies that the intercity bus transportation needs of the state are adequately met.

## RURAL TRANSIT ASSISTANCE PROGRAM

Since fiscal year 1987, Congress has appropriated approximately $4.25 million a year for the state Rural Transit Assistance Program (RTAP) to provide training, technical assistance, research, and related support services, for providers of rural public transportation. Funding increased to $4.6 million in FY 1994. FTA allocates funds to the states using the nonurbanized population based formula along with a floor of $50,000 to each state, and $10,000 to each insular area. There is no local share requirement. Additional RTAP funds are used to support a national program, which produces training materials and operates a national resource center.

TABLE 11

SECTION 18 OBLIGATIONS IN FY 1994 BY STATE AND BY PURPOSE

| STATE | NO. OF SUB-RECIPIENTS | CAPITAL | OPERATING | PROJECT ADMIN | STATE ADMIN | INTERCITY BUS | TOTAL $ OBLIGATIONS |
|---|---|---|---|---|---|---|---|
| ALABAMA | 33 | 1,483,604 | 202,136 | 1,655,085 | 464,323 | 80,000 | 3,885,148 |
| ALASKA | 5 | 243,000 | 323,124 | 0 | 69,240 | 69,241 | 704,605 |
| AMERICAN SAMOA | 1 | 112,661 | 0 | 5,207 | 0 | 0 | 117,868 |
| ARIZONA | 15 | 250,468 | 761,088 | 348,152 | 212,944 | 212,945 | 1,785,597 |
| ARKANSAS | 10 | 156,472 | 1,062,669 | 782,842 | 371,207 | 0 | 2,373,190 |
| CALIFORNIA | 57 | 3,552,100 | 2,109,302 | 0 | 905,997 | 905,997 | 7,473,396 |
| COLORADO | 17 | 0 | 736,355 | 256,400 | 103,144 | 193,395 | 1,289,294 |
| CONNECTICUT | 8 | 389,400 | 868,740 | 0 | 175,426 | 0 | 1,433,566 |
| DELAWARE | 3 | 54,237 | 150,000 | 0 | 43,764 | 76,371 | 324,372 |
| FLORIDA | 46 | 1,000,020 | 3,300,334 | 0 | 0 | 582,415 | 4,882,769 |
| GEORGIA | 73 | 1,680,640 | 992,382 | 495,140 | 678,890 | 678,890 | 4,525,942 |
| GUAM | 1 | 0 | 282,308 | 0 | 49,819 | 0 | 332,127 |
| HAWAII | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IDAHO | 11 | 775,400 | 504,242 | 359,429 | 107,460 | 153,721 | 1,900,252 |
| ILLINOIS | 23 | 0 | 2,259,428 | 1,447,301 | 185,000 | 622,844 | 4,514,573 |
| INDIANA | 19 | 126,265 | 2,419,122 | 0 | 0 | 448,250 | 2,993,637 |
| IOWA | 4 | 380,867 | 1,658,223 | 0 | 153,850 | 387,863 | 2,580,803 |
| KANSAS | 91 | 396,592 | 1,295,323 | 0 | 52,500 | 307,838 | 2,052,253 |
| KENTUCKY | 20 | 200,800 | 2,568,854 | 99,992 | 10,000 | 508,176 | 3,387,822 |
| LOUISIANA | 35 | 175,000 | 2,206,678 | 0 | 420,295 | 0 | 2,801,973 |
| MAINE | 12 | 638,064 | 522,935 | 525,444 | 202,809 | 202,809 | 2,092,061 |
| MARYLAND | 20 | 837,356 | 775,781 | 59,847 | 15,000 | 0 | 1,687,984 |
| MASSACHUSETTS | 12 | 0 | 1,055,925 | 314,076 | 271,350 | 271,352 | 1,912,703 |
| MICHIGAN | 64 | 1,352,160 | 4,122,903 | 0 | 0 | 734,864 | 6,209,927 |
| MINNESOTA | 17 | 617,768 | 0 | 0 | 0 | 0 | 617,768 |
| MISSISSIPPI | 16 | 62,916 | 1,559,456 | 621,068 | 235,642 | 412,686 | 2,891,768 |
| MISSOURI | 33 | 0 | 3,163,580 | 0 | 120,000 | 0 | 3,283,580 |
| MONTANA | 9 | 45,122 | 536,001 | 0 | 124,526 | 124,527 | 830,176 |
| NEBRASKA | 14 | 0 | 1,005,051 | 0 | 59,685 | 187,895 | 1,252,631 |
| NEVADA | 7 | 116,000 | 25,000 | 58,124 | 61,341 | 148,500 | 408,965 |
| NEW HAMPSHIRE | 8 | 148,200 | 804,992 | 162,424 | 415,400 | 162,424 | 1,693,440 |
| NEW JERSEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NEW MEXICO | 13 | 202,570 | 528,272 | 394,284 | 125,000 | 186,818 | 1,436,944 |
| NEW YORK | 50 | 2,606,948 | 2,560,000 | 0 | 817,488 | 817,488 | 6,801,924 |
| NORTH CAROLINA | 42 | 23,321 | 299,920 | 2,328,861 | 600,000 | 0 | 3,252,102 |
| NORTH DAKOTA | 26 | 33,500 | 405,150 | 64,200 | 19,003 | 92,100 | 613,953 |
| NORTHERN MARIANA | 1 | 105,247 | 0 | 0 | 18,572 | 0 | 123,819 |
| OHIO | 34 | 2,172,607 | 2,067,952 | 0 | 884,106 | 884,106 | 6,008,771 |
| OKLAHOMA | 16 | 954,960 | 1,483,532 | 770,642 | 225,000 | 377,946 | 3,812,080 |
| OREGON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PENNSYLVANIA | 21 | 0 | 4,418,549 | 0 | 560,000 | 986,230 | 5,964,779 |
| PUERTO RICO | 7 | 1,375,344 | 0 | 0 | 294,716 | 294,716 | 1,964,776 |
| RHODE ISLAND | 2 | 0 | 0 | 263,556 | 3,000 | 37,756 | 304,312 |
| SOUTH CAROLINA | 13 | 399,820 | 789,200 | 839,332 | 434,645 | 434,644 | 2,897,641 |
| SOUTH DAKOTA | 12 | 0 | 348,608 | 265,498 | 22,000 | 112,254 | 748,360 |
| TENNESSEE | 11 | 710,765 | 1,642,131 | 826,545 | 0 | 561,078 | 3,740,519 |
| TEXAS | 36 | 3,079,577 | 3,333,417 | 2,440,690 | 600,000 | 1,184,591 | 10,638,275 |
| UTAH | 3 | 353,109 | 44,000 | 0 | 85,094 | 85,095 | 567,298 |
| VERMONT | 8 | 958,620 | 837,503 | 262,196 | 75,000 | 0 | 2,133,319 |
| VIRGIN ISLANDS | 2 | 1,380,750 | 121,728 | 0 | 21,481 | 0 | 1,523,959 |
| VIRGINIA | 16 | 1,195,416 | 2,436,242 | 0 | 0 | 0 | 3,631,658 |
| WASHINGTON | 23 | 1,345,560 | 401,150 | 0 | 278,846 | 348,557 | 2,374,113 |
| WEST VIRGINIA | 12 | 451,543 | 1,227,909 | 0 | 296,373 | 0 | 1,975,825 |
| WISCONSIN | 47 | 1,001,565 | 2,322,351 | 0 | 10,000 | 512,099 | 3,846,015 |
| WYOMING | 13 | 18,966 | 246,174 | 92,974 | 47,749 | 71,623 | 477,486 |
| TOTAL | 1,092 | 33,165,300 | 62,785,720 | 15,739,309 | 10,927,685 | 14,460,104 | 137,078,118 |

PLEASE NOTE THAT STATE ADMINISTRATION ALSO INCLUDES AN ADDITIONAL $389,050 FOR PLANNING.

FY 1994

# SECTION 18 OBLIGATIONS

(BY CATEGORY)

Figure 11

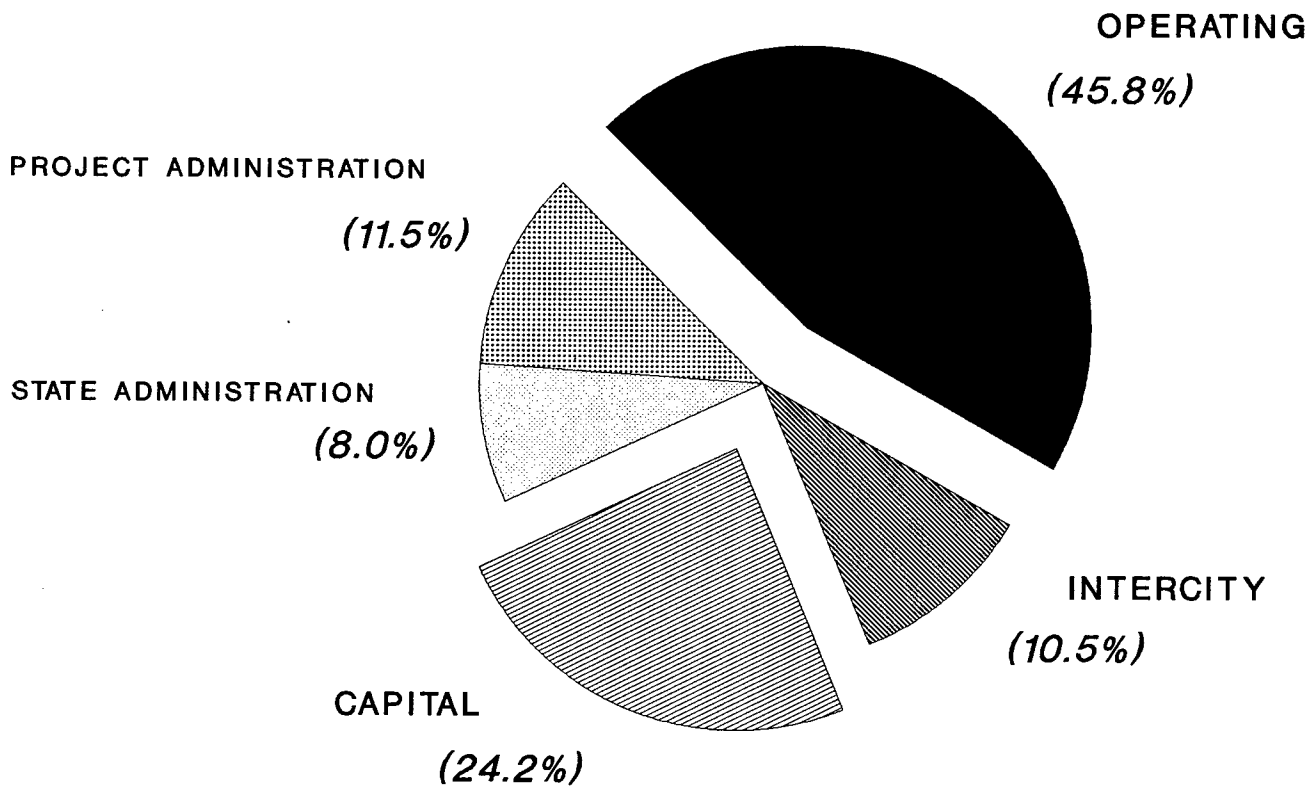


TABLE 11-1

USE SECTION 18 FUNDS OBLIGATED IN FY 1994 FOR INTERCITY BUS BY CATEGORY

| STATE | CAPITAL | OPERATING | PLANNING | PROJECT ADMIN. | STATE ADMIN. | PROGRAM RESERVE | $ TOTAL OBLIGATIONS |
|---|---|---|---|---|---|---|---|
| ALABAMA | 0 | 0 | 80,000 | 0 | 0 | 0 | 80,000 |
| ALASKA | 0 | 3,000 | 26,241 | 40,000 | 0 | 0 | 69,241 |
| AMERICAN SAMOA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ARIZONA | 0 | 212,945 | 0 | 0 | 0 | 0 | 212,945 |
| ARKANSAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CALIFORNIA | 0 | 0 | 0 | 0 | 0 | 905,997 | 905,997 |
| COLORADO | 0 | 0 | 0 | 0 | 0 | 193,395 | 193,395 |
| CONNECTICUT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DELAWARE | 0 | 76,371 | 0 | 0 | 0 | 0 | 76,371 |
| FLORIDA | 582,415 | 0 | 0 | 0 | 0 | 0 | 582,415 |
| GEORGIA | 0 | 0 | 0 | 0 | 0 | 678,890 | 678,890 |
| GUAM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HAWAII | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IDAHO | 45,971 | 57,583 | 0 | 50,167 | 0 | 0 | 153,721 |
| ILLINOIS | 0 | 0 | 0 | 0 | 0 | 622,844 | 622,844 |
| INDIANA | 114,800 | 71,197 | 68,800 | 16,000 | 0 | 177,453 | 448,250 |
| IOWA | 0 | 387,863 | 0 | 0 | 0 | 0 | 387,863 |
| KANSAS | 160,000 | 113,838 | 0 | 0 | 0 | 34,000 | 307,838 |
| KENTUCKY | 112,800 | 367,200 | 0 | 28,176 | 0 | 0 | 508,176 |
| LOUISIANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MAINE | 0 | 72,000 | 0 | 0 | 0 | 130,809 | 202,809 |
| MARYLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MASSACHUSETTS | 0 | 0 | 271,352 | 0 | 0 | 0 | 271,352 |
| MICHIGAN | 734,864 | 0 | 0 | 0 | 0 | 0 | 734,864 |
| MINNESOTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MISSISSIPPI | 0 | 363,162 | 49,524 | 0 | 0 | 0 | 412,686 |
| MISSOURI | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MONTANA | 0 | 0 | 0 | 0 | 0 | 124,527 | 124,527 |
| NEBRASKA | 53,000 | 99,069 | 0 | 19,480 | 16,346 | 0 | 187,895 |
| NEVADA | 0 | 148,500 | 0 | 0 | 0 | 0 | 148,500 |
| NEW HAMPSHIRE | 93,000 | 27,140 | 0 | 28,600 | 0 | 13,684 | 162,424 |
| NEW JERSEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NEW MEXICO | 0 | 115,537 | 0 | 71,281 | 0 | 0 | 186,818 |
| NEW YORK | 257,488 | 560,000 | 0 | 0 | 0 | 0 | 817,488 |
| NORTH CAROLINA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NORTH DAKOTA | 48,600 | 43,500 | 0 | 0 | 0 | 0 | 92,100 |
| NORTHERN MARIANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 884,106 | 884,106 |
| OKLAHOMA | 105,660 | 185,550 | 0 | 51,728 | 15,000 | 20,008 | 377,946 |
| OREGON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PENNSYLVANIA | 0 | 986,230 | 0 | 0 | 0 | 0 | 986,230 |
| PUERTO RICO | 0 | 0 | 0 | 0 | 0 | 294,716 | 294,716 |
| RHODE ISLAND | 0 | 0 | 0 | 0 | 0 | 37,756 | 37,756 |
| SOUTH CAROLINA | 0 | 0 | 0 | 0 | 0 | 434,644 | 434,644 |
| SOUTH DAKOTA | 0 | 112,254 | 0 | 0 | 0 | 0 | 112,254 |
| TENNESSEE | 0 | 0 | 0 | 0 | 0 | 561,078 | 561,078 |
| TEXAS | 0 | 0 | 0 | 0 | 0 | 1,184,591 | 1,184,591 |
| UTAH | 0 | 0 | 85,095 | 0 | 0 | 0 | 85,095 |
| VERMONT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VIRGIN ISLANDS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VIRGINIA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WASHINGTON | 0 | 348,557 | 0 | 0 | 0 | 0 | 348,557 |
| WEST VIRGINIA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WISCONSIN | 0 | 512,099 | 0 | 0 | 0 | 0 | 512,099 |
| WYOMING | 0 | 0 | 71,623 | 0 | 0 | 0 | 71,623 |
| | | | | | | | 0 |
| TOTAL | 2,308,598 | 4,863,595 | 652,635 | 305,432 | 31,346 | 6,298,498 | 14,460,104 |

TABLE 12

SECTION 18 OBLIGATIONS FOR VEHICLES

| | STANDARD BUS | MEDIUM BUS | SMALL BUSES | TROLLEY STYLE BUS | COMMUTER/ INTERCITY BUS | VANS | STATION WAGONS & SEDANS | FY 1994 VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|
| ALABAMA | 0 | 0 | 4 | 0 | 0 | 35 | 0 | 39 |
| ALASKA | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| ARIZONA | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| ARKANSAS | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 |
| CALIFORNIA | 3 | 1 | 62 | 0 | 0 | 3 | 0 | 69 |
| CONNECTICUT | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| DELAWARE | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| FLORIDA | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 12 |
| GEORGIA | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 67 |
| IDAHO | 0 | 2 | 5 | 0 | 0 | 3 | 0 | 10 |
| INDIANA | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 7 |
| IOWA | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 |
| KANSAS | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| KENTUCKY | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 7 |
| LOUISIANA | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| MAINE | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 7 |
| MARYLAND | 2 | 0 | 5 | 0 | 0 | 6 | 0 | 13 |
| MICHIGAN | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 21 |
| MINNESOTA | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 18 |
| MONTANA | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| NEBRASKA | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| NEVADA | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| NEW HAMPSHIRE | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 |
| NEW MEXICO | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 5 |
| NEW YORK | 1 | 4 | 38 | 0 | 0 | 0 | 0 | 43 |
| NORTH DAKOTA | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| NORTHERN MARIAN | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| OHIO | 0 | 0 | 2 | 0 | 0 | 31 | 7 | 40 |
| OKLAHOMA | 0 | 0 | 11 | 0 | 0 | 31 | 0 | 42 |
| PUERTO RICO | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 |
| SOUTH CAROLINA | 1 | 0 | 1 | 0 | 0 | 12 | 0 | 14 |
| TENNESSEE | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 |
| TEXAS | 0 | 0 | 7 | 1 | 0 | 6 | 0 | 14 |
| UTAH | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| VERMONT | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 6 |
| VIRGIN ISLANDS | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| VIRGINIA | 0 | 4 | 0 | 0 | 0 | 27 | 0 | 31 |
| WASHINGTON | 3 | 4 | 2 | 0 | 0 | 2 | 0 | 11 |
| WEST VIRGINIA | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 8 |
| WISCONSIN | 0 | 0 | 3 | 0 | 0 | 9 | 13 | 25 |
| TOTAL | 11 | 28 | 215 | 7 | 0 | 340 | 21 | 622 |

TABLE 13

FY 1994 OBLIGATIONS
RURAL TRANSIT ASSISTANCE PROGRAMS
BY STATE AND BY ACTIVITY

| | TRAINING | TECHNICAL ASSISTANCE | RESEARCH | SUPPORT SERVICES | TOTAL $ |
|---|---|---|---|---|---|
| ALABAMA | 10,000 | 48,000 | 0 | 40,356 | 98,356 |
| ALASKA | 47,211 | 10,000 | 0 | 0 | 57,211 |
| AMERICAN SAMOA | 11,028 | 0 | 0 | 0 | 11,028 |
| ARIZONA | 54,177 | 14,000 | 4,000 | 0 | 72,177 |
| ARKANSAS | 84,659 | 4,000 | 0 | 0 | 88,659 |
| CALIFORNIA | 144,354 | 0 | 0 | 0 | 144,354 |
| COLORADO | 70,000 | 0 | 141 | 0 | 70,141 |
| CONNECTICUT | 65,000 | 3,270 | 0 | 0 | 68,270 |
| DELAWARE | 54,558 | 0 | 0 | 0 | 54,558 |
| FLORIDA | 100,655 | 0 | 0 | 0 | 100,655 |
| GEORGIA | 0 | 120,702 | 0 | 0 | 120,702 |
| GUAM | 0 | 0 | 0 | 0 | 0 |
| HAWAII | 0 | 0 | 0 | 0 | 0 |
| IDAHO | 21,009 | 5,000 | 20,000 | 20,000 | 66,009 |
| ILLINOIS | 40,203 | 57,433 | 11,487 | 5,742 | 114,865 |
| INDIANA | 0 | 101,801 | 0 | 0 | 101,801 |
| IOWA | 172,748 | 0 | 0 | 0 | 172,748 |
| KANSAS | 17,272 | 43,627 | 17,101 | 4,059 | 82,059 |
| KENTUCKY | 75,000 | 18,923 | 0 | 9,000 | 102,923 |
| LOUISIANA | 66,771 | 20,000 | 0 | 7,000 | 93,771 |
| MAINE | 39,116 | 0 | 0 | 32,005 | 71,121 |
| MARYLAND | 35,000 | 33,369 | 0 | 8,000 | 76,369 |
| MASSACHUSETTS | 35,000 | 28,259 | 10,000 | 5,000 | 78,259 |
| MICHIGAN | 126,531 | 0 | 0 | 0 | 126,531 |
| MINNESOTA | 0 | 0 | 0 | 0 | 0 |
| MISSISSIPPI | 50,000 | 42,977 | 0 | 0 | 92,977 |
| MISSOURI | 91,295 | 10,000 | 0 | 0 | 101,295 |
| MONTANA | 33,969 | 29,000 | 0 | 0 | 62,969 |
| NEBRASKA | 26,602 | 42,966 | 0 | 0 | 69,568 |
| NEVADA | 25,000 | 5,000 | 26,389 | 0 | 56,389 |
| NEW HAMPSHIRE | 38,000 | 19,000 | 0 | 9,916 | 66,916 |
| NEW JERSEY | 0 | 0 | 0 | 0 | 0 |
| NEW MEXICO | 50,000 | 0 | 0 | 15,719 | 65,719 |
| NEW YORK | 70,136 | 65,000 | 0 | 0 | 135,136 |
| NORTH CAROLINA | 39,325 | 68,815 | 0 | 32,300 | 140,440 |
| NORTH DAKOTA | 33,350 | 26,241 | 0 | 0 | 59,591 |
| NORTHERN MARIANAS | 0 | 0 | 0 | 0 | 0 |
| OHIO | 30,000 | 112,074 | 0 | 0 | 142,074 |
| OKLAHOMA | 48,500 | 40,861 | 0 | 0 | 89,361 |
| OREGON | 0 | 0 | 0 | 0 | 0 |
| PENNSYLVANIA | 116,000 | 20,000 | 0 | 16,710 | 152,710 |
| PUERTO RICO | 37,000 | 73,067 | 10,000 | 36,000 | 156,067 |
| RHODE ISLAND | 49,932 | 4,000 | 0 | 0 | 53,932 |
| SOUTH CAROLINA | 82,266 | 0 | 0 | 13,000 | 95,266 |
| SOUTH DAKOTA | 39,841 | 2,000 | 12,850 | 7,000 | 61,691 |
| TENNESSEE | 20,500 | 87,933 | 0 | 0 | 108,433 |
| TEXAS | 66,000 | 95,000 | 0 | 12,366 | 173,366 |
| UTAH | 22,500 | 23,362 | 13,000 | 0 | 58,862 |
| VERMONT | 14,407 | 46,045 | 0 | 0 | 60,452 |
| VIRGINIA | 60,000 | 41,806 | 0 | 0 | 101,806 |
| VIRGIN ISLANDS | 12,237 | 0 | 0 | 0 | 12,237 |
| WASHINGTON | 47,670 | 33,630 | 0 | 5,000 | 86,300 |
| WEST VIRGINIA | 13,000 | 63,865 | 0 | 4,000 | 80,865 |
| WISCONSIN | 48,400 | 17,600 | 0 | 24,000 | 90,000 |
| WYOMING | 25,282 | 13,790 | 10,343 | 8,044 | 57,459 |
| TOTAL | 2,461,504 | 1,492,416 | 135,311 | 315,217 | 4,404,448 |

THE FOLLOWING RTAP FUNDS WERE TRANSFERRRED TO SECTION 18 IN FY 1994:
AMERICAN SAMOA-10,850; GUAM-12,926 AND NO. MARIANAS-10,952

## FLEXIBLE FUNDS

The 1991 ISTEA legislation provided flexible funding opportunities to state and local governments allowing them the option of using some FEDERAL HIGHWAY funds for transit projects and vice versa. Over $70 billion in Federal Highway or transit projects is usable within the six-year life of the authorization at the discretion of state and local officials. Over $12 billion was available for flexible fund use in FY 1994. These funds can be transferred to Sections 9, 16, 18 and the Interstate Substitute to finance transit projects.

In FY 1994, there was a total of $710.7 million available flexible funds of which $609.7 million was transferred in FY 1994. The remaining available $101 million was the FY 1992 and FY 1993 unobligated transferred carryover balance. Thirty-eight states transferred flexible funds for 173 projects in FY 1994, the same number of projects in FY 1993 but not all the same states.

As in FY 1993, CMAQ funds led in the request for transfers of flexible funds constituting 52 percent of the funds transferred in FY 1994. Second in demand were the STP funds that represented 30 percent of the transfers. FHWA earmarks were determined as 4 percent and Interstate Substitute funds as 14 percent.

The FY 1994 flexible fund obligations rose to $473.8 million, consisting of $259.7 million (55 percent) in CMAQ; $114.8 million (24 percent) in STP; $16 million (3 percent) in FHWA earmarks; and $83.3 million (18 percent) in Interstate Substitute funds. On the whole, obligations surpassed FY 1993's record by $45.2 million. Like FY 1993, most of the funds ($235 million or 50 percent) was used for bus; $192.7 million (41 percent) was used for fixed guideway; $24.6 million (5 percent) was used for new systems, and 1 percent was used for miscellaneous projects.

The flexible funds transferred from FHWA are derived from the following sources:

Surface Transportation Program (STP). STP is the largest category of flexible funds. Funding is at 80 percent Federal share and may be used for all projects eligible for funding under current FTA grant programs excluding Section 9 operating assistance. In FY 1994, there was a total of $208.5 million available in FY 1994 of which $25.3 million was prior year carryover funds. STP obligations for FY 1994 was 114.8 million which is 55 percent of the funds available.

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program. CMAQ funds are used to support transportation projects in air quality nonattainment areas. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources. Requests for CMAQ funds exceeded all other FHWA flexible funds accounting for 52 percent of the total $609.7 million transferred in FY 1994. Of the $382.8 million available in FY 1994, $259.7 million (52 percent) was obligated.

Interstate Substitute Funds. While these Highway funds are now eligible for transit use, they are limited to the construction and improvements of fixed guideways, the purchase of rolling stock (buses) and other transportation equipment, and any other project eligible under FTA's Section 3 grant program. In FY 1994, $83.3 million was transferred to FTA and obligated.

FHWA Earmark. Several transit projects are earmarked under ISTEA Title I as innovative demonstration, congestion relief and intermodal projects. In FY 1994, $26.2 million was transferred increasing the funds available to a total of $36.1 million of which $16 million was obligated.

Table 14

# FY 1994 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

| GRANTEE | SEC | DESCRIPTION | CMAQ | STP | TOTAL TRANSFERRED | TOTAL OBLIGATED IN FY 1994 |
|---|---|---|---|---|---|---|
| AK-Anchorage | 9 | Purchase 25 buses & equipment | | $2,554,438 | $2,554,438 | **$2,554,438** |
| AK-DOT | 18 | Purchase 10 vans | 0 | 243,000 | 243,000 | **243,000** |
| AL-Birmingham | 9 | Pur. 19 buses; 20 vans* | 100,000 | 0 | 100,000 | **0** |
| AL-DOT | 18 | Transportation for E&H | 0 | 404,958 | 404,958 | **0** |
| AL-DOT | 16 | Purchase 3 vans | 0 | 184,000 | 184,000 | **184,000** |
| AL-Montgomery | 9 | Rehab buses & equipment | 0 | 580,300 | 580,300 | **580,300** |
| AR-Little Rock-N. LittleRock | 9 | Purchase 22 buses | 0 | 3,495,000 | 3,495,000 | **3,495,000** |
| AZ-Phoenix | 9 | Purchase 26 buses | 6,239,831 | 0 | 6,239,831 | **0** |
| AZ-Tucson | 9 | Purchase 11 buses, bike racks | 0 | 1,791,700 | 1,791,700 | **1,791,700** |
| CA-Bakersfield | 9 | Purchase 3 buses | 1,300,890 | 0 | 1,300,890 | **1,300,890** |
| CA-Bakersfield | 9 | Recovery from prior year obligation | 492,000 | 0 | 492,000 | **0** |
| CA-Davis | 9 | Facility upgrade | 88,530 | 0 | 88,530 | **88,530** |
| CA-DOT | 9 | Preliminary engineering | 0 | 400,000 | 400,000 | **400,000** |
| CA-DOT | 18 | Purchase 2 buses, rehab station | 1,959,688 | 270,500 | 2,230,188 | **1,433,418** |
| CA-DOT | 16 | Purchase 50 vans | 1,055,000 | 0 | 1,055,000 | **1,054,999** |
| CA-DOT | 18 | Purchase 2 buses | 212,052 | 100,000 | 312,052 | **0** |
| CA-DOT | 9 | Purchase 3 buses | 0 | 435,100 | 435,100 | **0** |
| CA-Fairfield | 9 | Const. Multimodal Transit Facil | 2,000,000 | 0 | 2,000,000 | **0** |
| CA-Lancaster | 9 | Purchase. 8 buses; planning | 1,840,000 | 0 | 1,840,000 | **1,840,000** |
| CA-Lompac | 9 | Purchase 6 buses | 988,000 | 0 | 988,000 | **988,000** |
| CA-Los Angeles | 9 | Elec.trolley bus project.* | 7,367,200 | 0 | 7,367,200 | **0** |
| CA-Los Angeles | 9 | Construct Transit Center | 15,600,000 | 36,500,000 | 52,100,000 | **0** |
| CA-Los Angeles | 9 | Construct Transit Center | 0 | 10,036,000 | 10,036,000 | **0** |
| CA-Los Angeles | 9 | Purchase 22 standard buses* | 3,820,000 | 0 | 3,820,000 | **0** |
| CA-Los Angeles | 9 | Lease payments- buses* | 770,000 | 0 | 770,000 | **770,000** |
| CA-Los Angeles | 9 | Purchase 177 AFI Buses | 35,034,000 | 13,247,000 | 48,281,000 | **0** |
| CA-Los Angeles | 9 | Purchase 23 buses | 4,111,400 | 0 | 4,111,400 | **0** |
| CA-Oxnard | 9 | Purchase 13 buses | 1,128,757 | 0 | 1,128,757 | **1,128,757** |
| CA-Oxnard | 9 | Purchase buses | 2,582,000 | 0 | 2,582,000 | **0** |
| CA-Oxnard | 9 | New Service | 2,859,060 | 0 | 2,859,060 | **2,859,060** |
| CA-Riverside | 9 | Transit Station Demo Project | 1,242,346 | 0 | 1,242,346 | **1,242,346** |
| CA-Sacramento | 9 | Purchase 10 buses* | 0 | 890,312 | 890,312 | **0** |
| CA-Sacramento | 9 | Rail stations, ADA improvement | 12,500,000 | 981,000 | 13,481,000 | **13,477,040** |
| CA-Sacramento | 9 | Purchase 1 bus | 796,770 | 141,648 | 938,418 | **0** |
| CA-Sacramento | 9 | Purchase CNG fuel system* | 1,148 | 0 | 1,148 | **0** |
| CA-Salinas | 9 | Purchase 2 buses/terminals* | 0 | 932,300 | 932,300 | **0** |
| CA-San Diego | 9 | Pur 7 buses; const transit center | 1,766,800 | 0 | 1,766,800 | **1,766,800** |
| CA-San Diego | 9 | Recovery from prior year oblig | 0 | 411,000 | 411,000 | **0** |
| CA-San Francisco | 9 | Construction of 4 bus terminals | 2,183,100 | 1,200,000 | 3,383,100 | **0** |
| CA-San Francisco | 9 | Construction of transit center.* | 913,600 | 2,887,300 | 3,800,900 | **3,800,900** |
| CA-San Francisco | 9 | Purchase 7 40' Buses | 0 | 1,736,400 | 1,736,400 | **1,736,400** |
| CA-San Francisco | 9 | Construct Park & Ride facility* | 400,000 | 0 | 400,000 | **0** |
| CA-San Fran/Oakland | 9 | Capital assistance | 0 | 3,964,030 | 3,964,030 | **3,964,030** |
| CA-San Jose | 9 | Purchase 2 buses | 560,000 | 0 | 560,000 | **0** |
| CA-San Jose | 9 | Track Design | 0 | 400,000 | 400,000 | **0** |

Continued On Next Page

# FY 1994 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

| GRANTEE | SEC | DESCRIPTION | CMAQ | STP | TOTAL TRANSFERRED | TOTAL OBLIGATED IN FY 1994 |
|---|---|---|---|---|---|---|
| CA-Santa Maria | 9 | Purchase 1 bus | 176,000 | 0 | 176,000 | 156,000 |
| CA-San Luis | 18 | Rehab of 10 buses** | 89,383 | 0 | 89,383 | 0 |
| CA-Santa Barbara | 9 | Purchase 2 CNG buses | 468,000 | 0 | 468,000 | 0 |
| CA-Santa Cruz | 9 | Purchase 6 buses | 991,000 | 95,000 | 1,086,000 | 1,086,000 |
| CA-Santa Rosa | 9 | Rehab 9 buses | 0 | 800,000 | 800,000 | 800,000 |
| CA-Simi Valley | 9 | Equipment | 70,800 | 0 | 70,800 | 70,800 |
| CA-Stockton | 9 | Purchase 8 buses | 1,874,688 | 160,000 | 2,034,688 | 1,800,688 |
| CO-Denver | 9 | Purchase 4 bus* | 0 | 986,000 | 986,000 | 986,000 |
| CT-DOT | 9 | Bridge Replacement* | 0 | 8,774,630 | 8,774,630 | 8,774,628 |
| CT-Hartford | 9 | Planning Assist. | 0 | 120,000 | 120,000 | 120,000 |
| CT-Hartford | 9 | Purchase 54 buses | 0 | 1,720,000 | 1,720,000 | 0 |
| CT-Norwalk | 9 | Purchase buses | 8,442,400 | 0 | 8,442,400 | 8,442,400 |
| DC-WMATA | 9 | Purchase 25 buses | 4,520,000 | 0 | 4,520,000 | 0 |
| DC-WMATA | 9 | Purchase 100 buses | 11,265,860 | 4,520,000 | 15,785,860 | 15,746,460 |
| FL-DOT | 9 | Purchase 4 buses | 0 | 633,750 | 633,750 | 0 |
| FL-Orlando | 9 | Design/Engrg. & land acquisi.* | 0 | 600,000 | 600,000 | 0 |
| FL-Tampa | 9 | Purchase 12 Buses | 2,078,400 | 0 | 2,078,400 | 2,078,400 |
| GA-Atlanta | 9 | Purchase 5 buses | 1,187,200 | 0 | 1,187,200 | 1,187,200 |
| GA-DOT | 9 | Design multi-modal facility | 0 | 110,000 | 110,000 | 110,000 |
| HI-DOT | 18 | Pur buses & related equipment | 0 | 2,385,000 | 2,385,000 | 0 |
| ID-Boise | 9 | Purchase 16 buses* | 996,000 | 0 | 996,000 | 996,000 |
| ID-DOT | 18 | Purchase 4 buses | 805,600 | | 805,600 | 805,600 |
| ID-Pocatello | 9 | Purchase 2 buses* | 551,945 | 0 | 551,945 | 551,945 |
| IL-Chicago (CTA) | 9 | SW Rapid Transit svc. startup | 420,000 | | 420,000 | 420,000 |
| IL-Chicago (METRA) | 9 | Land Acq., trck & sig upgrades | 18,830,400 | 62,500 | 18,892,900 | 18,892,900 |
| IL-Chicago (METRA) | 9 | Land Acq., trck & sig upgrades | 0 | 75,000 | 75,000 | 75,000 |
| IL-Chicago (PACE) | 9 | Park-n-Ride* | 0 | 10,400 | 10,400 | 0 |
| IL-Chicago | 9 | Reconstruction of 71st St Statio | 2,672,000 | 0 | 2,672,000 | 2,672,000 |
| IL-Chicago | 9 | New service | 404,000 | 0 | 404,000 | 404,000 |
| IL-Chicago | 9 | Design for 93rd St project | 182,400 | 0 | 182,400 | 182,400 |
| IL-Chicago | 9 | Transit development plan | 260,000 | 0 | 260,000 | 260,000 |
| IL-St. Louis (IL portion) | 9 | Purchase 3 buses | 480,000 | 0 | 480,000 | 0 |
| IN-Gary | 9 | Purchase 7 buses* | 1,082,760 | 0 | 1,082,760 | 1,082,760 |
| IN-Indianapolis | 9 | New shuttle service signals | 1,826,360 | 0 | 1,826,360 | 1,442,000 |
| IN-South Bend | 9 | Computerized routing system | 24,211 | 0 | 24,211 | 24,211 |
| IN-South Bend | 9 | 1 bus, 2 vans, & capital items | 447,200 | 0 | 447,200 | 447,200 |
| KY-Ashland | 9 | Alternative Analysis | 344,000 | 0 | 344,000 | 344,000 |
| KY-Louisville | 9 | Alternative Analysis* | 0 | 1,200,000 | 1,200,000 | 1,200,000 |
| KY-Louisville | 9 | Alternative Analysis | 320,000 | 0 | 320,000 | 0 |
| LA-New Orleans | 9 | Purchase 108 buses | 0 | 4,100,000 | 4,100,000 | 4,100,000 |
| LA-New Orleans | 9 | Purchase 13 buses | 0 | 2,500,000 | 2,500,000 | 2,500,000 |
| LA-Shreveport | 9 | Purchase 7 buses | 0 | 1,259,000 | 1,259,000 | 1,259,000 |
| MA-Boston | 9 | Old Colony Restoration Projecf | 23,760,000 | 0 | 23,760,000 | 23,750,000 |
| MA-Boston | 9 | Purchase 4 buses | 588,151 | 0 | 588,151 | 0 |
| MA-Boston | 9 | Old Colony Restoration Project | 3,200,000 | 0 | 3,200,000 | 3,200,000 |



Continued On Next Page

# FY 1994 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

| GRANTEE | SEC | DESCRIPTION | CMAQ | STP | TOTAL TRANSFERRED | TOTAL OBLIGATED IN FY 1994 |
|---|---|---|---|---|---|---|
| **MA-Boston** | 9 | Old Colony Restoration.Project* | 21,040,002 | 0 | 21,040,002 | **21,040,000** |
| **MA-Brockton** | 9 | New Service | 128,400 | 0 | 128,400 | **128,400** |
| **MA-Brockton** | 9 | Purchase 16 buses | 2,880,000 | 0 | 2,880,000 | **2,880,000** |
| **MA-DOT** | 9 | New service | 48,000 | 0 | 48,000 | **48,000** |
| **MA-DOT** | 9 | Park and ride facility | 62,400 | 0 | 62,400 | **62,400** |
| **MA-Worcester** | 9 | Eng/Design facility* | 602,880 | 0 | 602,880 | **0** |
| **MA-Worcester** | 9 | Worcester Interim Facility | 1,600,000 | 0 | 1,600,000 | **909,680** |
| **MD-Baltimore** | 9 | Station Parking Expansion | 1,232,000 | 0 | 1,232,000 | **1,232,000** |
| **ME-DOT** | 9 | Purchase 3 buses | 0 | 449,568 | 449,568 | **448,000** |
| **ME-DOT** | 18 | Purchase 12 buses | 2,151,200 | 0 | 2,151,200 | **740,000** |
| **ME-DOT** | 9 | Purchase 5 buses | 1,000,000 | 0 | 1,000,000 | **0** |
| **ME-DOT** | 9 | AVCOG subscription bus servic | 620,000 | 0 | 620,000 | **120,000** |
| **ME-DOT** | 18 | Purchase buses | 0 | 600,000 | 600,000 | **0** |
| **ME-DOT** | 9 | Purchase 1 bus | 121,600 | 0 | 121,600 | **0** |
| **ME-Portland** | 9 | Radio and computer systems | 0 | 205,115 | 205,115 | **205,112** |
| **MI-Ann Arbor** | 9 | Purchase 3 replacement buses | 308,000 | 0 | 308,000 | **308,000** |
| **MI-Detroit** | 9 | Purchase 17 small buses \ ADA | 2,880,000 | 800,000 | 3,680,000 | **3,680,000** |
| **MI-Detroit** | 9 | Purchase 26 buses* | 2,304,000 | 1,080,000 | 3,384,000 | **3,268,900** |
| **MI-Detroit** | 9 | Purchase 14 replacement buses | 1,979,800 | 0 | 1,979,800 | **1,823,800** |
| **MI-Detroit** | 9 | Capital Assistance | 2,637,600 | 0 | 2,637,600 | **0** |
| **MI-Detroit** | 9 | Capital Assistance | 2,064,000 | 0 | 2,064,000 | **0** |
| **MI-DOT** | 9 | Capital Items | 156,000 | 0 | 156,000 | **0** |
| **MI-DOT** | 16 | Equipment for E&H | 0 | 162,320 | 162,320 | **162,320** |
| **MI-DOT** | 18 | Purchase 1 van | 0 | 16,652 | 16,652 | **16,652** |
| **MI-DOT** | 9 | Purchase equipment | 0 | 6,080 | 6,080 | **6,080** |
| **MI-DOT** | 18 | Purchase 4 buses | 224,000 | 465,691 | 689,691 | **650,491** |
| **MI-DOT** | 9 | Recovery from prior year obligation | 1,372 | 0 | 1,372 | **0** |
| **MI-Grand Rapids** | 9 | Purrchase 6 buses\lease land* | 832,000 | 0 | 832,000 | **768,000** |
| **MI-Grand Rapids** | 9 | Ride Share Program; pur 2 buse | 602,000 | 0 | 602,000 | **442,000** |
| **MI-Jackson** | 9 | Purchase 2 vans | 0 | 78,080 | 78,080 | **78,080** |
| **MI-Twin Cities** | 9 | Purchse sec. system & equip* | 0 | 37,840 | 37,840 | **37,840** |
| **MO-Bi-State Dev.** | 9 | Purchase 3 buses | 640,000 | 0 | 640,000 | **0** |
| **MN-DOT** | 18 | Purchase 18 replacement buses | 0 | 598,400 | 598,400 | **598,400** |
| **MN-DOT** | 9 | Purchase 2 buses | 0 | 280,000 | 280,000 | **280,000** |
| **MN-St. Paul** | 9 | New transit service | 2,400,000 | 0 | 2,400,000 | **2,400,000** |
| **MN-St. Paul** | 9 | New transit service* | 2,400,000 | 0 | 2,400,000 | **2,400,000** |
| **NE-DOT** | 9 | Recovery from prior year obligation | 0 | 15,076 | 15,076 | **0** |
| **NH-DOT** | 9 | Purchase 1 buses | 160,000 | 0 | 160,000 | **0** |
| **NH-DOT** | 9 | Purchase 2 buses | 220,000 | 0 | 220,000 | **0** |
| **NH-DOT** | 18 | Purchase 10 buses | 710,432 | 0 | 710,432 | **427,232** |
| **NJ-New Jersey Transit** | 9 | Engineering/Design | 5,000,000 | 0 | 5,000,000 | **1,800,000** |
| **NJ-New Jersey Transit** | 9 | Purchase 26 buses | 0 | 5,000,000 | 5,000,000 | **0** |
| **NJ-New Jersey Transit** | 9 | Hoboken Terminal* | 0 | 1,500,000 | 1,500,000 | **0** |
| **NJ-New Jersey Transit** | 9 | Hoboken Terminal* | 0 | 5,136,000 | 5,136,000 | **3,261,000** |
| **NJ-New Jersey Transit** | 9 | Experimental service* | 9,000,000 | 0 | 9,000,000 | **8,500,000** |

Continued On Next Page

# FY 1994 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

| GRANTEE | SEC | | DESCRIPTION | CMAQ | STP | TOTAL TRANSFERRED | TOTAL OBLIGATED IN FY 1994 |
|---|---|---|---|---|---|---|---|
| NY-Buffalo | 9 | | Purchase 53 Buses | 10,016,800 | 0 | 10,016,800 | 10,016,800 |
| NY-DOT | 18 | | Technical assistance & training | 0 | 752,000 | 752,000 | 752,000 |
| NY-DOT | 9 | | Purchase 8 Buses | 0 | 1,616,368 | 1,616,368 | 1,616,368 |
| NY-DOT | 9 | | Purchase 12 Buses | 0 | 2,416,000 | 2,416,000 | 2,416,000 |
| NY-DOT | 9 | | Con. SE Brooklyn Bus Garage | 0 | 22,704,988 | 22,704,988 | 22,704,988 |
| NY-Dutchess County | 9 | | Remanufacture 3 Buses | 748,000 | 0 | 748,000 | 748,000 |
| NY-Glen Falls | 9 | | Pur. 2 trolley buses | 0 | 240,000 | 240,000 | 240,000 |
| NY-MTA | 9 | | Various capital projects | 10,156,800 | 440,800 | 10,597,600 | 10,597,600 |
| NY-MTA | 9 | | Capital Improvements | 9,450,000 | 4,570,000 | 14,020,000 | 14,020,000 |
| NY-MTA | 26 | | Capital Assistance | 0 | 1,227,000 | 1,227,000 | 0 |
| NY-Nassau County | 9 | | Pur. 14 buses, bus shelters | 3,320,000 | 3,200,000 | 6,520,000 | 6,520,000 |
| NY-Suffolk County | 9 | | Bus Related Items | 350,000 | 0 | 350,000 | 350,000 |
| NY-Utica | 9 | | Pur. 4 buses | 0 | 354,400 | 354,400 | 354,400 |
| NY-Westchester Cty | 9 | | Pur. 25 buses & Equip. | 2,280,000 | 2,064,000 | 4,344,000 | 4,344,000 |
| NM-Albuquerque | 9 | | Park and Ride* | 311,413 | 0 | 311,413 | 0 |
| NM-Albuquerque | 9 | | Engrg/const/design/ 32 buses | 2,100,000 | 0 | 2,100,000 | 2,100,000 |
| NM-DOT | 9 | | Purchase 1 bus | 0 | 107,200 | 107,200 | 107,200 |
| OH-Akron | 9 | | Purchase 9 buses | 3,448,438 | 0 | 3,448,438 | 1,460,000 |
| OH-Akron | 9 | | Establish vanpool program | 190,800 | 0 | 190,800 | 190,800 |
| OH-Columbus | 9 | | Major Investment Analysis | 0 | 193,600 | 193,600 | 193,600 |
| OH-Dayton | 9 | | Park and Ride facility | 1,269,600 | 0 | 1,269,600 | 1,269,600 |
| OH_DOT | 9 | | Purchase 3 replacement buses | 500,000 | 0 | 500,000 | 500,000 |
| OH-DOT | 9 | | Investment Analysis | 0 | 110,540 | 110,540 | 110,540 |
| OH-DOT | 9 | | Ridesharing& Feas. Study | 282,893 | 20,000 | 302,893 | 302,893 |
| OH-DOT | 9 | | Purchase 2 buses* | 0 | 228,850 | 228,850 | 228,850 |
| OH- DOT | 9 | | Park and Ride facility* | 301,000 | 0 | 301,000 | 301,000 |
| OH-SORTA | 9 | | Purchase equipment* | 0 | 400 | 400 | 0 |
| OH-SORTA | 9 | | Park and Ride facility | 0 | 7,189,000 | 7,189,000 | 7,189,000 |
| OH-Toledo | 9 | | Purchase 6 replacement buses | 1,560,000 | 160,000 | 1,720,000 | 1,460,000 |
| OH-Youngstown | 9 | | Purchase signs & computers | 0 | 84,400 | 84,400 | 84,400 |
| OK-Tulsa | 9 | | Purchase 10 alterna.. fuel vans* | 400,000 | 0 | 400,000 | 400,000 |
| OR-Portland | 9 | | Purchase 6 buses; capital items | 4,217,075 | 0 | 4,217,075 | 4,217,075 |
| OR-Portland | 9 | | Capital Assistance | 0 | 11,000,000 | 11,000,000 | 0 |
| OR-Salem | 9 | | Bus Shelters | 0 | 100,320 | 100,320 | 100,320 |
| OR-Salem | 9 | | Bike Racks* | 21,600 | 0 | 21,600 | 0 |
| PA-Johnstown | 9 | | Construct bike paths* | 0 | 288,000 | 288,000 | 8,000 |
| PA-Allentown | 9 | | Purchase 5 buses* | 0 | 658,000 | 658,000 | 658,000 |
| PA-Allentown | 9 | | Purchase 5 buses* | 648,000 | 0 | 648,000 | 648,000 |
| PA-Harrisburg | 9 | | Rail Service Study | 0 | 100,000 | 100,000 | 100,000 |
| PA-Johnstown | 9 | | Rehab Incl. Bridge | 0 | 280,000 | 280,000 | 240,000 |
| PA-Philadelphia | 9 | | Coatsville Train Renovation Project | 0 | 432,000 | 432,000 | 432,000 |
| PA-Philadelphia | 9 | | Park and Ride lots | 3,120,000 | 0 | 3,120,000 | 3,120,000 |
| PA-Philadelphia | 9 | | Purchase 80 buses | 12,800,000 | 0 | 12,800,000 | 12,800,000 |
| PA-Pittsburgh | 9 | | Mobility Pilot project | 0 | 300,000 | 300,000 | 300,000 |



Continued On Next Page

# FY 1994 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

| GRANTEE | SEC | DESCRIPTION | CMAQ | STP | TOTAL TRANSFERRED | TOTAL OBLIGATED IN FY 1994 |
|---|---|---|---|---|---|---|
| TN-DOT | 16 | Computer Equipment | 0 | 39,600 | 39,600 | **39,600** |
| TN-Memphis | 9 | Purchase 2 buses | 0 | 320,000 | 320,000 | **320,000** |
| TN-Memphis | 9 | Fund sub.trnsfer facil.* | 0 | 400,000 | 400,000 | **400,000** |
| TX-Dallas | 9 | Ozone Alert Program | 580,000 | 0 | 580,000 | **0** |
| TX-Dallas | 9 | Purchase buses | 10,000,000 | 0 | 10,000,000 | **0** |
| TX-Dallas | 9 | Demand Man. Proj. | 7,560,000 | 0 | 7,560,000 | **7,560,000** |
| TX-DOT | 9 | Purchase 1 bus | 228,000 | 0 | 228,000 | **0** |
| TX-DOT (Brazos) | 18 | Park and Ride Lot | 2,741,000 | 0 | 2,741,000 | **2,741,000** |
| TX-El Paso | 9 | Planning & enginring* | 1,123,062 | 0 | 1,123,062 | **0** |
| TX-Ft. Worth | 9 | Engineering and construction | 0 | 971,500 | 971,500 | **0** |
| TX-Ft. Worth | 9 | Purchase 1 bus | 104,880 | 0 | 104,880 | **0** |
| TX-Ft. Worth | 9 | Pur. 12 buses/Park and Ride | 3,556,000 | 0 | 3,556,000 | **3,236,000** |
| TX-Galveston | 9 | Trolley Extension* | 484,013 | 0 | 484,013 | **484,013** |
| TX-Oklahoma City | 9 | Purchase 2 30ft replacem buses | 400,000 | 0 | 400,000 | **0** |
| UT-Salt Lake City | 9 | Purchase Equipment | 90,000 | 0 | 90,000 | **90,000** |
| VA-DOT | 9 | Purchase 2 buses | 0 | 480,000 | 480,000 | **0** |
| VA-Hampton | 9 | New service | 416,000 | 0 | 416,000 | **416,000** |
| VA-Newport News | 9 | New service | 288,000 | 0 | 288,000 | **288,000** |
| VA-Norfolk | 9 | Purchase 8 buses | 1,582,000 | 0 | 1,582,000 | **1,582,000** |
| VA-Norfolk | 9 | Purchase 2 buses | 500,000 | 0 | 500,000 | **0** |
| VA-Norfolk | 9 | Purchase 7 buses | 1,528,400 | 0 | 1,528,400 | **0** |
| VA-Norfolk | 9 | Capital Assistance | 566,400 | 0 | 566,400 | **0** |
| VA-Norfolk | 9 | Purchase 18 buses | 0 | 2,984,280 | 2,984,280 | **2,984,280** |
| VA-Petersburgh | 9 | Purchase 2 vans | 0 | 48,000 | 48,000 | **48,000** |
| VA-Richmond | 9 | Transit design study** | 800,000 | 0 | 800,000 | **0** |
| VA-Richmond | 9 | Purchase 5 buses | 153,000 | 720,000 | 873,000 | **873,000** |
| VA-Richmond | 9 | New Service | 858,000 | 0 | 858,000 | **858,000** |
| VA-Richmond | 9 | * | 247,000 | 0 | 247,000 | **0** |
| VA-Woodbridge | 9 | Expand prking garage* | 4,508,000 | 0 | 4,508,000 | **4,508,000** |
| VA-Woodbridge | 9 | Purchase Locomotives | 0 | 4,800,000 | 4,800,000 | **4,800,000** |
| VI-DOT | 18 | Purchase 10 buses | 0 | 1,380,750 | 1,380,750 | **1,380,750** |
| VT-DOT | 9 | Cap asst./ St Croix and St Thom | 0 | 300,000 | 300,000 | **0** |
| VT-DOT | 9 | Pur. 2 alternative. fuel buses* | 120,003 | 0 | 120,003 | **0** |
| VT-DOT | 9 | Purchase 2 buses | 135,360 | 0 | 135,360 | **135,360** |
| VT-DOT | 18 | New service; shuttle demo proj | 82,600 | 0 | 82,600 | **82,600** |
| VT-DOT | 18 | Equipment & facilities renovatio | 0 | 1,053,620 | 1,053,620 | **1,053,620** |
| VT-DOT | 18 | New service | 328,000 | 0 | 328,000 | **328,000** |
| VT-DOT | 18 | Recovery from prior year obligation | 0 | 94,721 | 94,721 | **0** |
| WA-DOT | 18 | Purchase 2 vans | 0 | 50,400 | 50,400 | **50,400** |
| WA-Olympia | 9 | Purchase 1 Bus | 0 | 174,000 | 174,000 | **174,000** |
| WA-Everett | 9 | Pur. 10 sm. buses & bike racks | 748,200 | 24,000 | 772,200 | **772,200** |
| WA-Vancouver | 9 | Purchase 16 buses; P&R lots | 2,238,000 | 0 | 2,238,000 | **2,238,000** |
| WA-Seattle | 9 | Planning Assistance | 600,000 | 0 | 600,000 | **600,000** |
| WA-Seattle | 9 | Purchase 1 bus & park-n-ride | 3,324,000 | 500,000 | 3,824,000 | **3,824,000** |
| WA-Takoma | 9 | Transit center/land acquisiton study | 1,204,000 | 459,048 | 1,663,048 | **1,663,048** |
| WI-DOT | 9 | Purchase 3 buses* | 465,000 | 0 | 465,000 | **465,000** |
| WI-DOT | 9 | Purchase 10 replacement buses | 1,600,000 | 0 | 1,600,000 | **1,600,000** |
| WI-DOT | 9 | Purchase 12 replacement buses | 1,648,000 | 2,520,000 | 4,168,000 | **4,168,000** |
| WI-Milwaukee | 9 | Implement free fare program | 180,000 | 0 | 180,000 | **180,000** |



Continued On Next Page

## FY 1994 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

| GRANTEE | SEC | DESCRIPTION | CMAQ | STP | TOTAL TRANSFERRED | TOTAL OBLIGATED IN FY 1994 |
|---|---|---|---|---|---|---|
| OTHER TRANSFERS: | | | | | | |
| CA-Fairfield | 9 | Multimodal Transit Facility | Congestion Relief | ISTEA Sec 1104 | 2,032,800 | 0 |
| NJ-New Jersey Transit | 3 | Penn Sta. Terminal Improvement | Highway Demo | Conference Report | 1,500,000 | 1,500,000 |
| NY-MTA | 9 | North Shore Rail Line - Staten Island | Urban Access\Mobility | ISTEA 1106(b) | 4,793,600 | 4,793,600 |
| NY-MTA | 23 | Various MTA Improvements | Interstate Substitute | | 83,300,000 | 83,300,000 |
| PA-Philadelphia | 3 | Frankford Transportation Center | Congestion Relief | ISTEA Section1104 | 6,348,000 | 6,348,000 |
| PA-Pittsburgh | 3 | Pitt. Airport busway* | Intermodal Project | ISTEA Section 1108 | 3,876,509 | 0 |
| PA-Pittsburgh | 3 | MLK Jr. busway* | Intermodal Project | ISTEA Section 1108 | 9,721,600 | 0 |
| RI-Rhode Island | 3 | Operating Expenses | Innovative Demo | ISTEA Section 1107 | 44,432 | 44,428 |
| RI-Rhode Island | 3 | Operating Expenses* | Innovative Demo | ISTEA Section 1107 | 3,312,000 | 3,312,000 |
| TX-Fort Worth | 3 | TX Intermodal Center | Intermodal Project | ISTEA Section 1108 | 4,545,600 | 0 |

| FY 1994 FLEXIBLE FUNDING ACTIVITY | CMAQ | STP | OTHER | TOTAL TRANSFERRED | TOTAL OBLIGATED |
|---|---|---|---|---|---|
| | $382,755,953 | $208,485,873 | $119,474,541 | $710,716,367 | $473,831,920 |

* Funding from carryover funds transferred in FY 1993.

** Funding from carryover funds transferred in FY 1992.

TABLE 15

FY 1994 SECTIONS 3 AND 9 OBLIGATIONS FOR RAILCAR ACQUISITIONS OR RENOVATIONS

| FUNDING SOURCE | TYPE AND PURPOSE | LOCATION | GRANTEE/TRANSIT AGENCY | FY 1994 $ AMOUNT |
|---|---|---|---|---|
| SECTION | PURCHASE OF RAILCARS | | | |
| 3 | ADDITIONAL FUNDING FOR 29 LIGHT RAIL VEH. | PORTLAND, OR | TRI-MET | 2,500,000 |
| 3 | PURCHASE 5 LIGHT RAIL VEHICLES | SAN FRANCISCO | PUBLIC UTILITIES COMMISSION | 11,754,400 |
| 3 | PURCHASE 4 ELECTRIC TROLLEY VEHICLES | DAYTON, OH | MIAMI VALLEY REG. PLAN. COMM | 1,296,381 |
| 3 | PURCHASE 6 PEOPLE MOVER VEHICLES | JACKSONVILLE, FL | JACKSONVILLE TRANSPORTATION AUTH. | 5,030,806 |
| | | | TOTAL | 20,581,587 |
| LEASING, PURCHASE OF USED VEHICLES, REHAB, ETC. | | (MAY REPRESENT PARTIAL FUNDING IN SOME INSTANCES) | | |
| SECTION | | | | $ AMOUNT |
| 3 | REHAB OF 298 RAIL CARS | WASHINGTON, DC | WMATA | 17,289,510 |
| 9 | | | WMATA | 12,410,976 |
| 9 | REHAB 290 BREDA CARS | | WMATA | 685,568 |
| 3 | REHAB 70 ARROW II RAIL CARS | NE NEW JERSEY | NEW JERSEY TRANIT | 23,545,763 |
| 9 | | | NEW JERSEY TRANSIT | 11,621,388 |
| 9 | UPGRADE 3 RAIL CARS | SO. NEW JERSEY | DELAWARE RIVER PORT AUTHORITY | 579,000 |
| 9 | MIDLIFE REBUILD 3 RAPID CARS | | DELAWARE RIVER PORT AUTHORITY | 305,600 |
| 3 | LEASE 35 NEW COMMUTER RAIL CARS | PHILADELPHIA | SEPTA | 2,305,262 |
| 3 | LEASE 7 ELECTRIC LOCOMOTIVES | | SEPTA | 864,448 |
| 3 | PURCHASE 12 USED LOCOMOTIVES | BALTIMORE | MASS TRANSIT | 10,771,429 |
| 3 | REBUILD 14 RAPID RAIL CARS | ATLANTA | MARTA | 6,716,788 |
| 9 | PURCHASE 2 REMANUFACTURED EXPANS. LOCO. | FAIRFAX, VA | POTOMAC AND RAPPAH. TRANSP. COMMISSION | 2,100,000 |
| 9 | REHAB 10 COMMUTER RAIL CARS | | POTOMAC AND RAPPAH. TRANSP. COMMISSION | 1,744,000 |
| 9 | REHAB 4 LIGHT RAIL CARS | MEMPHIS | MEMPHIS ATA | 960,000 |
| 9 | REHAB 15 COMMUTER RAIL TRAILERS | CHICAGO | RTA | 3,260,000 |
| 9 | REHAB 14 ELECTRIC LOCOMOTIVES | | RTA | 3,420,000 |
| 3 | OVERHAUL 10 COMMUTER RAILCARS | NW INDIANA | NICTD | 1,040,000 |
| 3 | REHAB 5 LIGHT RAIL VEHICLES | CLEVELAND | GCRTA | 1,789,600 |
| 9 | REHAB 13 SELF PROPELLED COMMUT RAIL CARS | DALLAS | DART | 9,600,000 |
| | | | TOTAL | 111,009,332 |

TABLE 16

FY 1994 OBLIGATIONS FOR FERRY BOAT EXPENDITURES

| GRANTEE | PURPOSE | $ AMOUNT | FUNDING SOURCE |
|---|---|---|---|
| TIDEWATER TRANSPORTATION DISTRICT COMM.<br>NORFOLK, VA | CONVERT FERRY BOAT TO NATURAL GAS FUEL | 400,000 | SECT. 9 |
| REGIONAL PLANNING COMMISSION<br>NEW ORLEANS, LA | DESIGN ALTERNATIVE FUEL FERRY AND OPERATING | 820,000 | 9 |
| GOLDEN GATE BRIDGE<br>MTC<br>SAN FRANCISCO, CA | DOCK IMPROVEMENTS AND OPERATING AT SAUSALITO FERRY TERMINAL | 2,829,734 | 9 |
| | TOTAL | 4,049,734 | |

# HISTORICAL DATA

## TABLE 17

## FTA ASSISTED NEW STARTS AND EXTENSIONS OPEN

| | MILES |
|---|---|
| ATLANTA | |
| East Line - 5 Points to Indian Creek | |
| West Line - 5 Points to Hightower | |
| Proctor Creek Line - Ashby to Bankhead | |
| South Line - 5 Points to Airport | 37 |
| North Line - 5 Points to Lindbergh Center | |
| Northeast Line - Lindbergh to Doraville | |
| BALTIMORE | |
| Northwest Line - Charles Center to Owings Mills | 14 |
| BOSTON | |
| Orange Line, North Extension - Haymarket to Oak Grove | 6 |
| Red Line, North Extension - Harvard to Alewife | 3 |
| Red Line, South Extension - Quincy Center to Braintree | 9 |
| Orange Line, Southwest Line - Washington St. to Forest Hills | 6 |
| BUFFALO | |
| Main Street Mall to SUNY South Campus | 6 |
| CHICAGO | |
| METRA Electric - Richton Park to University Park | 2 |
| Red Line - Dan Ryan Extension - Downtown to 95th Street | 10 |
| Blue Line - Kennedy Extension - Logan Square to Jefferson Park | 5 |
| Blue Line - O'Hare Extension - Jefferson Park to O'Hare Airport | 7 |
| Orange Line - Downtown to Midway Airport | 9 |
| CLEVELAND | |
| Red Line - Airport Extension - West Park to Airport | 4 |
| DETROIT | |
| Downtown Loop | 3 |
| HOUSTON | |
| Northwest Busway - Interstate 610 to West Little York Road | 10 |
| North Transitway - Downtown to North Shephard | 9 |
| 610 to Beltway 8 | 4 |
| Katy Transitway - North Post Oak to Highway 6 | 12 |
| JACKSONVILLE | |
| Central to Terminal | 1 |
| LOS ANGELES | |
| San Bernardino Freeway - El Monte Busway | 11 |
| Red Line - Union Station to Wilshire and Alvarado (Westlake/MacArthur) | 4 |
| MIAMI | |
| Dadeland South to Okeechobee | 21 |
| Downtown Loop | 2 |
| Northern and Southern extensions of People Mover (Miramar Station to Brickell Station) | 2 |

| | |
|---|---|
| MEMPHIS | |
| Junction of Exchange Avenue and Main Street to Peabody Place | 2 |
| NEW YORK | |
| Archer Ave. Line - Queens Blvd/Hillside Ave. to Archer/Parsons | 3 |
| 63rd St. Line - 57th/7th Ave. to 21St/ 41 Ave., Queens | 3 |
| PHILADELPHIA | |
| Center City Commuter Connection (Tunnel) | 2 |
| Airport Rail Line | 5 |
| PITTSBURGH | |
| South Busway - Downtown to Overbrook | 5 |
| East Busway - Downtown to Wilkinsburg | 7 |
| Light Rail Downtown to South Hills Village | 10 |
| PORTLAND | |
| Banfield Light Rail - Downtown to Gresham | 15 |
| SACRAMENTO | |
| Northeast Line - Downtown to Watt Ave and I-80 | 9 |
| East Line - Downtown to Butterfield Way | 9 |
| SAN DIEGO | |
| Euclid Avenue to El Cajon | 11 |
| SAN FRANCISCO | |
| BART System - Daly City, Richmond, Concord and Fremont Service | 71 |
| Muni System - Market St. Light Rail Subway - Embarcadero to Twin Peaks Tunnel | 4 |
| SAN JOSE | |
| Downtown North to Old Ironsides | 10 |
| Downtown South to Santa Teresa | 10 |
| SEATTLE | |
| Downtown Bus Tunnel | 2 |
| ST. LOUIS | |
| East St. Louis to Lambert International Airport | 18 |
| WASHINGTON, D.C. | |
| Red Line - Shady Grove to Wheaton | |
| Orange Line - New Carrollton to Vienna | |
| Blue Line - Addison Road to National Airport | 89 |
| Yellow Line - Gallery Place to Huntington | |
| Blue Line - King Street to Van Dorn | |
| Green Line - Gallery Place to U Street | |
| Green Line - L'Enfant Plaza to Anacostia | |
| Green Line - Ft. Totten to Greenbelt | |
| SUB-TOTAL | 482 miles |

## UNDER CONSTRUCTION

| | |
|---|---|
| BALTIMORE | |
| Charles Center to Johns Hopkins | 2 |
| DALLAS | |
| Downtown to Ledbetter Drive | 10 |
| DENVER | |
| North I25/HOV Busway - Central Business District to I25 and 58th Avenue | 6 |
| HOUSTON | |
| Southwest Transitway - Interstate 610 to the Harris County Line | 9 |
| North Transitway - Beltway 8 to FM 1960 | 6 |
| EASTEX - Tidewell Road North to the Will Clayton Parkway | 5 |
| JACKSONVILLE | |
| Central to Florida Community College<br>Central to San Marco | 1 |
| LOS ANGELES | |
| Red Line - MacArthur Park and Westlake to Wilshire and Vermont<br>Wilshire and Vermont to Hollywood and Vine and Wilshire to Western | 7 |
| PORTLAND | |
| Downtown - Beaverton | 12 |
| SAN FRANCISCO | |
| Daly City to Colma Station | 1 |
| WASHINGTON, D.C. | |
| Blue Line - Van Dorn to Franconia | 3 |
| Red Line - Wheaton to Glenmont | 1 |
| Green Line - U Street to Fort Totten | 3 |
| SUB-TOTAL | 66 miles |
| Grand-Total | 548 miles |

TABLE 18

OBLIGATIONS FOR FTA PROGRAMS FISCAL YEARS 1984 - 1994

| FTA PROGRAM | FY 1984 | FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | 11 YEAR $ TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SECTION 3 | 1,063.2 | 695.6 | 1,102.7 | 659.7 | 840.4 | 1,164.9 | 1,134.6 | 1,073.6 | 973.7 | 1,745.9 | 1547.1 | 12,001.4 |
| SECTION 16 | 32.8 | 32.1 | 29.6 | 34.8 | 35.0 | 34.8 | 34.8 | 34.8 | 53.7 | 46.8 | 58.9 | 428.1 |
| SECTIONS 8/ 26(a)(2) | 46.1 | 48.4 | 48.8 | 45.6 | 47.5 | 47.8 | 43.5 | 50.1 | 51.8 | 45.7 | 48.6 | 523.9 |
| SECTION 5 | 302.1 | 175.8 | 120.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 598.4 |
| SECTION 9A | 91.8 | 44.7 | 40.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 177.2 |
| SECTION 9 | 1,798.9 | 2,095.4 | 1,977.3 | 2,156.2 | 2,109.3 | 1,712.2 | 1,693.5 | 1,782.5 | 1,923.3 | 2,153.8 | 2,341.7 | 21,744.1 |
| SECTION 18 | 116.0 | 107.5 | 109.8 | 81.4 | 102.7 | 79.4 | 84.4 | 83.8 | 118.1 | 133.1 | 137.1 | 1,153.3 |
| RTAP * | 0.0 | 0.0 | 0.0 | 2.1 | 6.6 | 4.8 | 5.2 | 5.2 | 4.9 | 5.5 | 5.2 | 39.5 |
| FAUS | 4.5 | 0.2 | 4.2 | 6.4 | 6.0 | 0.5 | 3.8 | 5.8 | 0.5 | 0.0 | 0.0 | 31.9 |
| INTERSTATE SUBSTITUTE | 210.3 | 232.4 | 244.1 | 197.1 | 139.6 | 237.1 | 159.3 | 140.8 | 254.0 | 76.7 | 124.8 | 2,016.2 |
| STARK-HARR. | 226.0 | 58.4 | 431.8 | 200.1 | 119.2 | 184.5 | 84.8 | 106.4 | 123.4 | 169.2 | 199.0 | 1,902.8 |
| TOTAL | 3,891.7 | 3,490.5 | 4,109.5 | 3,383.4 | 3,406.3 | 3,466.0 | 3,243.9 | 3,283.0 | 3,503.4 | 4,376.7 | 4,462.4 | 40,616.8 |

* INCLUDES BOTH STATE AND NATIONAL TOTALS.

## OBLIGATIONS FOR CAPITAL GRANTS

ALL PROGRAMS FY 1978 - 1994

(SECTION 8 and RTAP ARE NOT INCLUDED)

Figure 20

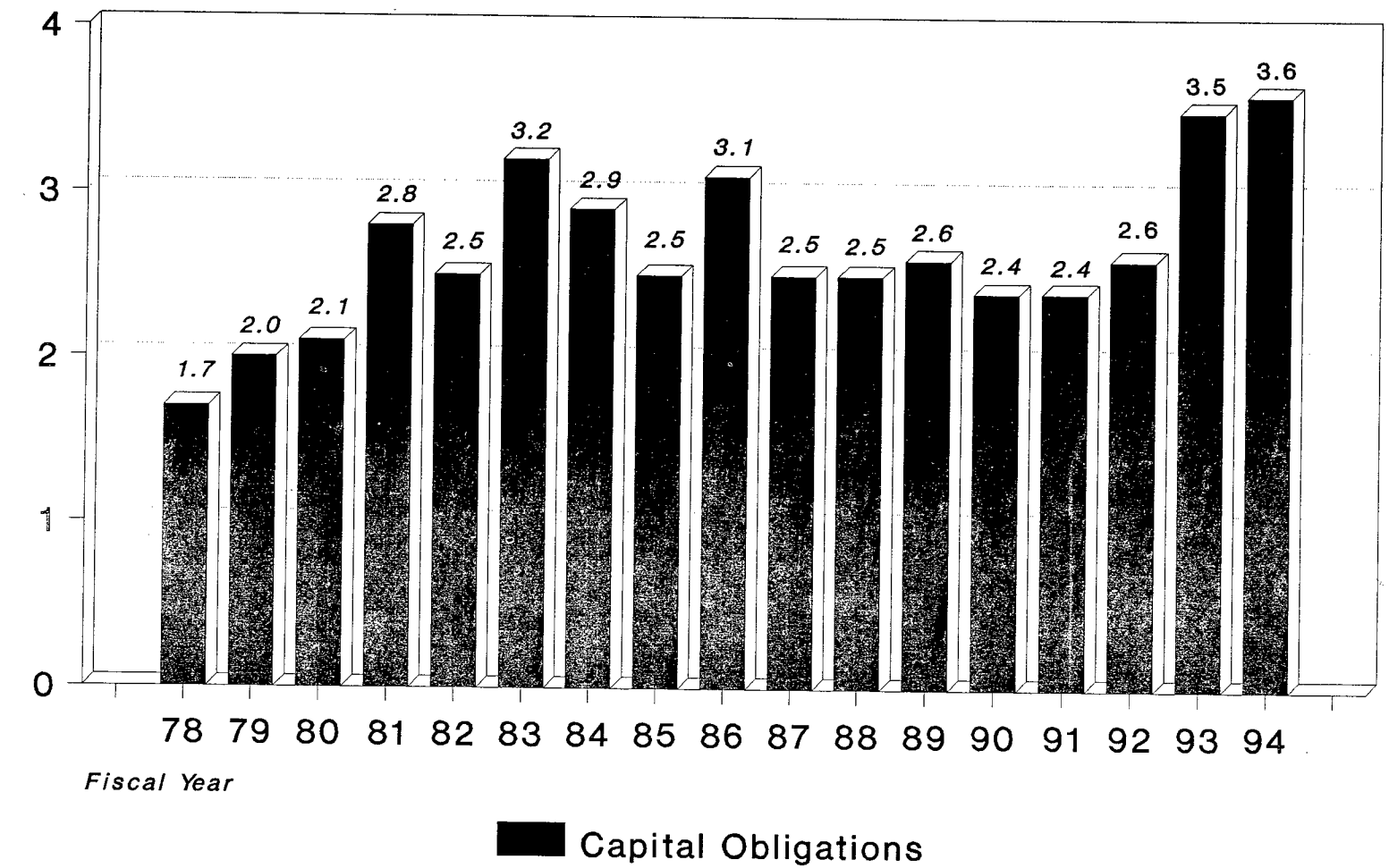


TABLE 21

FORMULA OPERATING GRANTS
(Urbanized Areas)
Fiscal Years 1975 - 1994

| FISCAL YEAR | SECTION 5 | SECTION 9 | TOTAL $ |
|---|---|---|---|
| 1975 | 142,520,876 | 0 | 142,520,876 |
| 1976 | 364,474,892 | 0 | 364,474,892 |
| TQ | 47,348,163 | 0 | 47,348,163 |
| 1977 | 571,771,225 | 0 | 571,771,225 |
| 1978 | 685,309,330 | 0 | 685,309,330 |
| 1979 | 868,463,197 | 0 | 868,463,197 |
| 1980 | 1,120,684,057 | 0 | 1,120,684,057 |
| 1981 | 1,129,510,600 | 0 | 1,129,510,600 |
| 1982 | 1,055,510,728 | 0 | 1,055,510,728 |
| 1983 | 887,933,220 | 0 | 887,933,220 |
| 1984 | 155,000,284 | 767,384,341 | 922,384,625 |
| 1985 | 93,655,853 | 787,447,733 | 881,103,586 |
| 1986 | 44,287,002 | 828,253,369 | 872,540,371 |
| 1987 | 0 | 820,410,674 | 820,410,674 |
| 1988 | 0 | 779,978,916 | 779,978,916 |
| 1989 | 0 | 779,093,029 | 779,093,029 |
| 1990 | 0 | 765,379,103 | 765,379,103 |
| 1991 | 0 | 779,444,032 | 779,444,032 |
| 1992 | 0 | 768,367,310 | 768,367,310 |
| 1993 | 0 | 795,686,069 | 795,686,069 |
| 1994 | 0 | 757,398,131 | 757,398,131 |
| TOTAL | 7,166,469,427 | 8,628,842,707 | 15,795,312,134 |

FUNDS OBLIGATED FOR FORMULA OPERATING GRANTS
FISCAL YEARS 1984 - 1994

Figure 21

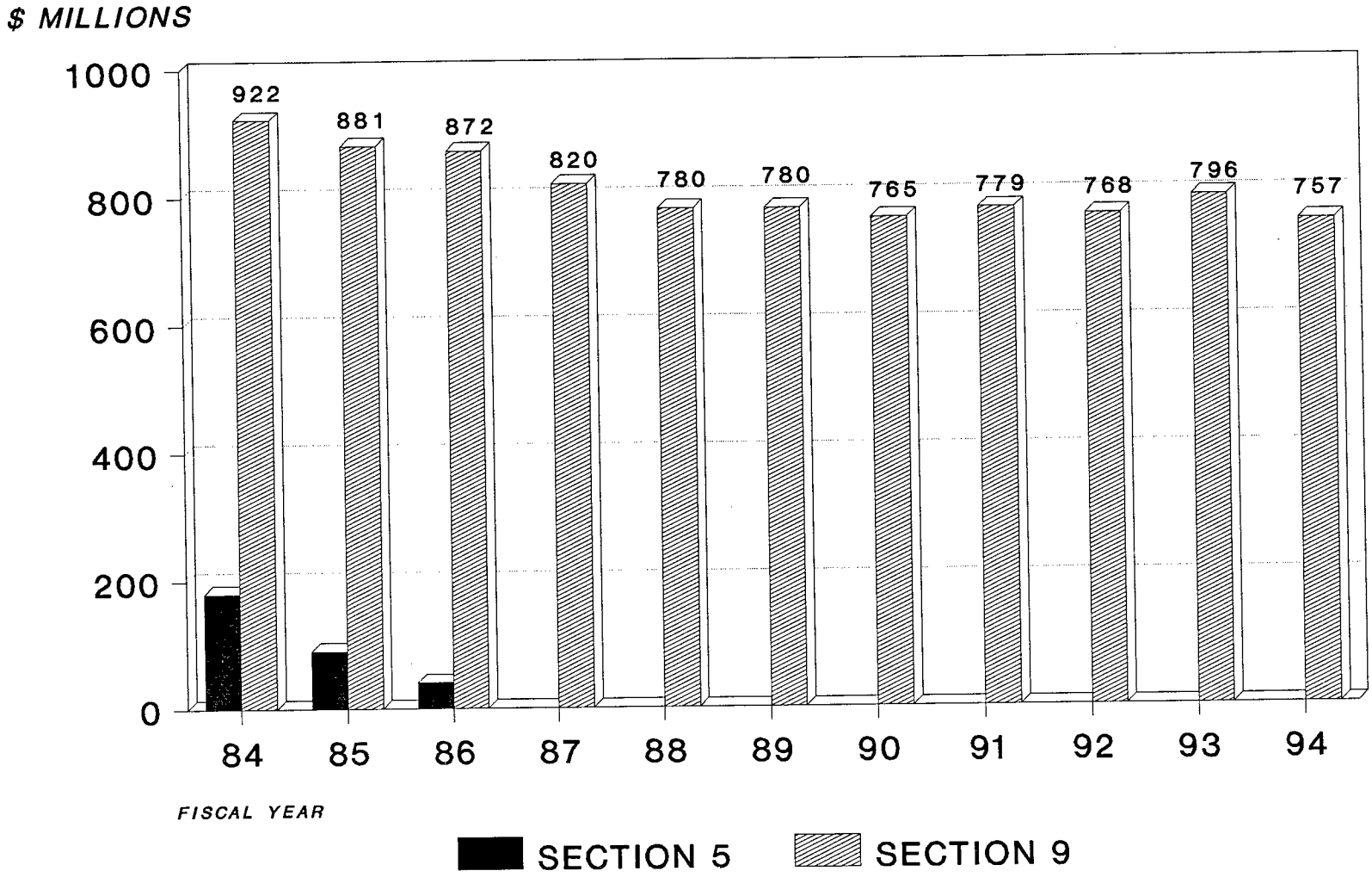


TABLE 22

CAPITAL GRANTS FOR URBANIZED AREAS OVER 1 MILLION POPULATION EXCLUDING FT. LAUDERDALE
(ALSO EXCLUDED ARE THE NEW URBANIZED AREAS OVER 1 MIL POP. DESIGNATED BY THE 1990 CENSUS)

BY PROGRAM

In descending order by total amounts obligated for each urbanized area

| | FY 1965 - FY 1983 (PLANNING NOT INCLUDED) | | | | | | FY 1984 THRU FY 1994 (PLANNING INCLUDED) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| URBANIZED AREA | DISCRETIONARY | FORMULA | INTERSTATE TRANSFER | FAUS | STARK-HARRIS | TOTAL $ | DISCRETIONARY | FORMULA | INTERSTATE SUBSTITUTE | FAUS | STARK-HARRIS | TOTAL $ | $ GRAND TOTAL |
| NEW YORK-CT-NJ * | 4,097,249,274 | 424,805,343 | 189,610,112 | 207,735,378 | 0 | 4,919,400,107 | 3,071,488,274 | 4,108,980,399 | 560,584,010 | 377,175 | 0 | 7,741,429,858 | 12,660,829,965 |
| WASHINGTON DC-MD-VA | 197,573,786 | 56,750,496 | 2,160,097,626 | 0 | 240,000,000 | 2,654,421,908 | 104,093,933 | 456,197,165 | 2,053,777 | 0 | 1,902,674,073 | 2,465,018,948 | 5,119,440,856 |
| CHICAGO-NW IN | 1,582,003,333 | 168,350,218 | 174,358,528 | 7,333,054 | 0 | 1,932,045,133 | 1,013,717,142 | 1,140,679,580 | 697,963,875 | 0 | 0 | 2,852,360,597 | 4,784,405,730 |
| BOSTON | 893,336,879 | 54,168,984 | 1,314,274,126 | 0 | 0 | 2,261,779,989 | 553,864,811 | 467,952,029 | 112,583,299 | 0 | 0 | 1,134,400,139 | 3,396,180,128 |
| PHILADELPHIA--NJ | 958,036,605 | 80,096,719 | 357,494,436 | 9,287,405 | 0 | 1,404,915,165 | 785,024,938 | 546,667,260 | 6,492,580 | 145,500 | 0 | 1,338,330,278 | 2,743,245,443 |
| LOS ANGEL-LONG BE, CA | 536,662,479 | 155,508,849 | 0 | 39,656,497 | 0 | 731,827,825 | 1,248,343,088 | 688,624,765 | 0 | 0 | 0 | 1,936,967,853 | 2,668,795,678 |
| SAN FRANCISCO | 947,432,118 | 78,221,872 | 0 | 17,108,939 | 0 | 1,042,762,929 | 674,770,785 | 629,823,828 | 4,825,180 | 7,463,961 | 0 | 1,316,883,754 | 2,359,646,683 |
| ATLANTA | 1,060,179,736 | 17,417,639 | 0 | 0 | 0 | 1,077,597,375 | 664,549,986 | 194,220,665 | 0 | 0 | 0 | 858,770,651 | 1,936,368,026 |
| BALTIMORE | 735,785,589 | 31,858,867 | 53,099,999 | 0 | 0 | 820,744,455 | 184,113,158 | 131,166,408 | 403,859,482 | 0 | 0 | 719,139,048 | 1,539,883,503 |
| MIAMI | 887,418,923 | 18,826,504 | 0 | 0 | 0 | 906,245,427 | 231,370,871 | 146,431,861 | 0 | 0 | 0 | 377,802,732 | 1,284,048,159 |
| PITTSBURGH | 562,846,031 | 30,800,675 | 0 | 0 | 0 | 593,646,706 | 239,737,635 | 184,011,556 | 0 | 0 | 0 | 423,749,191 | 1,017,395,897 |
| HOUSTON | 74,724,632 | 108,151,603 | 0 | 1,093,400 | 0 | 183,969,635 | 404,765,019 | 243,717,991 | 0 | 0 | 0 | 648,483,010 | 832,452,645 |
| SEATTLE-EVERETT | 195,946,431 | 32,423,408 | 0 | 3,000,000 | 0 | 231,369,839 | 222,895,679 | 253,841,948 | 0 | 0 | 0 | 476,737,627 | 708,107,466 |
| PORTLAND | 116,878,252 | 14,389,600 | 137,211,522 | 2,524,780 | 0 | 271,004,154 | 324,747,418 | 91,429,732 | 19,028,303 | 850,000 | 0 | 436,055,453 | 707,059,607 |
| CLEVELAND | 314,947,060 | 28,484,512 | 3,159,994 | 0 | 0 | 346,591,566 | 147,653,327 | 120,978,429 | 44,600,821 | 0 | 0 | 313,232,577 | 659,824,143 |
| BUFFALO ** | 453,979,401 | 27,950,964 | 0 | 1,540,000 | 0 | 483,470,365 | 52,698,019 | 47,533,352 | 0 | 0 | 0 | 100,231,371 | 583,701,736 |
| ST. LOUIS | 118,553,667 | 28,667,084 | 0 | 1,547,597 | 0 | 148,768,348 | 356,199,498 | 62,998,702 | 0 | 0 | 0 | 419,198,200 | 567,966,548 |
| DALLAS-FT WORTH | 78,213,302 | 32,842,520 | 0 | 0 | 0 | 111,055,822 | 153,259,472 | 213,701,957 | 0 | 0 | 0 | 366,961,429 | 478,017,251 |
| DETROIT | 200,206,590 | 51,443,856 | 0 | 0 | 0 | 251,650,446 | 97,099,727 | 121,388,900 | 0 | 0 | 0 | 218,488,627 | 470,139,073 |
| SAN JOSE | 109,125,616 | 12,351,186 | 0 | 215,000 | 0 | 121,691,802 | 189,365,831 | 122,072,913 | 0 | 0 | 0 | 311,438,744 | 433,130,546 |
| DENVER | 132,120,391 | 44,420,457 | 18,419,993 | 0 | 0 | 194,960,841 | 113,649,861 | 94,608,767 | 0 | 0 | 0 | 208,258,628 | 403,219,469 |
| NEW ORLEANS | 118,383,518 | 18,809,804 | 0 | 0 | 0 | 137,193,322 | 108,084,670 | 61,419,636 | 0 | 0 | 0 | 169,504,306 | 306,697,628 |
| MINNEAPOLIS-ST PAUL | 114,800,869 | 24,364,096 | 2,999,990 | 5,215,139 | 0 | 147,380,094 | 37,475,476 | 96,403,595 | 0 | 8,929,000 | 0 | 142,808,071 | 290,188,165 |
| SAN DIEGO | 37,575,400 | 16,791,252 | 0 | 984,000 | 0 | 55,350,652 | 43,854,757 | 153,259,986 | 0 | 0 | 0 | 197,114,743 | 252,465,395 |
| MILWAUKEE | 74,893,124 | 17,267,656 | 0 | 0 | 0 | 92,160,780 | 42,800,395 | 87,790,420 | 0 | 0 | 0 | 130,590,815 | 222,751,595 |
| SAN JUAN | 62,186,101 | 25,409,152 | 0 | 364,000 | 0 | 87,959,253 | 23,772,836 | 60,367,000 | 0 | 0 | 0 | 84,139,836 | 172,099,089 |
| CINCINNATI OH-KY | 48,649,250 | 15,568,791 | 0 | 1,249,000 | 0 | 65,467,041 | 10,012,460 | 64,745,486 | 0 | 0 | 0 | 74,757,946 | 140,224,987 |
| PHOENIX | 33,703,007 | 17,572,936 | 0 | 0 | 0 | 51,275,943 | 7,703,417 | 66,395,448 | 0 | 0 | 0 | 74,098,865 | 125,374,808 |
| KANSAS CITY | 30,649,353 | 6,750,336 | 0 | 0 | 0 | 37,399,689 | 42,192,157 | 26,685,917 | 0 | 0 | 0 | 68,878,074 | 106,277,763 |
| TOTAL | 14,774,060,717 | 1,640,465,379 | 4,410,726,326 | 298,854,189 | 240,000,000 | 21,364,106,611 | 11,149,304,640 | 10,684,095,695 | 1,851,991,327 | 17,765,636 | 1,902,674,073 | 25,605,831,371 | 46,969,937,982 |

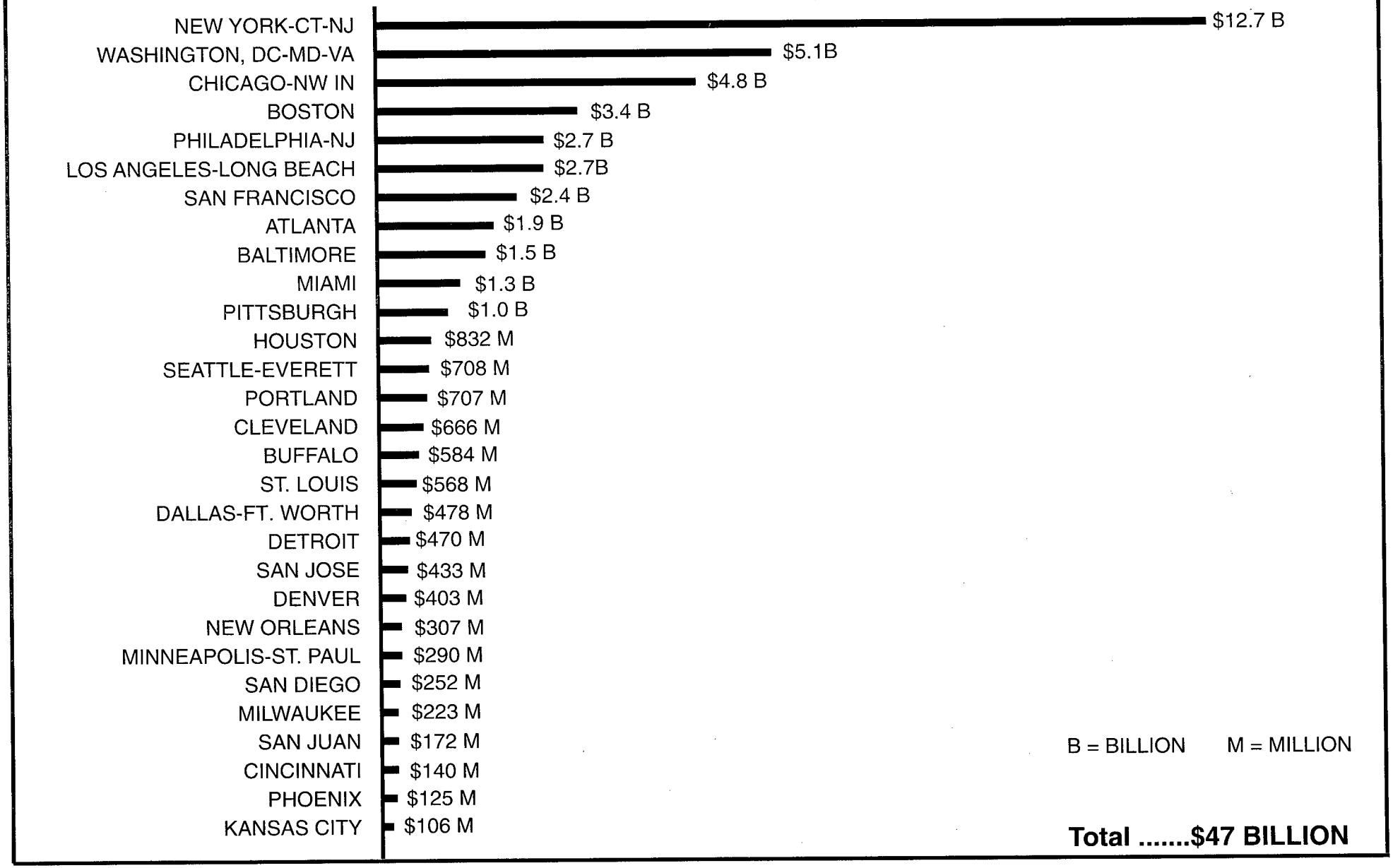
DISCRETIONARY - SECTION 3
FORMULA - SECTIONS 5, 9, 9A, 9B

| | |
|---|---|
| * NEW YORK | 9,488,964,992 |
| NEW JERSEY | 2,660,804,393 |
| CONNECTICUT | 466,794,580 |
| NY/NJ | 44,266,000 |
| $ TOTAL | 12,660,829,965 |

** DESPITE THE FACT THAT BUFFALO WAS MOVED TO A LOWER POPULATION GROUP AS A RESULT OF THE 1990 CENSUS, THE OBLIGATIONS WILL CONTINUE TO BE INCLUDED ON THIS TABLE.

**Figure 22**

# Ranking of Selected Urbanized Areas Over 1 Million Population (except Ft. Lauderdale) by Total Amount of Capital Grants Received Through FY 1994




FTA/Stat Summer–Chart Job 2

TABLE 23

FUNDS OBLIGATED FOR CAPITAL PURPOSES IN URBANIZED AREAS OVER 1 MILLION POPULATION
(SELECTED CITIES ONLY)
BY CATEGORY

FY 1965 - FY 1983

| URBANIZED AREA | BUS | RAPID TRANSIT | COMMUTER RAIL | MISC. | TOTAL $ |
|---|---|---|---|---|---|
| BOSTON | 156,035,890 | 1,910,380,738 | 195,363,361 | 0 | 2,261,779,989 |
| NEW YORK-CT-NJ | 664,787,021 | 2,563,843,696 | 1,649,615,992 | 41,153,398 | 4,919,400,107 |
| BALTIMORE | 122,313,736 | 698,430,719 | 0 | 0 | 820,744,455 |
| PHILADELPHIA-NJ | 245,825,745 | 574,265,189 | 584,824,231 | 0 | 1,404,915,165 |
| PITTSBURGH | 255,149,366 | 308,364,464 | 7,493,776 | 22,639,100 | 593,646,706 |
| WASHINGTON DC-MD-VA | 224,080,175 | 2,406,983,833 | 23,357,900 | 0 | 2,654,421,908 |
| CHICAGO-NW IN | 393,329,104 | 911,091,204 | 627,624,815 | 0 | 1,932,045,123 |
| CLEVELAND | 99,620,839 | 246,970,727 | 0 | 0 | 346,591,566 |
| DETROIT | 163,691,578 | 8,382,880 | 14,148,984 | 65,427,004 | 251,650,446 |
| MINNEAPOLIS-ST PAUL | 146,311,694 | 0 | 0 | 1,068,400 | 147,380,094 |
| DALLAS-FT WORTH | 76,220,282 | 0 | 27,200,000 | 7,635,540 | 111,055,822 |
| HOUSTON | 183,207,835 | 0 | 0 | 761,800 | 183,969,635 |
| LOS ANGELES-LONG BEACH | 650,727,825 | 71,074,400 | 0 | 9,995,600 | 731,797,825 |
| SAN FRANCISCO-OAKLAND | 302,866,812 | 620,147,654 | 46,289,400 | 73,459,063 | 1,042,762,929 |
| SAN JOSE | 104,691,802 | 17,000,000 | 0 | 0 | 121,691,802 |
| TOTAL | 2,968,036,793 | 5,862,711,070 | 1,330,939,106 | 180,986,507 | 10,342,673,476 |

TABLE 24
URBAN DISCRETIONARY (SECTION 3)
NEW SYSTEMS FUNDING
(IN MILLIONS) FY 1970 - FY 1994

| UZA | FY 70 THRU FY 83 | FY 84 | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 | FY 94 | TOTAL $ BY UZA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOSTON | | | | | | | | | | 11.0 | 38.0 | 0 $ | 49.0 |
| ATLANTA: | | | | | | | | | | | | | |
| PHASE A | 808.5 | | | | | | | | | | | $ | 808.5 |
| PHASE B1 | 131.0 | | | | | | | | | | | $ | 131.0 |
| PHASE B2/C/D | 40.0 | 91.2 | 95.0 | 65.7 | 51.1 | 145.0 | 69.6 | 0 | 30.2 | 62.0 | 18.9 | 0 $ | 668.7 |
| BALTIMORE: | | | | | | | | | | | | | |
| SEC.A | 624.1 | 3.5 | | | | | | | | | | $ | 627.6 |
| SEC. B (NW EXT) (2) | 8.8 | | | | | | | | | | | $ | 8.8 |
| CENT.LRT LINE | | | | | | | 2.6 | | | | 9.9 | 33.4 $ | 45.9 |
| PITTSBURGH | | | | | | | | | | | 24.5 | 0 $ | 24.5 |
| NEWARK | | | | | | | | 2.0 | 2.3 | 0 | 5.0 | 0 $ | 9.3 |
| NE NEW JERSEY | | | | | | | | | | | 33.3 | 139.0 $ | 172.3 |
| NEW YORK | | | | | | | | | | 11.0 | 15.8 | 64.5 $ | 91.3 |
| BUFFALO | 401.5 | 2.0 | 2.7 | 2.3 | | | | | | | | $ | 408.5 |
| FT LAUDERDALE | | | | | | | | | | | 4.6 | 9.9 $ | 14.5 |
| MIAMI (RAIL) | 709.4 | 0 | 12.5 | | | | | | | | | 0 $ | 721.9 |
| MIAMI (DPM) | 66.1 | | | | | | | 20.1 | | | | 9.7 $ | 95.9 |
| MIAMI (EXTENSIONS) | 0.7 | | | | | | 115.5 | | | | 25.6 | 0 $ | 141.8 |
| CINCINNATI | | | | | | | | | | | | 1.3 $ | 1.3 |
| CHARLOTTE | | | | | | | | | | 0.1 | 0 | 0 | 0.1 |
| LOS ANGELES (RAIL) | 71.1 | 105.4 | 0 | 225.2 | 107.4 | 96.3 | 0 | 329.7 | 149.2 | 69.1 | 109.2 | 0 $ | 1,262.6 |
| DETROIT (RAIL) | 6.7 | | | | | | | | | | | $ | 6.7 |
| DETROIT (CATS) | 59.7 | 45.0 | 5.4 | | | | | | | | | $ | 110.1 |
| HOUSTON | 0.4 | 5.5 | 35.0 | 62.0 | 0 | 46.8 | 0 | 0 | 0 | 6.4 | 188.6 | 0 $ | 344.7 |
| JACKSONVILLE | 1.5 | 0 | 15.5 | 0 | 0 | 0 | 5.8 | 0 | 28.8 | 0 | 0 | 15.1 $ | 66.7 |
| PORTLAND, OR (2) | 13.9 | 44.3 | 19.0 | 8.5 | 1.3 | | | | | 14.3 | 67.5 | 106.7 $ | 275.5 |
| SANTA CLARA CO, CA | 17.0 | 30.0 | 64.8 | 61.9 | 18.4 | 0 | 0 | 0.4 | 0 | 12.7 | 0 | 0 $ | 205.2 |
| SAN FRANCISCO (BART) | 192.7 | | | | | | | | 11.7 | 70.0 | 105.6 | 0 $ | 380.0 |
| SEATTLE | 1.5 | 0 | 20.0 | 23.6 | 67.4 | 67.2 | 17.8 | 0 | 0 | 0 | 1.9 | 0 $ | 199.4 |
| KANSAS CITY | | | | | | | | | | 0.4 | 0 | 0 $ | 0.4 |
| ST. LOUIS | | | 2.0 | 0 | 0 | 0 | 149.5 | 66.5 | 56.1 | 15.9 | 40.2 | 15.1 $ | 345.3 |
| SALT LAKE CITY | | | | | | | | | 6.6 | 0 | 12.5 | 0 | 19.1 |
| SAN DIEGO, CA | | | | 20.2 | | | 0.2 | | 0 | 0 | 0.5 | 0 $ | 20.9 |
| CHICAGO | | | | | | | | 1.0 | 0.7 | 17.1 | 0 | 16.4 $ | 35.2 |
| CLEVELAND | | | | | | | | | | 0.8 | 1.5 | 1.0 $ | 3.3 |
| DENVER | | | | | | | | 36.5 | 33.4 | 0 | 0 | 0 $ | 69.9 |
| HONOLULU | | | | | | | | | 10.5 | 20.9 | 0 | 0 $ | 31.4 |
| DALLAS | | | | | | | | | | | 82.5 | 2.5 $ | 85.0 |
| SACRAMENTO | | | | | | | | | | | 1.0 | 1 $ | 2.0 |
| NEW ORLEANS | | | | | | | | | | | | 2.0 $ | 2.0 |
| KANSAS CITY | | | | | | | | | | | | 0.2 $ | 0.2 |
| ORLANDO | | | | | | | | | | | | 0.7 $ | 0.7 |
| OTHERS | 25.7 | | | | | | | | | | | $ | 25.7 |
| TOTALS | 3180.3 | 326.9 | 271.9 | 469.4 | 245.6 | 355.3 | 361.0 | 456.2 | 329.5 | 311.7 | 786.6 | 418.5 $ | 7,512.9 |

Figure 24

## SECTION 3 OBLIGATIONS FOR NEW SYSTEMS
### FISCAL YEARS 1983 - 1994

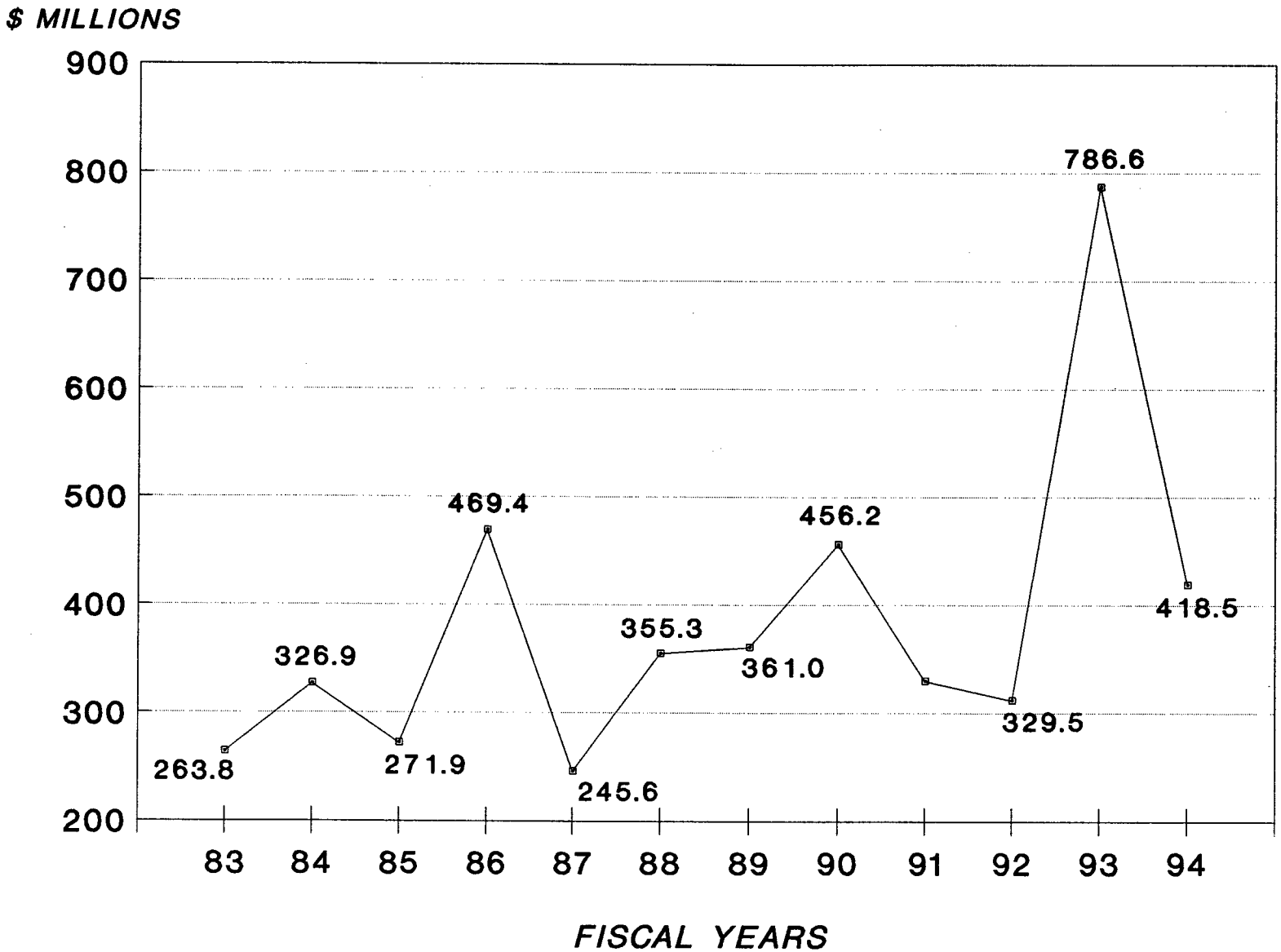


TABLE 25

(IN REGIONAL ORDER)

SECTION 3 AND SECTION 9 CAPITAL FUNDS OBLIGATED FOR NEW SYSTEMS
FISCAL YEARS 1984 - 1994

| URBANIZED AREA | SEC 3 FY 1984-1990 | SEC 3 FY 1991 | SEC 3 FY 1992 | SEC 3 FY 1993 | SEC 3 FY 1994 | SEC 9 FY 1984-1990 | SEC 9 FY 1991 | SEC 9 FY 1992 | SEC 9 FY 1993 | SEC 9 FY 1994 | 11 YEAR TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BOSTON | 0 | 0 | 11,000,000 | 37,963,124 | 0 | 0 | 0 | 0 | 0 | 0 | 48,963,124 |
| BUFFALO | 6,983,226 | 0 | 0 | 0 | 0 | 870,000 | 0 | 0 | 0 | 0 | 7,853,226 |
| NEW YORK | 0 | 0 | 11,000,000 | 15,775,788 | 64,512,500 | 0 | 0 | 8,200,000 | 0 | 26,673,600 | 126,161,888 |
| NE NEW JERSEY | 1,989,999 | 2,329,560 | 0 | 38,237,515 | 138,979,275 | 0 | 0 | 0 | 0 | 0 | 181,536,349 |
| BALTIMORE | 6,011,900 | 0 | 0 | 9,925,000 | 33,420,590 | 0 | 0 | 0 | 0 | 0 | 49,357,490 |
| PITTSBURGH | 0 | 0 | 0 | 24,552,500 | 0 | 0 | 0 | 0 | 0 | 0 | 24,552,500 |
| ATLANTA | 517,697,430 | 30,192,000 | 61,978,784 | 18,929,384 | 0 | 36,568,488 | 0 | 0 | 0 | 0 | 665,366,086 |
| F.LAUDERDALE | 0 | 0 | 0 | 4,639,938 | 9,925,000 | 0 | 0 | 177,396 | 0 | 0 | 14,742,334 |
| MIAMI | 148,100,000 | 0 | 0 | 25,650,000 | 9,654,716 | 16,208,800 | 0 | 0 | 0 | 0 | 199,613,516 |
| JACKSONVILLE | 21,284,750 | 28,810,224 | 0 | 0 | 15,045,000 | 7,967,200 | 0 | 0 | 0 | 0 | 73,107,174 |
| ORLANDO | 0 | 0 | 0 | 0 | 737,600 | 0 | 0 | 0 | 0 | 0 | 737,600 |
| CHARLOTTE | 0 | 0 | 125,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125,000 |
| MEMPHIS | 0 | 0 | 0 | 0 | 0 | 0 | 2,850,000 | 0 | 152,000 | 0 | 3,002,000 |
| AKRON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 788,574 | 0 | 788,574 |
| CHICAGO | 992,016 | 661,998 | 17,067,000 | 0 | 16,433,400 | 0 | 0 | 0 | 73,125 | 0 | 35,227,539 |
| CINCINNATI | 0 | 0 | 0 | 0 | 1,339,875 | 0 | 0 | 0 | 0 | 0 | 1,339,875 |
| CLEVELAND | 0 | 0 | 800,000 | 1,500,000 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 3,300,000 |
| DETROIT | 50,000,000 | 0 | 0 | 0 | 0 | 47,208,264 | 0 | 0 | 0 | 0 | 97,208,264 |
| DALLAS | 0 | 0 | 0 | 82,559,999 | 2,480,000 | 0 | 0 | 0 | 0 | 1,600,000 | 86,639,999 |
| EL PASO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,960 | 0 | 12,960 |
| HOUSTON | 149,237,311 | 0 | 6,400,000 | 188,600,000 | 0 | 0 | 0 | 0 | 0 | 0 | 344,237,311 |
| NEW ORLEANS | 0 | 0 | 0 | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 2,000,000 |
| KANSAS CITY | 0 | 0 | 368,000 | 0 | 200,480 | 0 | 0 | 0 | 0 | 0 | 568,480 |
| ST. LOUIS | 218,010,012 | 56,150,000 | 15,870,000 | 40,196,250 | 15,086,000 | 1,500,000 | 0 | 0 | 0 | 0 | 346,812,262 |
| DENVER | 36,566,250 | 33,385,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69,951,750 |
| SALT LAKE C | 0 | 6,600,000 | 0 | 12,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 19,100,000 |
| LOS ANGELES | 863,893,710 | 149,250,000 | 69,109,998 | 109,175,000 | 0 | 90,583,720 | 0 | 0 | 21,326,000 | 0 | 1,303,338,428 |
| S. FRANCISCO | 0 | 11,652,750 | 70,012,250 | 105,551,833 | 0 | 3,647,200 | 0 | 0 | 0 | 0 | 190,864,033 |
| SAN DIEGO | 20,355,450 | 0 | 0 | 500,000 | 0 | 38,848,752 | 0 | 0 | 0 | 0 | 59,704,202 |
| SACRAMENTO | 0 | 0 | 0 | 992,500 | 992,500 | 1,920,000 | 0 | 0 | 0 | 0 | 3,905,000 |
| SAN JOSE | 175,456,377 | 0 | 12,750,000 | 0 | 0 | 53,971,736 | 0 | 0 | 0 | 0 | 242,178,113 |
| HONOLULU | 0 | 10,500,000 | 20,925,000 | 0 | 0 | 0 | 0 | 9,003,200 | 0 | 0 | 40,428,200 |
| PORTLAND | 73,065,675 | 0 | 14,305,000 | 67,490,000 | 106,662,670 | 11,902,528 | 610,400 | 0 | 550,000 | 871,520 | 275,457,793 |
| SEATTLE | 195,999,997 | 0 | 0 | 1,880,000 | 0 | 0 | 0 | 0 | 0 | 0 | 197,879,997 |
| TOTAL | 2,485,644,103 | 329,532,032 | 311,711,032 | 786,618,831 | 418,469,606 | 311,196,688 | 3,460,400 | 17,380,596 | 22,902,659 | 29,145,120 | 4,716,061,067 |

NOTE: INTERSTATE SUBSTITUTE FUNDS ARE ALSO USED FOR NEW SYSTEMS. REFER TO THE INTERSTATE SUBSTITUTE TABLES FOR THIS DATA.

TABLE 26

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION
FISCAL YEARS 1985 - 1994

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

| URBANIZED AREA | FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| HARTFORD, CT | 0 | 0 | 0 | 436,020 | 0 | 0 | 117,120 | 3,299,360 | 0 | 0 | 3,852,500 |
| DANBURY, CT | 0 | 0 | 0 | 0 | 0 | 0 | 1,650,000 | 0 | 0 | 0 | 1,650,000 |
| FITCHBURG-LEOMINSTER, MA | 0 | 2,900,100 | 546,450 | 405,000 | 0 | 406,248 | 0 | 0 | 0 | 0 | 4,257,798 |
| BROCKTON, MA | 0 | 0 | 0 | 1,058,400 | 0 | 3,999,999 | 0 | 0 | 0 | 0 | 5,058,399 |
| LAWRENCE-HAVERHILL, MA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221,636 | 0 | 0 | 221,636 |
| FALL RIVER, MA | 0 | 0 | 0 | 0 | 0 | 0 | 914,967 | 0 | 0 | 0 | 914,967 |
| LOWELL, MA | 0 | 0 | 0 | 0 | 0 | 0 | 2,860,002 | 0 | 0 | 2,340,000 | 5,200,002 |
| NEW BEDFORD, MA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000,000 | 5,000,000 |
| PITTSFIELD, MA | 0 | 0 | 0 | 0 | 0 | 0 | 1,699,998 | 0 | 0 | 0 | 1,699,998 |
| SPRINGFIELD, MA | 0 | 0 | 525,000 | 0 | 0 | 439,998 | 0 | 5,000,000 | 0 | 2,000,000 | 7,964,998 |
| BANGOR, ME | 0 | 0 | 0 | 0 | 0 | 0 | 1,489,725 | 0 | 0 | 0 | 1,489,725 |
| LEWISTON, ME | 0 | 0 | 0 | 0 | 0 | 0 | 1,170,360 | 0 | 0 | 0 | 1,170,360 |
| PORTLAND, ME | 651,882 | 373,575 | 1,249,995 | 924,000 | 0 | 0 | 1,149,999 | 0 | 0 | 0 | 4,349,451 |
| PORTSMOUTH, NH | 0 | 757,350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 757,350 |
| PROVIDENCE, RI | 0 | 0 | 0 | 0 | 75,000 | 248,625 | 0 | 0 | 3,312,000 | 3,356,428 | 6,992,053 |
| ATLANTIC CITY, NJ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,085,172 | 17,085,172 |
| ALBANY, NY | 0 | 0 | 0 | 0 | 0 | 375,000 | 0 | 0 | 0 | 1,024,000 | 1,399,000 |
| BUFFALO, NY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,558,668 | 480,152 | 9,850,224 | 19,889,044 |
| ELMIRA, NY | 724,995 | 0 | 195,000 | 0 | 343,740 | 492,801 | 0 | 0 | 0 | 108,368 | 1,864,904 |
| GLEN FALLS, NY | 0 | 0 | 0 | 0 | 600,000 | 0 | 0 | 0 | 0 | 0 | 600,000 |
| ITHACA, NY | 0 | 0 | 0 | 0 | 0 | 0 | 3,150,000 | 0 | 0 | 492,000 | 3,642,000 |
| POUGHKEEPSIE, NY | 0 | 0 | 0 | 0 | 0 | 4,900,500 | 0 | 0 | 0 | 0 | 4,900,500 |
| ROCHESTER, NY | 3,988,350 | 0 | 3,000,000 | 0 | 4,740,630 | 0 | 0 | 2,500,000 | 0 | 0 | 14,228,980 |
| SYRACUSE, NY | 0 | 0 | 0 | 0 | 1,744,875 | 1,252,250 | 0 | 0 | 0 | 0 | 2,997,125 |
| UTICA-ROME, NY | 0 | 0 | 0 | 486,000 | 0 | 0 | 1,613,448 | 0 | 0 | 99,200 | 2,198,648 |
| BRIDGEPORT, CT | 822,960 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 822,960 |
| WILMINGTON, DE | 0 | 0 | 0 | 0 | 0 | 1,599,999 | 0 | 0 | 0 | 0 | 1,599,999 |
| ANNAPOLIS, MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 621,600 | 1,028,000 | 0 | 1,649,600 |
| FREDERICK, MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 | 0 | 0 | 600,000 |
| HAGERSTOWN, MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,546,000 | 0 | 0 | 1,546,000 |
| ALTOONA, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 0 | 2,125,000 | 4,125,000 |
| JOHNSTOWN, PA | 0 | 0 | 0 | 0 | 0 | 0 | 131,250 | 1,600,000 | 0 | 0 | 1,731,250 |
| READING, PA | 0 | 0 | 0 | 0 | 0 | 1,581,000 | 0 | 2,500,000 | 0 | 7,580,000 | 11,661,000 |
| STATE COLLEGE, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500,000 | 0 | 0 | 2,500,000 |
| WILLIAMSPORT, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 0 | 400,000 |
| CHARLOTTESVILLE, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548,000 | 0 | 548,000 |
| LYNCHBURG, VA | 0 | 0 | 0 | 0 | 0 | 0 | 324,999 | 0 | 0 | 0 | 324,999 |
| NEWPORT NEWS-HAMPTON VA | 0 | 2,294,455 | 0 | 1,373,625 | 0 | 3,600,000 | 0 | 0 | 0 | 0 | 7,268,080 |
| NORFOLK, VA | 0 | 0 | 0 | 0 | 9,450 | 340,500 | 0 | 0 | 0 | 0 | 349,950 |
| PETERSBURG, VA | 0 | 0 | 0 | 0 | 0 | 0 | 1,417,002 | 0 | 0 | 0 | 1,417,002 |
| ROANOKE, VA | 0 | 0 | 0 | 847,500 | 0 | 373,023 | 1,493,700 | 0 | 0 | 0 | 2,714,223 |
| CHARLESTON, WV | 0 | 0 | 0 | 0 | 0 | 3,971,038 | 1,062,653 | 0 | 0 | 1,056,688 | 6,090,379 |
| HUNTINGTON, WV | 0 | 0 | 0 | 0 | 0 | 602,625 | 546,327 | 0 | 0 | 884,684 | 2,033,636 |
| PARKERSBURG, WV | 0 | 0 | 0 | 0 | 0 | 280,294 | 344,122 | 0 | 0 | 374,940 | 999,356 |
| WHEELING, WV | 0 | 0 | 0 | 0 | 0 | 2,625 | 542,410 | 0 | 0 | 873,048 | 1,418,083 |
| BIRMINGHAM, AL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,899,200 | 0 | 3,393,600 | 6,292,800 |
| MONTGOMERY, AL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,339,960 | 0 | 0 | 3,339,960 |

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TABLE 26

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION
FISCAL YEARS 1985 - 1994

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

| URBANIZED AREA | FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| JACKSONVILLE, FL | 15,500,000 | 0 | 0 | 0 | 5,784,750 | 0 | 29,018,692 | 0 | 0 | 15,045,000 | 65,348,442 |
| LAKELAND, FL | 0 | 0 | 0 | 0 | 0 | 219,999 | 0 | 1,774,800 | 0 | 0 | 1,994,799 |
| MELBOURNE-COCOA FL | 0 | 0 | 0 | 0 | 1,546,371 | 0 | 0 | 420,000 | 0 | 0 | 1,966,371 |
| ORLANDO, FL | 0 | 1,760,550 | 0 | 0 | 6,199,998 | 1,950,000 | 49,998 | 0 | 0 | 8,237,600 | 18,198,146 |
| PENSACOLA, FL | 0 | 0 | 0 | 0 | 0 | 0 | 956,812 | 0 | 0 | 0 | 956,812 |
| SARASOTA, FL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,688,480 | 3,688,480 |
| TAMPA, FL | 0 | 17,766,000 | 0 | 0 | 4,010,250 | 0 | 0 | 0 | 0 | 0 | 21,776,250 |
| TALLAHASSEE, FL | 0 | 0 | 0 | 0 | 0 | 0 | 1,333,735 | 0 | 0 | 0 | 1,333,735 |
| SAVANNAH, GA | 0 | 0 | 0 | 0 | 0 | 0 | | 265,708 | 0 | 0 | 265,708 |
| FORT WRIGHT, KY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,310,000 | 2,310,000 |
| LOUISVILLE, KY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |
| ASHEVILLE, NC | 0 | 0 | 0 | 0 | 0 | 0 | 54,900 | 0 | 3,799,386 | 0 | 3,854,286 |
| CHARLOTTE, NC | 0 | 0 | 0 | 930,000 | 12,270,000 | 3,881,250 | 0 | 125,000 | 0 | 0 | 17,206,250 |
| DURHAM, NC | 0 | 0 | 0 | 0 | 0 | 0 | 1,305,180 | 1,471,140 | 1,093,068 | 0 | 3,869,388 |
| GASTONIA, NC | 0 | 0 | 0 | 0 | 0 | 0 | 456,492 | 369,600 | 129,565 | 0 | 955,657 |
| GREENSBORO, NC | 0 | 0 | 0 | 0 | 0 | 0 | 2,736,780 | 2,097,744 | 1,050,983 | 0 | 5,885,507 |
| HIGH POINT, NC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29,440 | 32,000 | 0 | 61,440 |
| RALEIGH, NC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311,000 | 0 | 311,000 |
| ROCKY MT, NC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,050,983 | 0 | 1,050,983 |
| WILMINGTON, NC | 0 | 0 | 0 | 0 | 0 | 0 | 71,340 | 0 | 48,000 | 0 | 119,340 |
| WINSTON SALEM, NC | 0 | 0 | 0 | 0 | 0 | 0 | 511,557 | 0 | 213,289 | 0 | 724,846 |
| CHARLESTON, SC | 0 | 0 | 0 | 0 | 0 | 0 | 518,712 | 0 | 0 | 6,871,400 | 7,390,112 |
| BRISTOL, TN | 0 | 0 | 0 | 0 | 0 | 0 | 112,500 | 0 | 0 | 0 | 112,500 |
| CHATTANOOGA, TN | 0 | 0 | 0 | 0 | 0 | 0 | 3,025,850 | 0 | 14,395,135 | 1,093,352 | 18,514,337 |
| CLARKSVILLE, TN | 0 | 0 | 0 | 0 | 0 | 0 | 226,275 | 0 | 0 | 0 | 226,275 |
| JACKSON, TN | 0 | 0 | 0 | 0 | 0 | 0 | 630,000 | 0 | 0 | 0 | 630,000 |
| JOHNSON CITY, TN | 0 | 0 | 0 | 0 | 0 | 0 | 409,125 | 0 | 0 | 0 | 409,125 |
| KINGSPORT, TN | 0 | 0 | 0 | 0 | 0 | 0 | 146,250 | 0 | 0 | 0 | 146,250 |
| KNOXVILLE, TN | 0 | 0 | 0 | 0 | 0 | 0 | 675,000 | 0 | 0 | 0 | 675,000 |
| MEMPHIS, TN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,333,200 | 4,333,200 |
| NASHVILLE, TN | 0 | 0 | 0 | 0 | 0 | 0 | 2,606,863 | 0 | 243,200 | 3,456,800 | 6,306,863 |
| BLOOMINGTON, IL | 0 | 0 | 0 | 0 | 0 | 418,500 | 0 | 0 | 0 | 0 | 418,500 |
| CHAMPAIGN-URBANA, IL | 0 | 0 | 0 | 0 | 0 | 0 | 514,284 | 0 | 0 | 0 | 514,284 |
| DECATUR, IL | 0 | 0 | 0 | 0 | 0 | 91,500 | 1,157,139 | 0 | 0 | 0 | 1,248,639 |
| PEORIA, IL | 0 | 0 | 0 | 0 | 0 | 2,499,999 | 1,542,852 | 0 | 0 | 832,000 | 4,874,851 |
| ROCKFORD, IL | 0 | 0 | 0 | 0 | 0 | 0 | 1,285,725 | 0 | 0 | 665,600 | 1,951,325 |
| ROCK ISLAND, IL | 0 | 0 | 0 | 0 | 0 | 1,444,500 | 0 | 0 | 0 | 280,000 | 1,724,500 |
| SPRINGFIELD, IL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,900,000 | 1,900,000 |
| ANDERSON, IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 527,331 | 0 | 527,331 |
| BEDFORD, IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66,444 | 0 | 66,444 |
| BLOOMINGTON, IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,248,800 | 1,248,800 |
| EVANSVILLE, IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 632,797 | 0 | 632,797 |
| INDIANAPOLIS, IN | 0 | 0 | 0 | 800,000 | 0 | 0 | 0 | 0 | 0 | 0 | 800,000 |
| LAFAYETTE, IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,220,771 | 0 | 1,220,771 |
| MUNCIE, IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 843,730 | 0 | 843,730 |
| ANN ARBOR, MI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |
| BATTLE CREEK, MI | 0 | 0 | 0 | 0 | 0 | 65,311 | 0 | 0 | 179,703 | 348,000 | 593,014 |
| BAY CITY, MI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 787,500 | 992,000 | 1,779,500 |
| BENTON, HARBOR, MI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139,760 | 139,760 |
| FLINT, MI | 0 | 0 | 0 | 2,013,750 | 0 | 0 | 0 | 0 | 171,360 | 7,785,606 | 9,970,716 |
| GRAND RAPIDS, MI | 0 | 0 | 0 | 0 | 0 | 1,074,015 | 0 | 0 | 0 | 652,576 | 1,726,591 |
| JACKSON, MI | 0 | 0 | 0 | 0 | 0 | 746,628 | 0 | 0 | 12,007 | 0 | 758,635 |
| KALAMAZOO, MI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,848,000 | 1,032,000 | 2,880,000 |
| LANSING, MI | 0 | 0 | 0 | 0 | 0 | 1,227,532 | 0 | 0 | 0 | 0 | 1,227,532 |
| MUSKEGON, MI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 898,858 | 160,000 | 1,058,858 |
| SAGINAW, MI | 0 | 0 | 0 | 0 | 0 | 92,095 | 0 | 0 | 1,160,000 | 752,000 | 2,004,095 |

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TABLE 26

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION
FISCAL YEARS 1985 - 1994

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

| URBANIZED AREA | FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DULUTH, MN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |
| ST. CLOUD, MN | 0 | 0 | 340,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340,000 |
| AKRON, OH | 0 | 0 | 0 | 1,495,500 | 0 | 0 | 2,700,000 | 1,450,000 | 0 | 3,600,000 | 9,245,500 |
| CANTON, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,575,000 | 0 | 0 | 1,575,000 |
| COLUMBUS, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,067,898 | 7,400,000 | 11,467,898 |
| DAYTON, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14,146,186 | 1,776,333 | 15,922,519 |
| TOLEDO, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 3,000,000 |
| YOUNGSTOWN, OH | 0 | 0 | 0 | 0 | 0 | 0 | 782,250 | 0 | 0 | 3,500,000 | 4,282,250 |
| APPLETON, WI | 0 | 0 | 0 | 0 | 0 | 0 | 1,400,000 | 0 | 1,872,650 | 224,800 | 3,497,450 |
| BELOIT, WI | 0 | 0 | 0 | 0 | 0 | 0 | 168,000 | 0 | 243,220 | 672,000 | 1,083,220 |
| GREEN BAY, WI | 0 | 0 | 0 | 0 | 0 | 0 | 240,000 | 0 | 80,400 | 696,736 | 1,017,136 |
| JANESVILLE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 135,000 | 0 | 259,860 | 289,200 | 684,060 |
| KENOSHA, WI | 0 | 0 | 0 | 0 | 0 | 0 | 361,000 | 0 | 223,950 | 567,328 | 1,152,278 |
| LACROSSE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 650,000 | 0 | 1,181,600 | 135,680 | 1,967,280 |
| MADISON, WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,670,274 | 0 | 9,670,274 |
| OSHKOSH, WI | 0 | 0 | 0 | 0 | 0 | 0 | 418,750 | 0 | 716,563 | 95,200 | 1,230,513 |
| RACINE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 270,000 | 0 | 94,400 | 790,880 | 1,155,280 |
| SHEBOYGAN, WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211,250 | 759,400 | 970,650 |
| WAUSAU, WI | 0 | 0 | 0 | 0 | 0 | 0 | 115,000 | 0 | 90,266 | 352,400 | 557,666 |
| BATON ROUGE, LA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,373,552 | 0 | 0 | 4,373,552 |
| ALBUQUERQUE, NM | 0 | 0 | 0 | 1,400,000 | 961,920 | 0 | 1,350,000 | 0 | 0 | 0 | 3,711,920 |
| SANTA FE, NM | 0 | 0 | 0 | 0 | 0 | 0 | 946,401 | 0 | 1,287,352 | 0 | 2,233,753 |
| OKLAHOMA CITY, OK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 | 0 | 0 | 600,000 |
| AUSTIN, TX | 0 | 20,357,204 | 0 | 0 | 0 | 0 | 0 | 5,123,100 | 0 | 0 | 25,480,304 |
| CORPUS CHRISTI, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,532,000 | 544,000 | 2,076,000 |
| EL PASO, TX | 0 | 0 | 0 | 0 | 1,452,936 | 0 | 0 | 1,470,300 | 5,647,200 | 400,000 | 8,970,436 |
| LAREDO, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 0 | 7,000,000 | 10,000,000 |
| SAN ANTONIO, TX | 0 | 22,300,005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,300,005 |
| CEDAR RAPIDS, IA | 0 | 0 | 0 | 0 | 35,364 | 0 | 0 | 597,000 | 937,500 | 4,157,451 | 5,727,315 |
| DAVENPORT, IA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 731,250 | 0 | 0 | 731,250 |
| DUBUQUE, IA | 0 | 0 | 0 | 0 | 0 | 435,600 | 0 | 0 | 0 | 179,692 | 615,292 |
| IOWA CITY, IA | 0 | 0 | 0 | 0 | 0 | 48,750 | 0 | 300,000 | 0 | 1,547,311 | 1,896,061 |
| DES MOINES, IA | 0 | 0 | 0 | 0 | 1,405,425 | 0 | 4,750,704 | 1,117,500 | 80,000 | 0 | 7,353,629 |
| SIOUX CITY, IA | 0 | 0 | 0 | 0 | 0 | 131,250 | 0 | 337,500 | 0 | 827,659 | 1,296,409 |
| WATERLOO, IA | 0 | 0 | 0 | 0 | 0 | 94,500 | 0 | 0 | 0 | 521,649 | 616,149 |
| WICHITA, KA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,254,318 | 0 | 3,254,318 |
| OSAGE BEACH, MO | 0 | 0 | 0 | 0 | 0 | 165,000 | 0 | 0 | 0 | 0 | 165,000 |
| COLUMBIA, MO | 0 | 0 | 0 | 0 | 0 | 0 | 9,000 | 0 | 0 | 1,368,000 | 1,377,000 |
| JOPLIN, MO | 0 | 0 | 0 | 0 | 0 | 0 | 9,000 | 0 | 0 | 0 | 9,000 |
| SPRINGFIELD, MO | 0 | 0 | 0 | 0 | 0 | 1,182,446 | 9,000 | 5,117,147 | 0 | 2,964,480 | 9,273,073 |
| ST. JOSEPH, MO | 0 | 0 | 0 | 0 | 0 | 39,750 | 0 | 0 | 0 | 0 | 39,750 |
| LINCOLN, NE | 0 | 0 | 0 | 0 | 0 | 0 | 38,025 | 1,334,813 | 0 | 0 | 1,372,838 |
| OMAHO, NE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,364,800 | 2,364,800 |
| FT. COLLINS, CO | 0 | 0 | 0 | 0 | 0 | 0 | 326,001 | 1,152,000 | 0 | 0 | 1,478,001 |
| BILLINGS, MT | 0 | 0 | 0 | 0 | 0 | 1,931,250 | 0 | 0 | 0 | 0 | 1,931,250 |
| GREAT FALLS, MT | 0 | 0 | 0 | 0 | 0 | 1,579,617 | 0 | 0 | 0 | 0 | 1,579,617 |
| SIOUX FALLS, SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,400,000 | 2,400,000 |
| PROVO, UT | 0 | 0 | 0 | 3,750,000 | 0 | 0 | 0 | 0 | 0 | 0 | 3,750,000 |
| SALT LAKE CITY, UT | 0 | 0 | 0 | 0 | 3,508,500 | 0 | 11,400,000 | 0 | 17,668,620 | 0 | 32,577,120 |
| TUCSON, AZ | 0 | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 3,000,000 | 11,254,316 | 1,500,000 | 18,754,316 |
| PALM SPRINGS, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,175,000 | 0 | 2,175,000 |
| DAVIS, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,200,000 | 0 | 0 | 3,200,000 |
| SACRAMENTO, CA | 0 | 0 | 0 | 0 | 0 | 757,500 | 0 | 0 | 0 | 0 | 757,500 |
| SANTA CRUZ, CA | 0 | 1,824,861 | 1,235,343 | 0 | 0 | 75,000 | 3,198,636 | 0 | 0 | 0 | 6,333,840 |
| STOCKTON, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000,000 | 5,000,000 |
| HONOLULU, HI | 0 | 0 | 0 | 0 | 0 | 0 | 10,500,000 | 20,925,000 | 0 | 0 | 31,425,000 |
| RENO, NV | 0 | 1,710,795 | 0 | 0 | 0 | 0 | 3,056,175 | 0 | 0 | 0 | 4,766,970 |

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TABLE 26

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION
FISCAL YEARS 1985 - 1994

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

| URBANIZED AREA | FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EUGENE, OR | 0 | 0 | 6,171,693 | 0 | 0 | 2,127,000 | 0 | 0 | 4,517,760 | 0 | 12,816,453 |
| MEDFORD, OR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,033,949 | 0 | 2,033,949 |
| SALEM, OR | 0 | 2,804,230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,804,230 |
| BELLINGHAM, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,705,000 | 0 | 0 | 3,705,000 |
| BREMERTON, WA | 0 | 0 | 2,466,090 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,466,090 |
| OLYMPIA, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |
| RICHLAND, WA | 0 | 0 | 0 | 0 | 0 | 0 | 394,875 | | 0 | 880,000 | 1,274,875 |
| SPOKANE, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,200,000 | 0 | 4,200,000 |
| TACOMA, WA | 0 | 3,999,999 | 0 | 0 | 0 | 2,533,332 | 0 | 0 | 0 | 0 | 6,533,331 |
| RURAL | | | | | | | | | | | |
| CONNECTICUT | 0 | 0 | 0 | 0 | 0 | 0 | 362,700 | 0 | 0 | 0 | 362,700 |
| PENOBSCOT BAY, ME | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533,336 | 0 | 0 | 533,336 |
| MAINE | 0 | 1,275,003 | 0 | 2,048,700 | 399,999 | 999,999 | 537,750 | 0 | 0 | 1,566,388 | 6,827,839 |
| GREENFIELD, MA | 0 | 0 | 0 | 0 | 0 | 0 | 97,302 | 0 | 0 | 0 | 97,302 |
| MASSACHUSETTS | 0 | 507,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 507,750 |
| CONCORD, NH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 980,340 | 980,340 |
| NEW HAMPSHIRE | 921,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 921,000 |
| RUTLAND, VT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 | 0 | 0 | 200,000 |
| VERMONT | 0 | 271,125 | 0 | 0 | 0 | 0 | 324,762 | 0 | 0 | 0 | 595,887 |
| GREENE CO., NY | 0 | 0 | 0 | 0 | 495,000 | 0 | 0 | 0 | 0 | 0 | 495,000 |
| HUDSON, NY | 0 | 0 | 0 | 0 | 1,125,000 | 0 | 0 | 0 | 0 | 0 | 1,125,000 |
| ST. THOMAS, VI | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| KENTUCKY | 0 | 0 | 0 | 284,775 | 0 | 0 | 0 | 0 | 0 | 0 | 284,775 |
| CUMBERLAND, MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 525,000 | 0 | 0 | 525,000 |
| OCEAN CITY, MD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 844,000 | 605,600 | 0 | 1,449,600 |
| MARYLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,617,440 | 0 | 1,617,440 |
| CHAMBERSBURG, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240,000 | 240,000 |
| CHESTER, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 1,000,000 |
| JOHNSONBURG, PA | 0 | 0 | 249,000 | 496,920 | 0 | 0 | 1,252,350 | 2,233,440 | 92,000 | 0 | 4,323,710 |
| MONROE CO, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360,000 | 0 | 0 | 360,000 |
| PENNSYLVANIA | 0 | 0 | 0 | 0 | 4,207,290 | 0 | 0 | 0 | 0 | 0 | 4,207,290 |
| BLACKSBURG, VA | 0 | 0 | 0 | 1,980,000 | 0 | 0 | 487,500 | 0 | 0 | 0 | 2,467,500 |
| FAIRFAX, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000,000 | 6,000,000 |
| MONONGALIA CO., WVA | 0 | 0 | 712,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 712,500 |
| WEST VIRGINIA | 0 | 0 | 0 | 0 | 0 | 3,717,430 | 930,476 | 0 | 0 | 511,876 | 5,159,782 |
| RIDGEVILLE, AL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21,324 | 0 | 0 | 21,324 |
| ALABAMA | 0 | 0 | 0 | 0 | 0 | 1,999,998 | 3,000,000 | 0 | 0 | 0 | 4,999,998 |
| KEY WEST, FL | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 | 239,666 | 0 | 1,856,876 | 2,696,542 |
| MILTON, FL | 0 | 0 | 0 | 0 | 31,998 | 0 | 0 | 0 | 0 | 0 | 31,998 |
| FLORIDA | 0 | 0 | 0 | 0 | 0 | 0 | 525,000 | 0 | 0 | 0 | 525,000 |
| MISSISSIPPI | 0 | 0 | 0 | 0 | 0 | 0 | 4,920,000 | 0 | 217,008 | 0 | 5,137,008 |
| GASTON CO, NC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127,828 | 0 | 0 | 127,828 |
| NORTH CAROLINA | 0 | 0 | 0 | 0 | 0 | 0 | 863,751 | 0 | 0 | 0 | 863,751 |
| SOUTH CAROLINA | 0 | 0 | 0 | 3,115,284 | 75,000 | 0 | 0 | 0 | 0 | 0 | 3,190,284 |
| TENNESSEE | 0 | 0 | 0 | 0 | 0 | 0 | 2,718,135 | 0 | 0 | 0 | 2,718,135 |
| INDIANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208,758 | 369,869 | 578,627 |
| MICHIGAN | 0 | 2,215,077 | 0 | 4,532,724 | 0 | 1,016,046 | 0 | 0 | 4,617,572 | 3,058,169 | 15,439,588 |
| GILBERT, MN | 0 | 0 | 0 | 0 | 845,283 | 0 | 0 | 0 | 0 | 0 | 845,283 |
| MINNESOTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,589,646 | 0 | 1,589,646 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,344,715 | 0 | 1,344,715 |
| SUPERIOR WI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72,000 | 72,000 |
| WISCONSIN | 0 | 0 | 0 | 0 | 0 | 0 | 2,037,566 | 0 | 0 | 344,376 | 2,381,942 |
| ARKANSAS | 0 | 0 | 0 | 0 | 0 | 0 | 4,842,030 | 0 | 0 | 0 | 4,842,030 |
| ST. JAMES PARISH, LA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213,092 | 0 | 0 | 213,092 |

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TABLE 26

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION
FISCAL YEARS 1985 - 1994

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

| RURAL | FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GALLUP, NM | 0 | 0 | 0 | 0 | 0 | 0 | 250,002 | 0 | 0 | 0 | 250,002 |
| ROSWELL, NM | 0 | 0 | 0 | 0 | 0 | 0 | 1,650,000 | 0 | 0 | 0 | 1,650,000 |
| BASTROP, TX | 0 | 0 | 0 | 0 | 0 | 363,507 | 0 | 0 | 0 | 0 | 363,507 |
| BRAZOS VALLEY, TX | 0 | 0 | 0 | 0 | 0 | 0 | 501,183 | 415,364 | 18,474,768 | 0 | 19,391,315 |
| SAN MARCOS, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,127,500 | 1,127,500 |
| TEXAS | 0 | 0 | 0 | 0 | 4,312,500 | 0 | 0 | 0 | 0 | 0 | 4,312,500 |
| IOWA | 0 | 0 | 0 | 4,701,951 | 0 | 0 | 0 | 5,430,750 | 0 | 3,766,238 | 13,898,939 |
| KANSAS | 0 | 0 | 0 | 0 | 0 | 618,750 | 0 | 0 | 0 | 0 | 618,750 |
| FARMINGTON, MO | 0 | 0 | 0 | 0 | 0 | 18,000 | 0 | 0 | 0 | 0 | 18,000 |
| MISSOURI | 0 | 0 | 0 | 0 | 0 | 890,400 | 527,500 | 0 | 0 | 2,411,920 | 3,829,820 |
| NEBRASKA | 0 | 0 | 0 | 0 | 0 | 831,000 | 0 | 0 | 0 | 0 | 831,000 |
| EAGLE CO. CO (AVON) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,070,976 | 0 | 1,070,976 |
| PITKIN CO., CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,060,800 | 3,060,800 |
| VAIL, CO | 0 | 0 | 202,875 | 697,125 | 0 | 0 | 0 | 0 | 0 | 0 | 900,000 |
| MONTANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,055,584 | 0 | 0 | 1,055,584 |
| PARK CITY, UT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,136,800 | 0 | 0 | 1,136,800 |
| ROCK SPRING, WY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 564,256 | 564,256 |
| LAKE TAHOE, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,000 | 0 | 1,200,000 |
| BARROW, AK | 0 | 0 | 0 | 0 | 0 | 0 | 2,950,628 | 0 | 0 | 0 | 2,950,628 |
| JUNEAU, AK | 339,000 | 0 | 0 | 0 | 70,300 | 0 | 780,000 | 0 | 0 | 0 | 1,189,300 |
| HAWAII | 0 | 0 | 0 | 0 | 0 | 31,950 | 0 | 0 | 2,000,000 | 0 | 2,031,950 |
| CLALLAN CO, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,000,000 | 0 | 0 | 4,000,000 |
| HOQUIAM, WA | 0 | 0 | 0 | 0 | 0 | 1,170,000 | 0 | 0 | 0 | 0 | 1,170,000 |
| RAYMOND, WA | 0 | 600,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 |
| GRAND TOTAL | 22,948,187 | 83,718,079 | 16,893,946 | 33,777,274 | 56,251,579 | 63,935,929 | 147,410,595 | 124,185,202 | 156,968,277 | 205,913,133 | 912,002,201 |

* NOTE: FY 1994 Obligations for Reading, PA were for a multi-year funded statewide project. The first increment was funded in FY 1992 for $6.5 Million which is not included in FY 1992 obligations on this table.

TABLE 26-1

SECTION 3 OBLIGATIONS FOR FIXED GUIDEWAY MOD AND NEW SYSTEMS

FISCAL YEARS 1984 - 1994

(in regional order)

| URBANIZED AREA | FISCAL YEAR | FIXED GUIDEWAY MOD | NEW SYSTEMS | TOTAL $ |
|---|---|---|---|---|
| LAWRENCE-HAVERH., M | 1992 | 221,636 | 0 | 221,636 |
| BUFFALO, NY | 1992 | 214,928 | 0 | 214,928 |
| | 1993 | 480,152 | 0 | 480,152 |
| | 1994 | 538,780 | 0 | 538,780 |
| JOHNSTOWN, PA | 1984 | 1,504,656 | 0 | 1,504,656 |
| | 1992 | 558,516 | 0 | 558,516 |
| JACKSONVILLE, FL | 1985 | 0 | 15,500,000 | 15,500,000 |
| | 1991 | 0 | 28,810,224 | 28,810,224 |
| | 1994 | 0 | 15,045,000 | 15,045,000 |
| ORLANDO, FL | 1994 | 0 | 737,600 | 737,600 |
| CHARLOTTE, NC | 1992 | 0 | 125,000 | 125,000 |
| CHATTANOOGA, TN | 1991 | 1,050,000 | 0 | 1,050,000 |
| | 1994 | 93,352 | 0 | 93,352 |
| DAYTON, OH | 1993 | 1,942,492 | 0 | 1,942,492 |
| | 1994 | 1,776,333 | 0 | 1,776,333 |
| EL PASO, TX | 1994 | 400,000 | 0 | 400,000 |
| SALT LAKE CITY, UT | 1991 | 0 | 6,600,000 | 6,600,000 |
| | 1993 | 0 | 12,500,000 | 12,500,000 |
| HONOLULU, HI | 1991 | 0 | 10,500,000 | 10,500,000 |
| | 1992 | 0 | 20,925,000 | 20,925,000 |
| | $ TOTAL | 8,780,845 | 110,742,824 | 119,523,669 |

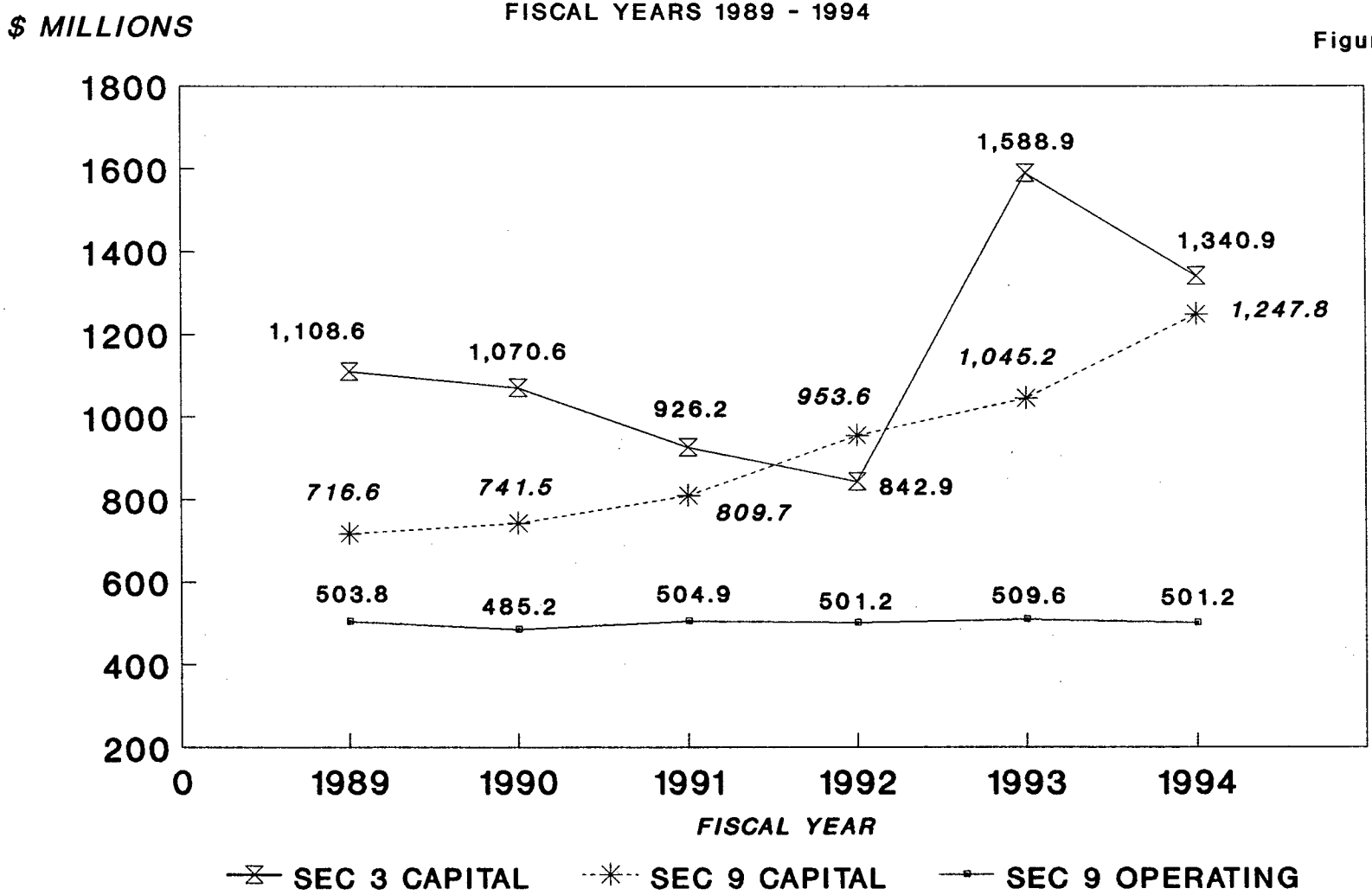
TABLE 27

OBLIGATIONS FOR SECTION 3 AND SECTION 9 GRANTS
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1990 - 1994

| | CAPITAL | | | | | | | | | | | SECTION 9 OPERATING | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| URBANIZED AREA ********** | SEC 3 1990 | SEC 3 1991 | SEC 3 1992 | SEC 3 1993 | SEC 3 1994 | SEC 9 1990 | SEC 9 1991 | SEC 9 1992 | SEC 9 1993 | SEC 9 1994 | TOTAL CAPITAL | OPER. 1990 | OPER. 1991 | OPER 1992 | OPER 1993 | OPER. 1994 | GRAND TOTAL $ |
| BOSTON, MA | 71.5 | 32.1 | 21.1 | 38.0 | 140.9 | 27.7 | 32.4 | 59.1 | 37.8 | 91.2 | 427.1 | 18.6 | 18.4 | 18.2 | 18.2 | 18.3 | 518.8 |
| NEW YORK, NY | 206.0 | 186.7 | 257.0 | 283.6 | 387.1 | 220.7 | 248.5 | 311.3 | 255.5 | 360.1 | 2066.8 | 104.4 | 104.5 | 101.8 | 107.2 | 102.2 | 2,586.9 |
| NORTHEASTERN, NJ | 43.7 | 68.3 | 6.0 | 164.6 | 212.6 | 58.6 | 54.8 | 68.2 | 75.1 | 69.2 | 703.1 | 30.1 | 29.8 | 29.9 | 24.9 | 37.4 | 855.2 |
| BUFFALO, NY | 10.0 | 5.7 | 0 | 0 | 0 | 1.8 | 2.4 | 0 | 0 | 0 | 4.2 | 6.1 | 6.0 | 0 | 0 | 0 | 16.3 |
| BALTIMORE, MD | 15.6 | 10.6 | 18.0 | 41.6 | 47.9 | 9.2 | 11.9 | 13.4 | 7.0 | 16.9 | 147.9 | 9.5 | 10.1 | 9.7 | 9.7 | 9.7 | 196.6 |
| NORFOLK, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.9 | 7.0 | 7.4 | 22.3 | 0 | 0 | 4.4 | 4.4 | 4.9 | 36.0 |
| PHILADELPHIA, PA-NJ | 53.6 | 77.8 | 53.0 | 81.2 | 95.4 | 44.5 | 48.1 | 46.2 | 30.5 | 64.8 | 410.7 | 30.5 | 32.0 | 31.8 | 37.4 | 30.1 | 572.5 |
| PITTSBURGH, PA | 9.0 | 0 | 14.0 | 43.4 | 14.8 | 12.7 | 13.9 | 14.3 | 10.4 | 16.7 | 126.2 | 9.7 | 9.6 | 9.5 | 9.5 | 9.5 | 174.0 |
| WASHINGTON, DC-MD-VA | 25.7 | 22.4 | 10.6 | 21.8 | 17.3 | 34.5 | 36.6 | 37.7 | 39.8 | 75.9 | 263.6 | 17.2 | 17.0 | 16.9 | 16.8 | 16.9 | 348.4 |
| ATLANTA, GA | 0.7 | 30.2 | 64.5 | 27.4 | 18.2 | 14.1 | 14.0 | 17.3 | 24.0 | 23.9 | 138.9 | 5.8 | 6.8 | 6.8 | 7.1 | 5.6 | 171.0 |
| FORT LAUDERDALE, FL | 0 | 1.8 | 0 | 4.6 | 10.7 | 2.7 | 3.3 | 5.6 | 3.6 | 5.9 | 36.4 | 3.9 | 3.8 | 11.1 | 7.3 | 5.2 | 67.7 |
| MIAMI, FL | 23.5 | 2.7 | 5.5 | 50.1 | 16.3 | 10.7 | 6.4 | 17.6 | 13.3 | 19.8 | 134.2 | 8.5 | 8.4 | 8.4 | 8.4 | 8.4 | 176.3 |
| SAN JUAN, PR | 3.0 | 0 | 0 | 0 | 5.7 | 4.6 | 4.9 | 5.1 | 4.3 | 2.0 | 26.6 | 7.7 | 7.6 | 7.7 | 7.2 | 7.1 | 63.9 |
| TAMPA, FL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.5 | 6.9 | 11.2 | 24.6 | 0 | 0 | 5.3 | 5.2 | 5.2 | 40.3 |
| CHICAGO, IL | 51.6 | 108.6 | 100.3 | 89.9 | 121.4 | 78.5 | 86.2 | 97.0 | 105.7 | 128.3 | 707 | 47.0 | 46.1 | 46.3 | 46.4 | 46.2 | 939.0 |
| NORTHWESTERN, IN | 18.3 | 12.4 | 6.0 | 5.7 | 7.8 | 2.6 | 2.3 | 1.4 | 2.6 | 3.3 | 25.7 | 5.2 | 4.8 | 2.8 | 4.9 | 5.2 | 48.6 |
| CINCINNATI, OH | 0 | 0 | 3.8 | 0.6 | 1.3 | 2.8 | 4.4 | 4.4 | 7.5 | 13.7 | 34.7 | 5.4 | 6.2 | 5.3 | 4.8 | 5.3 | 61.7 |
| CLEVELAND, OH | 29.9 | 23.6 | 10.7 | 11.8 | 15.3 | 7.1 | 8.2 | 15.6 | 13.0 | 10.6 | 81.6 | 9.8 | 9.7 | 9.2 | 9.4 | 9.3 | 129.0 |
| DETROIT, MI | 12.0 | 8.4 | 8.2 | 2.4 | 10.9 | 1.5 | 12.0 | 5.7 | 3.5 | 17.1 | 53.1 | 7.6 | 33.3 | 20.0 | 21.1 | 21.2 | 156.3 |
| MILWAUKEE, WI | 1.7 | 0 | 0 | 0 | 0 | 3.4 | 3.1 | 7.3 | 12.1 | 10.2 | 36.1 | 5.6 | 5.5 | 5.4 | 5.4 | 5.6 | 63.6 |
| MINNEAPOLIS, MN | 7.5 | 0 | 0 | 8.0 | 7.0 | 6.6 | 1.8 | 10.3 | 10.5 | 9.4 | 53.6 | 7.4 | 7.3 | 7.3 | 7.3 | 12.1 | 95.0 |
| DALLAS-FT WORTH, TX | 0 | 3.3 | 0 | 84.0 | 2.5 | 21.0 | 30.1 | 2.3 | 25.4 | 49.7 | 215 | 5.2 | 2.8 | 6.1 | 4.3 | 5.3 | 238.7 |
| HOUSTON, TX | 0.1 | 0 | 6.4 | 188.6 | 0 | 21.8 | 20.4 | 28.6 | 22.1 | 15.5 | 297 | 0 | 0 | 0 | 0 | 0 | 297.0 |
| NEW ORLEANS, LA | 5.8 | 10.0 | 8.6 | 2.3 | 12.0 | 2.7 | 13.0 | 5.6 | 1.3 | 9.5 | 46.4 | 5.2 | 8.4 | 6.6 | 6.3 | 6.4 | 79.3 |
| SAN ANTONIO, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.6 | 10.4 | 7.4 | 30.4 | 0 | 0 | 4.6 | 4.6 | 4.6 | 44.2 |
| KANSAS CITY, KS-M0 | 0 | 0 | 4.8 | 0 | 13.1 | 1.4 | 1.1 | 1.1 | 0.6 | 2.4 | 19.7 | 6.7 | 6.1 | 4.4 | 4.4 | 4.5 | 45.8 |
| ST. LOUIS, M0-IL | 66.9 | 60.4 | 15.9 | 42.2 | 17.1 | 4.0 | 4.8 | 4.3 | 2.4 | 7.1 | 81.9 | 10.2 | 9.6 | 9.6 | 9.6 | 9.6 | 130.5 |
| DENVER, CO | 36.6 | 33.5 | 0 | 11.3 | 0 | 6.4 | 7.3 | 9.1 | 6.3 | 11.2 | 51.6 | 6.0 | 5.9 | 5.9 | 5.5 | 5.9 | 80.8 |
| PHOENIX, AZ | 3.0 | 0 | 0 | 0 | 0 | 6.1 | 4.2 | 0 | 27.6 | 5.1 | 43 | 9.6 | 4.7 | 0 | 9.4 | 0 | 66.7 |
| LOS ANGELES, CA | 329.7 | 149.2 | 87.8 | 109.2 | 12.2 | 48.7 | 49.1 | 19.5 | 147.2 | 34.6 | 420.5 | 58.0 | 57.4 | 57.0 | 58.1 | 56.9 | 707.9 |
| RIVERSIDE, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 1.5 | 2.8 | 7.4 | 0 | 0 | 2.5 | 1.1 | 2.9 | 13.9 |
| SACRAMENTO, CA | 0 | 0 | 0 | 3.2 | 1.0 | 0 | 0 | 3.4 | 11.2 | 17.1 | 35.9 | 0 | 0 | 3.4 | 3.5 | 3.4 | 46.2 |
| SAN DIEGO, CA | 1.4 | 1.3 | 3.3 | 3.2 | 3.1 | 12.0 | 6.8 | 30.5 | 11.3 | 11.8 | 78.7 | 7.4 | 7.3 | 7.3 | 7.3 | 5.1 | 113.1 |
| SAN FRANCISCO, CA | 26.5 | 56.0 | 100.7 | 199.1 | 34.1 | 43.7 | 33.7 | 55.5 | 44.7 | 64.3 | 475.1 | 20.0 | 19.0 | 18.8 | 15.8 | 13.4 | 562.1 |
| SAN JOSE, CA | 0.4 | 0 | 12.7 | 0 | 0 | 11.2 | 6.5 | 9.9 | 12.3 | 10.1 | 50 | 6.7 | 6.1 | 6.1 | 6.0 | 6.0 | 80.9 |
| PORTLAND, OR-WA | 16.7 | 21.2 | 21.7 | 69.2 | 110.4 | 2.5 | 17.6 | 0.9 | 14.5 | 9.1 | 224.2 | 4.1 | 4.8 | 4.4 | 4.9 | 4.4 | 246.8 |
| SEATTLE-EVERETT. WA | 0.2 | 0 | 2.3 | 1.9 | 4.8 | 15.7 | 19.9 | 15.3 | 36.3 | 32.5 | 126.4 | 6.1 | 5.9 | 6.7 | 6.2 | 7.4 | 158.7 |
| TOTAL | 1,070.6 | 926.2 | 842.9 | 1,588.9 | 1,340.9 | 741.5 | 809.7 | 953.6 | 1,045.2 | 1,247.8 | 7,727.6 | 485.2 | 504.9 | 501.2 | 509.6 | 501.2 | 10,229.7 |

## SECTIONS 3 AND 9 CAPITAL AND OPERATING
### URBANIZED AREAS OVER 1 MILLION POPULATION
### FISCAL YEARS 1989 - 1994

Figure 27




Planning is included in Section 9 Capital

TABLE 28

SECTION 9 FUNDS OBLIGATED FOR PLANNING PURPOSES
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1988 - 1994

| URBANIZED AREA | SEC. 9 FY 1988 | SEC. 9 FY 1989 | SEC. 9 FY 1990 | SEC. 9 FY 1991 | SEC 9 FY 1992 | SEC 9 FY 1993 | SEC 9 FY 1994 | $ TOTAL |
|---|---|---|---|---|---|---|---|---|
| BOSTON, MA | 0 | 688,000 | 0 | 0 | 0 | 0 | 0 | 688,000 |
| NEW YORK, NY/ | 132,947 | 0 | 0 | 5,314,973 | 4,151,726 | 607,887 | 0 | 10,207,533 |
| NORTHEASTERN NJ | 0 | 0 | 0 | 0 | 0 | 0 | 4,405,400 | 4,405,400 |
| BALTIMORE, MD | 0 | 0 | 0 | 0 | 0 | 0 | 5,020,400 | 5,020,400 |
| NORFOLK, VA | 0 | 0 | 0 | 0 | 0 | 62,000 | 472,784 | 534,784 |
| PHILADELPHIA, PA-NJ | 0 | 0 | 0 | 80,000 | 0 | 0 | 82,800 | 162,800 |
| PITTSBURGH, PA | 0 | 64,000 | 240,000 | 24,000 | 44,000 | 16,000 | 1,580,000 | 1,968,000 |
| ATLANTA, GA | 1,521,140 | 5,860,000 | 1,551,068 | 1,572,088 | 1,280,000 | 1,540,000 | 1,140,800 | 14,465,096 |
| FORT LAUDERDALE, FL | 0 | 241,100 | 0 | 0 | 0 | 110,443 | 0 | 351,543 |
| MIAMI, FL | 0 | 0 | 480,000 | 0 | 1,520,000 | 796,000 | 431,200 | 3,227,200 |
| SAN JUAN, PR | 0 | 0 | 0 | 340,000 | 0 | 0 | 0 | 340,000 |
| TAMPA, FL | 0 | 0 | 0 | 0 | 256,000 | 280,800 | 488,000 | 1,024,800 |
| CHICAGO, IL | 256,456 | 0 | 0 | 1,023,837 | 496,000 | 411,700 | 2,762,400 | 4,950,393 |
| NORTHWESTERN, IN | 416,000 | 216,000 | 292,000 | 285,349 | 305,772 | 304,000 | 304,000 | 2,123,121 |
| CINCINNATI, OH | 0 | 0 | 0 | 0 | 0 | 260,000 | 0 | 260,000 |
| DETROIT, MI | 0 | 0 | 0 | 0 | 0 | 24,000 | 0 | 24,000 |
| MILWAUKEE, WI | 360,000 | 288,000 | 438,000 | 438,000 | 438,000 | 438,000 | 494,000 | 2,894,000 |
| DALLAS-FORT WORTH, TX | 0 | 0 | 415,000 | 436,000 | 1,000 | 0 | 0 | 852,000 |
| NEW ORLEANS, LA | 361,400 | 315,000 | 0 | 768,000 | 814,000 | 402,400 | 240,000 | 2,900,800 |
| KANSAS CITY, MO-KS | 40,000 | 600,000 | 288,000 | 145,200 | 772,959 | 348,040 | 610,487 | 2,804,686 |
| ST. LOUIS, MO-IL | 0 | 0 | 0 | 0 | 0 | 320,000 | 0 | 320,000 |
| DENVER, CO | 148,000 | 0 | 120,000 | 0 | 1,439,948 | 0 | 4,800,000 | 6,507,948 |
| PHOENIX, AZ | 125,000 | 0 | 914,772 | 499,000 | 0 | 875,588 | 0 | 2,414,360 |
| LOS ANGELES-LONG BEACH, CA | 0 | 0 | 405,618 | 0 | 0 | 0 | 0 | 405,618 |
| SACRAMENTO, CA | 0 | 0 | 0 | 0 | 45,781 | 0 | 0 | 45,781 |
| SAN DIEGO, CA | 898,000 | 426,000 | 1,359,200 | 1,348,000 | 1,388,493 | 3,919,852 | 800,000 | 10,139,545 |
| SAN FRANCISCO-OAKLAND, CA | 0 | 2,800,000 | 0 | 0 | 140,000 | 0 | 0 | 2,940,000 |
| PORTLAND, OR-WA | 1,148,700 | 1,147,540 | 518,400 | 697,104 | 560,000 | 0 | 0 | 4,071,744 |
| PORTLAND-VANCOUVER, WA | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | 40,000 |
| SEATTLE-EVERETT, WA | 502,000 | 799,400 | 502,500 | 896,000 | 648,400 | 1,648,000 | 1,260,000 | 6,256,300 |
| TOTAL | 5,909,643 | 13,445,040 | 7,524,558 | 13,867,551 | 14,302,079 | 12,404,710 | 24,892,271 | 92,345,852 |

## SECTION 9 OBLIGATIONS FOR PLANNING

URBANIZED AREAS OVER 1 MILLION POPULATION

FISCAL YEARS 1988 - 1994

Figure 28

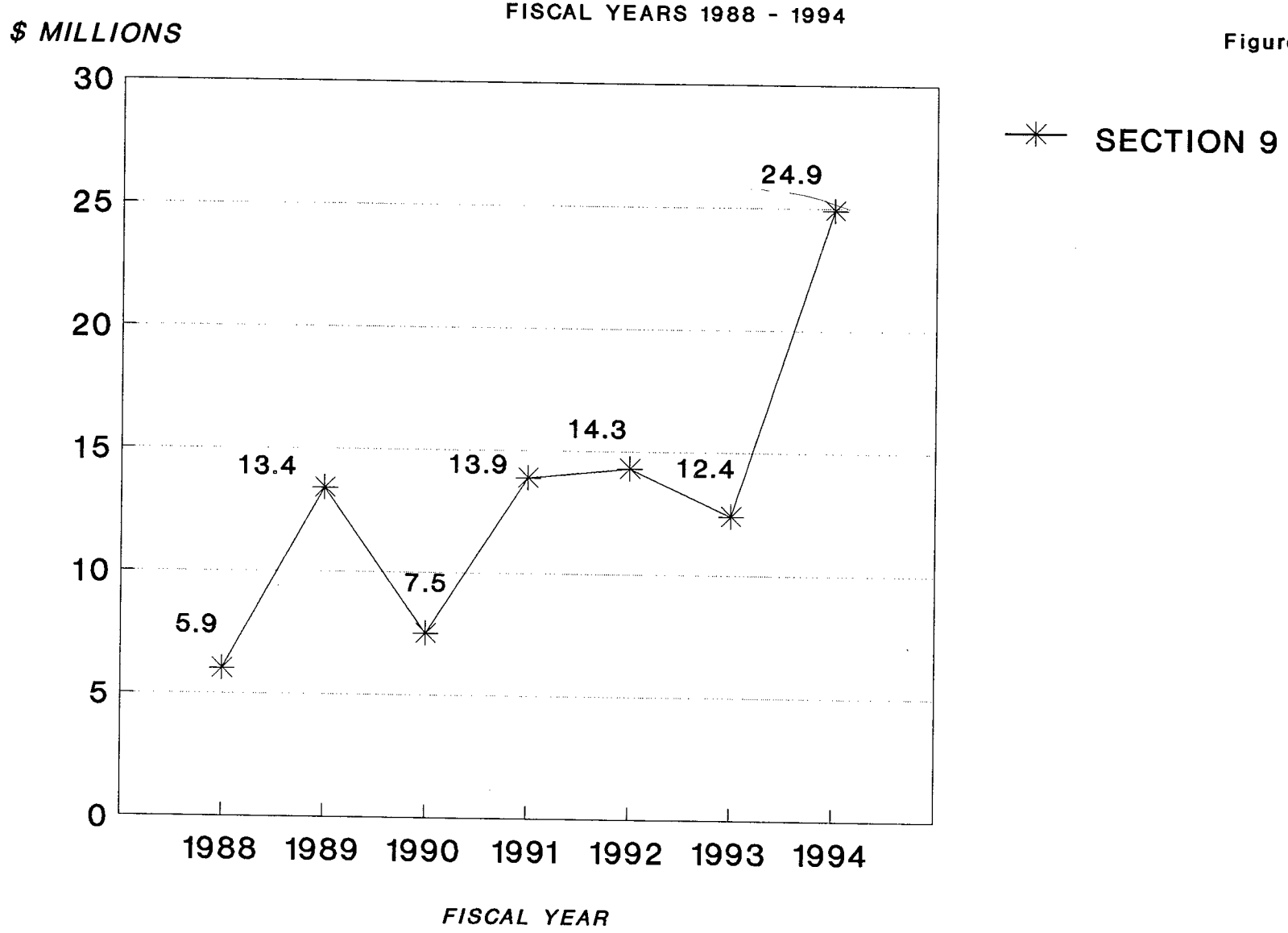


TABLE 29

OBLIGATIONS FOR FORMULA AND DISCRETIONARY FUNDS BY STATE
CAPITAL, OPERATING AND PLANNING
FISCAL YEARS 1987 - 1991
IN DESCENDING ORDER BY TOTAL AMOUNT OF GRANTS RECEIVED

(IN MILLIONS)

| STATE | 1987 TRUST FUNDS | 1988 TRUST FUNDS | 1989 TRUST FUNDS | 1990 TRUST FUNDS | 1991 TRUST FUNDS | 1987 FORM | 1988 FORM | 1989 FORM | 1990 FORM | 1991 FORM | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NEW YORK | 130.4 | 27.5 | 227.6 | 205.9 | 182.6 | 553.8 | 593.0 | 357.4 | 356.5 | 422.2 | 3,056.9 |
| CALIFORNIA | 158.4 | 148.5 | 61.8 | 367.5 | 221.0 | 295.8 | 254.1 | 245.9 | 247.5 | 221.7 | 2,222.2 |
| ILLINOIS | 38.4 | 156.6 | 96.1 | 60.3 | 123.8 | 165.0 | 158.3 | 139.5 | 138.4 | 160.3 | 1,236.7 |
| PENNSYLVANIA | 61.5 | 65.1 | 122.1 | 68.7 | 84.8 | 147.4 | 109.1 | 109.0 | 98.0 | 106.5 | 972.2 |
| NEW JERSEY | 69.1 | 35.1 | 107.4 | 46.1 | 71.5 | 125.3 | 120.7 | 102.6 | 109.3 | 105.0 | 892.1 |
| TEXAS | 22.4 | 69.4 | 11.2 | 5.3 | 8.0 | 49.0 | 118.0 | 68.4 | 104.3 | 104.4 | 560.4 |
| MASSACHUSETTS | 16.8 | 55.8 | 19.4 | 79.3 | 40.4 | 72.7 | 69.7 | 68.5 | 66.1 | 71.2 | 559.9 |
| FLORIDA | 11.4 | 5.1 | 136.8 | 29.2 | 40.6 | 70.4 | 58.9 | 70.3 | 55.6 | 54.7 | 533.0 |
| GEORGIA | 52.9 | 149.7 | 71.3 | 2.6 | 31.7 | 26.5 | 35.7 | 34.5 | 30.0 | 30.1 | 465.0 |
| MISSOURI | 2.1 | 25.3 | 151.6 | 71.0 | 63.1 | 29.1 | 37.4 | 24.5 | 26.2 | 24.8 | 455.1 |
| OHIO | 6.0 | 28.4 | 3.4 | 33.1 | 26.4 | 83.1 | 69.1 | 55.9 | 63.7 | 65.0 | 434.1 |
| WASHINGTON | 80.8 | 68.6 | 25.2 | 5.4 | 2.3 | 43.9 | 32.0 | 45.3 | 33.0 | 38.1 | 374.6 |
| CONNECTICUT | 28.0 | 1.5 | 92.9 | 24.3 | 25.7 | 19.2 | 37.0 | 21.6 | 34.7 | 26.2 | 311.1 |
| MICHIGAN | 3.1 | 9.7 | 2.9 | 18.9 | 11.1 | 48.5 | 62.5 | 42.7 | 27.9 | 60.5 | 287.8 |
| MARYLAND | 1.9 | 12.1 | 23.2 | 17.3 | 12.5 | 32.9 | 29.2 | 27.1 | 27.2 | 90.8 | 274.2 |
| DIST. OF COLUMBIA | 1.3 | 2.3 | 1.8 | 23.5 | 5.3 | 48.7 | 46.7 | 42.8 | 45.2 | 46.5 | 264.1 |
| COLORADO | 19.7 | 2.1 | 1.7 | 37.7 | 35.0 | 19.3 | 24.1 | 20.3 | 18.4 | 20.5 | 198.8 |
| WISCONSIN | 1.6 | 1.6 | 27.1 | 3.2 | 7.4 | 29.6 | 29.4 | 26.7 | 21.5 | 20.8 | 168.9 |
| LOUISIANA | 3.1 | 3.6 | 22.6 | 6.9 | 11.1 | 15.0 | 33.1 | 21.0 | 17.6 | 33.1 | 167.1 |
| INDIANA | 1.4 | 2.2 | 1.4 | 19.7 | 13.9 | 26.7 | 27.0 | 26.7 | 22.0 | 22.6 | 163.6 |
| VIRGINIA | 1.5 | 6.2 | 1.1 | 10.0 | 24.8 | 32.3 | 23.6 | 17.1 | 16.3 | 13.3 | 146.2 |
| OREGON | 8.3 | 1.1 | 1.2 | 19.6 | 22.8 | 14.6 | 18.6 | 12.2 | 10.7 | 28.5 | 137.6 |
| NORTH CAROLINA | 1.3 | 2.2 | 13.5 | 5.1 | 7.4 | 17.6 | 18.8 | 24.4 | 11.5 | 27.6 | 129.4 |
| MINNESOTA | 1.6 | 9.8 | 3.6 | 8.7 | 1.3 | 34.5 | 18.8 | 17.3 | 17.5 | 12.6 | 125.7 |
| TENNESSEE | 1.2 | 1.2 | 1.3 | 1.3 | 12.0 | 26.6 | 14.3 | 15.1 | 15.3 | 29.8 | 118.1 |
| PUERTO RICO | 0.8 | 0.8 | 0.6 | 3.7 | 0.8 | 27.4 | 24.7 | 12.8 | 17.6 | 16.6 | 105.8 |
| ARIZONA | 1.0 | 3.4 | 1.3 | 4.1 | 4.1 | 12.1 | 19.0 | 7.1 | 24.3 | 13.8 | 90.2 |
| ALABAMA | 0.9 | 1.1 | 0.1 | 3.1 | 4.1 | 16.8 | 16.4 | 12.1 | 12.8 | 12.6 | 80.0 |
| KENTUCKY | 0.9 | 1.1 | 0.9 | 0.9 | 0.9 | 21.9 | 13.4 | 9.9 | 13.6 | 14.2 | 77.7 |
| UTAH | 0.4 | 4.3 | 4.1 | 0.6 | 11.9 | 11.6 | 11.4 | 9.1 | 9.6 | 9.3 | 72.3 |
| HAWAII | 0.3 | 0.3 | 0.3 | 0.3 | 10.9 | 19.5 | 0.3 | 12.5 | 5.8 | 15.6 | 65.8 |
| RHODE ISLAND | 0.5 | 0.5 | 0.7 | 0.7 | 0.5 | 11.6 | 11.0 | 11.4 | 5.9 | 15.4 | 58.2 |
| OKLAHOMA | 1.3 | 0.7 | 0.7 | 0.8 | 0.7 | 7.8 | 10.4 | 10.8 | 11.2 | 10.3 | 54.7 |
| IOWA | 0.8 | 5.5 | 2.2 | 1.5 | 5.5 | 7.8 | 8.0 | 7.6 | 7.3 | 8.1 | 54.3 |
| SOUTH CAROLINA | 0.7 | 3.8 | 1.0 | 0.9 | 1.2 | 7.7 | 7.6 | 10.2 | 9.5 | 7.8 | 50.4 |
| WEST VIRGINIA | 1.2 | 0.5 | 0.5 | 9.1 | 4.0 | 5.8 | 5.6 | 4.2 | 4.3 | 4.3 | 39.5 |
| MISSISSIPPI | 0.6 | 0.6 | 0.6 | 0.8 | 5.5 | 6.8 | 6.4 | 6.3 | 4.8 | 5.7 | 38.1 |
| NEBRASKA | 0.5 | 0.5 | 0.5 | 1.3 | 0.5 | 6.3 | 7.0 | 6.8 | 6.0 | 7.7 | 37.1 |
| ARKANSAS | 0.7 | 0.5 | 0.6 | 0.7 | 5.6 | 3.6 | 7.5 | 4.5 | 3.8 | 6.0 | 33.5 |
| NEW MEXICO | 0.6 | 1.9 | 1.3 | 0.4 | 4.6 | 11.3 | 3.4 | 3.1 | 3.0 | 3.5 | 33.1 |
| KANSAS | 0.6 | 0.6 | 0.6 | 1.2 | 0.6 | 5.5 | 5.9 | 7.0 | 5.4 | 5.1 | 32.5 |
| NEVADA | 0.3 | 0.3 | 0.3 | 0.2 | 3.3 | 5.0 | 1.1 | 6.1 | 2.7 | 2.9 | 22.2 |
| MAINE | 1.6 | 3.4 | 0.7 | 1.4 | 4.7 | 1.7 | 3.0 | 1.9 | 1.6 | 2.0 | 22.0 |
| DELAWARE | 0.3 | 0.3 | 0.3 | 1.9 | 0.4 | 8.0 | 2.9 | 2.5 | 2.2 | 2.2 | 21.0 |
| MONTANA | 0.3 | 0.3 | 0.3 | 3.9 | 0.3 | 2.0 | 1.9 | 2.6 | 2.3 | 1.9 | 15.8 |
| NEW HAMPSHIRE | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 3.3 | 2.4 | 1.7 | 3.3 | 2.0 | 14.2 |
| IDAHO | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 1.4 | 3.3 | 2.1 | 1.8 | 1.9 | 12.0 |
| NORTH DAKOTA | 0.2 | 0.3 | 0.3 | 0.2 | 0.3 | 1.8 | 1.8 | 1.5 | 2.0 | 1.8 | 10.2 |
| ALASKA | 0.2 | 0.1 | 0.2 | 0.2 | 4.1 | 1.2 | 0.0 | 1.1 | 2.0 | 0.2 | 9.3 |
| SOUTH DAKOTA | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 1.4 | 1.1 | 1.7 | 2.2 | 1.5 | 8.9 |
| WYOMING | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 1.4 | 1.5 | 1.7 | 1.8 | 1.0 | 8.4 |
| VERMONT | 0.3 | 0.3 | 0.2 | 0.2 | 2.3 | 0.8 | 1.0 | 0.9 | 0.8 | 0.8 | 7.6 |
| TOTAL | 740.2 | 922.8 | 1,247.5 | 1,209.7 | 1,164.3 | 2,239.0 | 2,217.1 | 1,796.0 | 1,782.0 | 2,011.0 | 15,329.6 |

NOTE: DISCRETIONARY (TRUST FUNDS) INCLUDES SECTIONS 3, 8, 16 AND FAUS.
FORMULA (GENERAL FUNDS) INCLUDES SECTIONS 9, 18, RTAP AND INTERSTATE TRANSFER.
SECTION 9B FINANCED OUT OF THE TRUST FUNDS IS INCLUDED IN SECTION 9.
WITH THE EXCEPTION OF PUERTO RICO , OBLIGATIONS FOR U. S. TERRITORIES ARE NOT INCLUDED ON THIS TABLE.
DISTRICT OF COLUMBIA DOES NOT INCLUDE STARK-HARRIS.

TABLE 30

SECTIONS 3 AND 9 OBLIGATIONS

FISCAL YEARS 1990 - 1994

*In descending order by total funds obligated for each state in the last five years.

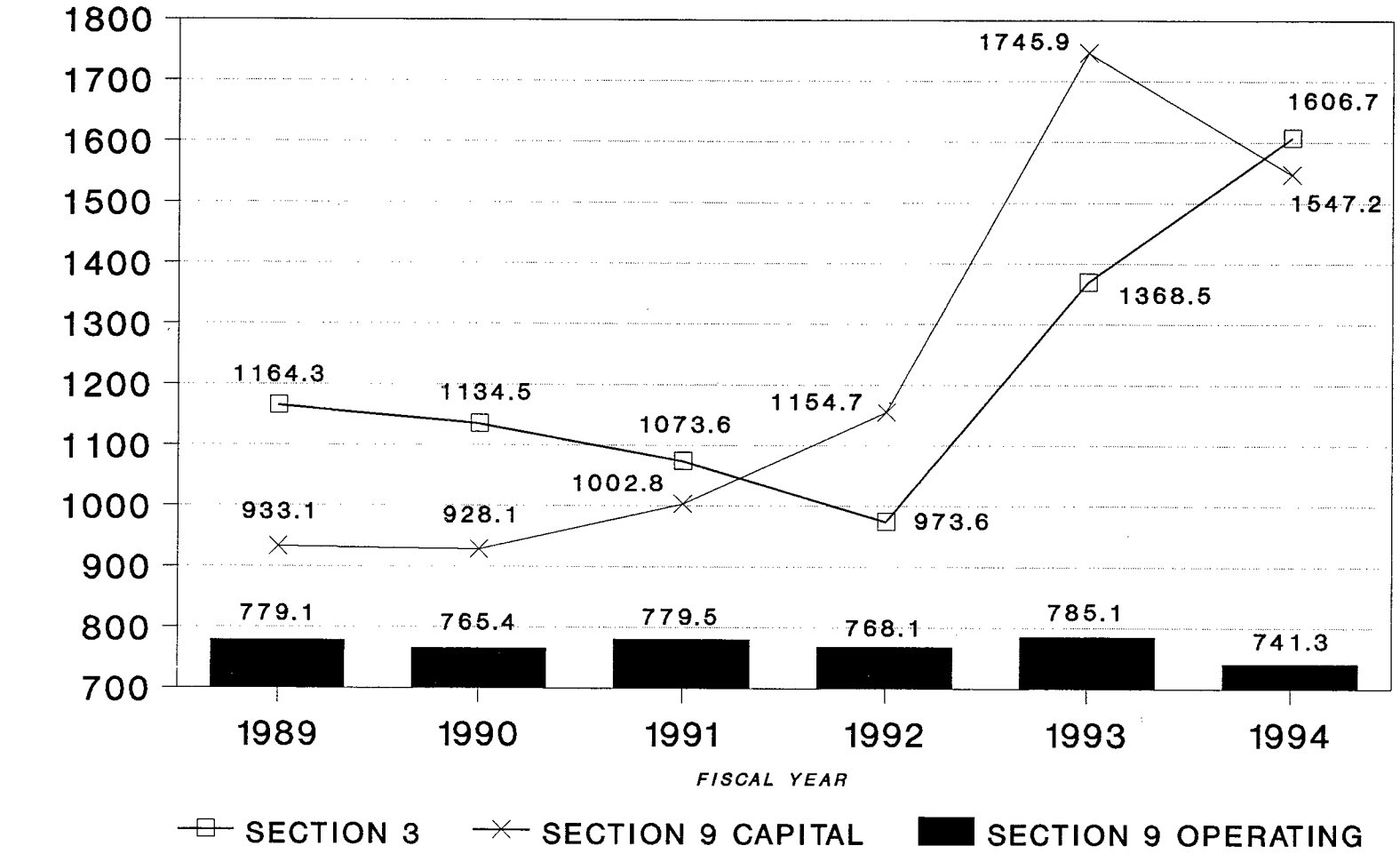
| STATE | CAPITAL SEC.3 1990 | SEC.3 1991 | SEC.3 1992 | SEC.3 1993 | SEC.3 1994 | SEC.9 1990 | SEC.9 1991 | SEC.9 1992 | SEC.9 1993 | SEC.9 1994 | TOTAL CAPITAL | SECTION 9 OPERATING OPER 1990 | OPER 1991 | OPER 1992 | OPER 1993 | OPER 1994 | GRAND $ TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEW YORK | 199.7 | 174.5 | 240.9 | 267.1 | 363.4 | 227.6 | 254.5 | 321.4 | 286.6 | 388.7 | 2,724.4 | 123.1 | 121.9 | 122.6 | 126.6 | 120.3 | 3,338.9 |
| CALIF. | 358.8 | 209.8 | 207.8 | 318.1 | 55.3 | 130.0 | 109.9 | 127.1 | 261.6 | 167.3 | 1,945.7 | 114.8 | 108.8 | 107.8 | 110.0 | 102.6 | 2,489.7 |
| ILLINOIS | 56.1 | 119.8 | 100.3 | 89.9 | 126.3 | 82.6 | 89.8 | 100.3 | 107.3 | 133.7 | 1,006.1 | 55.8 | 55.5 | 55.6 | 55.6 | 54.1 | 1,282.7 |
| NEW JERSEY | 43.7 | 68.3 | 6.0 | 170.6 | 235.7 | 62.6 | 66.4 | 82.9 | 78.5 | 80.1 | 894.8 | 45.9 | 37.7 | 38.3 | 38.0 | 38.1 | 1,092.8 |
| PENNA. | 64.2 | 79.2 | 84.7 | 119.1 | 115.2 | 55.4 | 53.2 | 51.0 | 44.7 | 83.8 | 750.5 | 39.1 | 49.3 | 48.7 | 49.9 | 49.0 | 986.5 |
| TEXAS | 0.5 | 4.0 | 16.4 | 298.3 | 11.5 | 70.8 | 73.6 | 57.7 | 73.6 | 87.1 | 693.5 | 21.5 | 17.7 | 24.8 | 21.6 | 13.9 | 793.0 |
| MASS. | 76.3 | 37.7 | 26.3 | 38.0 | 150.3 | 35.7 | 39.7 | 65.8 | 45.7 | 105.9 | 621.4 | 29.3 | 27.9 | 27.9 | 27.9 | 28.6 | 763.0 |
| FLORIDA | 25.6 | 37.0 | 7.9 | 54.7 | 55.8 | 22.3 | 21.7 | 41.5 | 52.4 | 71.3 | 390.2 | 30.8 | 30.1 | 39.6 | 34.4 | 33.8 | 558.9 |
| OHIO | 29.9 | 20.3 | 13.7 | 32.0 | 35.9 | 27.7 | 27.1 | 29.0 | 50.1 | 42.3 | 308.0 | 32.2 | 32.0 | 31.3 | 30.5 | 28.3 | 462.3 |
| MISSOURI | 69.2 | 60.9 | 25.8 | 42.2 | 35.8 | 5.3 | 5.5 | 5.1 | 3.6 | 9.7 | 263.1 | 19.0 | 17.1 | 15.9 | 17.0 | 16.9 | 349.0 |
| WASH. D.C. | 21.1 | 4.0 | 10.6 | 14.1 | 17.3 | 29.1 | 30.5 | 37.7 | 27.7 | 66.8 | 258.9 | 16.1 | 16.1 | 16.1 | 16.1 | 16.1 | 339.4 |
| OREGON | 18.8 | 21.2 | 21.7 | 75.7 | 96.9 | 3.2 | 17.9 | 1.3 | 11.3 | 6.5 | 274.5 | 5.9 | 6.9 | 6.4 | 6.5 | 6.5 | 306.7 |
| CONN. | 23.4 | 24.8 | 31.4 | 17.0 | 35.3 | 20.3 | 10.3 | 32.3 | 11.3 | 30.7 | 236.8 | 13.6 | 14.3 | 13.6 | 13.4 | 13.6 | 305.3 |
| GEORGIA | 0.7 | 30.2 | 64.8 | 27.4 | 18.2 | 16.6 | 15.0 | 19.5 | 26.1 | 24.1 | 242.6 | 11.0 | 12.7 | 13.0 | 12.2 | 7.4 | 298.9 |
| MICHIGAN | 16.2 | 8.4 | 9.7 | 12.1 | 25.9 | 7.9 | 15.0 | 10.4 | 10.0 | 25.9 | 141.5 | 17.3 | 42.7 | 29.6 | 31.1 | 31.7 | 293.9 |
| MARYLAND | 15.6 | 10.6 | 22.2 | 44.9 | 47.9 | 14.8 | 18.0 | 13.7 | 18.5 | 17.8 | 224.0 | 11.4 | 12.0 | 11.4 | 11.8 | 11.7 | 282.3 |
| WASHINGTON | 3.9 | 0.4 | 11.5 | 6.1 | 19.1 | 21.5 | 27.3 | 21.1 | 54.6 | 45.9 | 211.4 | 10.3 | 9.6 | 9.4 | 11.3 | 8.1 | 260.1 |
| COLORADO | 36.6 | 33.9 | 1.2 | 12.4 | 3.1 | 8.1 | 10.3 | 11.1 | 8.0 | 13.5 | 138.2 | 9.2 | 9.4 | 9.2 | 9.8 | 9.6 | 185.4 |
| INDIANA | 18.3 | 12.4 | 6.0 | 9.2 | 9.5 | 4.8 | 5.8 | 5.2 | 6.4 | 6.6 | 84.2 | 15.0 | 14.6 | 10.9 | 15.8 | 15.4 | 155.9 |
| VIRGINIA | 8.9 | 22.2 | 0 | 8.2 | 6.0 | 4.4 | 3.2 | 12.0 | 15.1 | 26.7 | 106.7 | 9.7 | 8.1 | 9.3 | 9.7 | 8.6 | 152.1 |
| LOUISIANA | 5.8 | 10.0 | 13.2 | 2.3 | 12.0 | 5.4 | 18.2 | 8.1 | 2.7 | 14.6 | 92.3 | 10.6 | 13.3 | 12.1 | 10.4 | 10.5 | 149.2 |
| WISCONSIN | 1.8 | 5.8 | 0 | 14.6 | 5.0 | 6.6 | 6.1 | 12.0 | 14.3 | 17.4 | 83.6 | 12.7 | 12.6 | 12.7 | 11.7 | 12.3 | 145.6 |
| HAWAII | 0 | 10.5 | 20.9 | 2.0 | 0 | 2.0 | 11.8 | 17.1 | 32.7 | 18.1 | 115.1 | 3.6 | 3.6 | 3.6 | 3.4 | 3.5 | 132.8 |
| ARIZONA | 3.0 | 3.0 | 3.0 | 11.2 | 1.5 | 11.9 | 6.7 | 4.1 | 32.0 | 11.8 | 88.2 | 11.3 | 6.4 | 1.6 | 11.0 | 1.6 | 120.1 |
| MINNESOTA | 7.5 | 0 | 0 | 9.6 | 9.0 | 6.9 | 1.9 | 10.6 | 12.0 | 14.8 | 72.3 | 9.0 | 8.8 | 8.8 | 8.9 | 8.9 | 116.7 |
| TENNESSEE | 0 | 10.5 | 0 | 14.6 | 8.9 | 5.1 | 7.4 | 6.7 | 8.6 | 8.4 | 70.2 | 8.3 | 8.2 | 8.3 | 8.0 | 8.8 | 111.8 |
| NO. CAROL. | 3.9 | 6.0 | 4.2 | 7.7 | 0 | 1.1 | 13.4 | 2.3 | 2.7 | 3.7 | 45.0 | 7.1 | 11.6 | 9.0 | 11.5 | 9.7 | 93.9 |
| UTAH | 0 | 11.4 | 1.1 | 17.7 | 0 | 4.9 | 5.7 | 8.4 | 8.2 | 11.8 | 69.2 | 4.4 | 3.1 | 4.5 | 3.4 | 5.0 | 89.6 |
| PUERTO RICO | 3.0 | 0 | 0 | 0 | 5.7 | 8.3 | 7.6 | 10.3 | 8.9 | 4.1 | 47.9 | 7.7 | 7.6 | 7.7 | 7.4 | 7.1 | 85.4 |
| KENTUCKY | 0 | 0 | 3.8 | 0 | 4.3 | 4.3 | 3.1 | 2.3 | 14.5 | 6.7 | 39.0 | 7.0 | 8.7 | 6.8 | 6.5 | 6.8 | 74.8 |
| ALABAMA | 2.0 | 3.0 | 6.3 | 0 | 3.4 | 2.1 | 3.3 | 4.3 | 8.0 | 2.5 | 34.9 | 7.0 | 6.7 | 6.1 | 7.6 | 6.6 | 68.9 |
| IOWA | 0.7 | 4.7 | 8.5 | 1.0 | 11.0 | 1.5 | 2.2 | 1.1 | 0.9 | 2.3 | 33.9 | 4.2 | 4.2 | 4.1 | 4.1 | 4.3 | 54.8 |
| RHODE ISLAN | 0.2 | 0 | 0 | 3.3 | 3.4 | 1.1 | 4.9 | 4.3 | 3.7 | 5.5 | 26.4 | 4.6 | 4.6 | 4.6 | 4.7 | 4.6 | 49.5 |
| SO. CAROLIN | 0 | 0.5 | 0 | 0 | 6.9 | 2.3 | 2.3 | 4.5 | 1.6 | 4.4 | 22.5 | 5.3 | 3.4 | 4.3 | 4.1 | 4.1 | 43.7 |
| OKLAHOMA | 0 | 0 | 0.6 | 0 | 0 | 3.9 | 2.6 | 2.4 | 2.4 | 2.1 | 14.0 | 5.0 | 5.1 | 4.3 | 4.3 | 3.9 | 36.6 |
| NEBRASKA | 0.8 | 0 | 1.3 | 0 | 2.4 | 1.8 | 3.5 | 1.8 | 4.8 | 0.9 | 17.3 | 3.5 | 3.4 | 3.5 | 3.5 | 3.5 | 34.7 |
| NEW MEXICO | 0 | 4.2 | 0 | 1.3 | 0 | 0.2 | 0.7 | 1.2 | 2.3 | 10.7 | 20.6 | 2.1 | 2.1 | 2.6 | 2.1 | 2.1 | 31.6 |
| W.VIRGINIA | 8.6 | 3.4 | 0 | 0 | 3.7 | 0.5 | 0.4 | 0.2 | 0.5 | 0.5 | 17.8 | 2.5 | 2.6 | 2.5 | 2.4 | 2.5 | 30.3 |
| NEVADA | 0 | 3.0 | 0 | 0 | 0 | 0.9 | 1.1 | 0.2 | 2.6 | 10.5 | 18.3 | 1.6 | 1.6 | 2.5 | 0.8 | 2.4 | 27.2 |
| ARKANSAS | 0 | 4.8 | 0 | 0 | 0 | 1.6 | 1.2 | 0.9 | 0.8 | 4.0 | 13.3 | 0.9 | 3.4 | 2.6 | 2.7 | 2.8 | 25.7 |
| KANSAS | 0.6 | 0 | 0 | 3.3 | 0 | 1.0 | 0.8 | 2.0 | 1.0 | 1.6 | 10.3 | 2.8 | 3.0 | 3.1 | 3.0 | 3.3 | 25.5 |
| MISSISSIPPI | 0 | 4.9 | 0 | 0.2 | 0 | 1.2 | 1.9 | 1.6 | 1.4 | 1.4 | 12.6 | 2.0 | 2.0 | 1.5 | 2.5 | 2.9 | 23.5 |
| DELAWARE | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 4.0 | 6.0 | 1.9 | 1.9 | 1.9 | 1.9 | 2.2 | 15.8 |
| MAINE | 1.0 | 4.3 | 0.5 | 0 | 1.6 | 0 | 0.2 | 0 | 0.3 | 0.8 | 8.7 | 0.8 | 1.1 | 1.2 | 1.1 | 1.1 | 14.0 |
| ALASKA | 0 | 3.7 | 0 | 0 | 0 | 0.1 | 0 | 0.1 | 1.2 | 3.8 | 8.9 | 1.5 | 0 | 0.7 | 1.5 | 0.8 | 13.4 |
| IDAHO | 0 | 0 | 0 | 0 | 0 | 0.3 | 0.2 | 0 | 3.3 | 3.0 | 6.8 | 0.9 | 1.0 | 1.2 | 1.3 | 1.2 | 12.4 |
| MONTANA | 3.5 | 0 | 1.1 | 0 | 0 | 0.6 | 0 | 0 | 0.9 | 0.1 | 6.2 | 1.2 | 1.3 | 1.3 | 1.7 | 0.5 | 12.2 |
| NEW HAMP. | 0 | 0 | 0 | 0 | 1.0 | 0 | 0.1 | 1.0 | 0.4 | 0.8 | 3.3 | 2.5 | 1.1 | 1.0 | 1.4 | 0.8 | 10.1 |
| SO. DAKOTA | 0 | 0 | 0 | 0 | 2.4 | 1.0 | 0.2 | 0.2 | 0.2 | 0.6 | 4.6 | 0.7 | 0.8 | 0.8 | 1.0 | 0.9 | 8.8 |
| NO. DAKOTA | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.3 | 0.3 | 0.3 | 0.6 | 2.0 | 1.0 | 1.1 | 1.0 | 1.2 | 1.3 | 7.6 |
| VERMONT | 0 | 0.3 | 0.2 | 0 | 0 | 0 | 0 | 0.3 | 1.5 | 0.4 | 2.7 | 0.4 | 0.4 | 0.4 | 0.3 | 0.4 | 4.6 |
| WYOMING | 0 | 0 | 0 | 0 | 0.6 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | 2.2 | 0.3 | 0.4 | 0.4 | 0.5 | 0.6 | 4.4 |
| VIRGIN ISL. | 3.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 0 | 0 | 0 | 0 | 0 | 3.0 |
| TOTAL | 1134.5 | 1073.6 | 973.6 | 1745.9 | 1547.2 | 928.1 | 1002.8 | 1154.7 | 1368.5 | 1606.7 | 12,535.6 | 765.4 | 779.5 | 768.1 | 785.1 | 741.3 | 16,375.0 |

NOTE: SECTION 9 CAPITAL INCLUDES PLANNING.

## TOTAL SECTION 3 AND SECTION 9 OBLIGATIONS

FISCAL YEARS 1989 - 1994

Figure 30




SECTION 9 CAPITAL INCLUDES PLANNING

## SECTION 23 (a) and (h) Set-aside

Section 23(a) of the Federal Transit Act authorizes the Secretary of Transportation to use up to one-half percent of the appropriations for Sections 9, 16 and 18; Stark-Harris (Washington Metro) and Title 23 (Interstate Transfer); and up to three-fourths percent of Section 3 to contract with any person to oversee the construction of any major project under such section of the Act. The Project Management Oversight Program (PMOP) provides for the monitoring of a major capital project's process to determine whether a project is on time, within budget, in conformance with design criteria, constructed to approved plans and specifications, and is efficiently and effectively implemented.

Section 23(h) also permits the use of such funds to include safety, procurement, management and financial compliance reviews and audits. Out of the total $30,700,486 obligated for Section 23 activities in FY 1994 $26,197,120 was obligated for PMOP; $2,374,718 for financial management oversight; $1,746,000 for triennial reviews; $300,000 for planning reviews; and $82,648 for alternatives analysis.

TABLE 31

DISTRIBUTION OF OBLIGATIONS FOR SECTION 23(a) - PROGRAM MANAGEMENT OVERSIGHT (PMO)
BY FISCAL YEAR AND PROGRAM

| FY | SECTION 8 | SECTION 3 | SECTION 9 | STARK- HARRIS | INTERSTATE SUBSTITUTE | TOTAL $ |
|---|---|---|---|---|---|---|
| 1984 | 384,547 | 0 | 0 | 0 | 0 | 384,547 |
| 1985 | 1,940,135 | 0 | 0 | 0 | 0 | 1,940,135 |
| 1986 | 1,995,508 | 3,810,000 | 2,570,000 | 1,086,195 | 957,000 | 10,418,703 |
| 1987 | 0 | 4,553,350 | 9,193,749 | 986,507 | 294,490 | 15,028,096 |
| 1988 | 0 | 2,800,496 | 3,208,412 | 0 | 37,265 | 6,046,173 |
| 1989 | 0 | 5,076,559 | 645,270 | 1,698,933 | 169,942 | 7,590,704 |
| 1990 | 0 | 5,417,453 | 2,260,119 | 0 | 1,110,053 | 8,787,625 |
| 1991 | 0 | 6,345,602 | 3,475,750 | 0 | 645,596 | 10,466,948 |
| 1992 | 0 | 2,972,507 | 3,954,700 | 0 | 789,621 | 7,716,828 |
| 1993 | 0 | 5,482,312 | 5,616,458 | 1,928,880 | 834,219 | 13,861,869 |
| 1994 | 0 | 24,638,371 | 757,282 | 0 | 801,467 | 26,197,120 |
| TOTAL | 4,320,190 | 61,096,650 | 31,681,740 | 5,700,515 | 5,639,653 | 108,438,748 |

TABLE 32

SECTIONS 3 AND 9 OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION

ALL URBANIZED AREAS

FISCAL YEARS 1989 - 1994

| UZA (GRANTEE) | FY 89 SEC 3 | FY 89 SEC 9 | FY 89 TOTAL | FY 90 SEC 3 | FY 90 SEC 9 | FY 90 TOTAL | FY 91 SEC 3 | FY 91 SEC 9 | FY 91 TOTAL | FY 92 SEC 3 | FY 92 SEC 9 | FY 92 TOTAL | FY 93 SEC 3 | FY 93 SEC 9 | FY 93 TOTAL | FY 94 SEC 3 | FY 94 SEC 9 | FY 94 TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOSTON, MA | 16.6 | 28.2 | 44.8 | 71.4 | 27.6 | **99.0** | 32.0 | 32.3 | **64.3** | 0.0 | 35.1 | **35.1** | 0.0 | 37.8 | **37.8** | 140.4 | 48.0 | **188.4** |
| NEW YORK | 200.1 | 204.9 | 405.0 | 179.1 | 202.4 | **381.5** | 160.0 | 205.7 | **365.7** | 209.8 | 266.8 | **476.6** | 236.6 | 233.0 | **469.6** | 265.0 | 237.8 | **502.8** |
| NE NEW JERSEY | 96.6 | 34.6 | 131.2 | 40.2 | 41.6 | **81.8** | 40.0 | 54.8 | **94.8** | 0.0 | 34.3 | **34.3** | 100.6 | 50.6 | **151.2** | 72.0 | 24.2 | **96.2** |
| SW CONNECTICUT | 91.7 | 0.0 | 91.7 | 23.4 | 0.0 | **23.4** | 22.7 | 0.0 | **22.7** | 28.1 | 0.0 | **28.1** | 17.0 | 0.0 | **17.0** | 35.3 | 0.0 | **35.3** |
| PHILADELPHIA, PA | 86.8 | 34.0 | 120.8 | 53.6 | 40.7 | **94.3** | 77.8 | 41.8 | **119.6** | 53.0 | 18.9 | **71.9** | 66.1 | 16.4 | **82.5** | 76.0 | 21.1 | **97.1** |
| PITTSBURGH, PA | 0.0 | 0.6 | 0.6 | 4.0 | 0.5 | **4.5** | 0.0 | 0.3 | **0.3** | 5.0 | 0.1 | **5.1** | 18.8 | 0.0 | **18.8** | 14.8 | 0.0 | **14.8** |
| CHICAGO, IL | 82.3 | 39.0 | 121.3 | 65.2 | 44.0 | **109.2** | 111.3 | 72.3 | **183.6** | 87.0 | 63.4 | **150.4** | 94.9 | 29.8 | **124.7** | 107.0 | 84.1 | **191.1** |
| CLEVELAND, OH | 0.0 | 0.0 | 0.0 | 19.6 | 0.3 | **19.9** | 6.8 | 0.0 | **6.8** | 9.9 | 8.8 | **18.7** | 10.3 | 0.0 | **10.3** | 10.8 | 0.0 | **10.8** |
| SAN FRANCISCO, CA | 18.2 | 9.7 | 27.9 | 21.0 | 17.9 | **38.9** | 44.3 | 11.6 | **55.9** | 30.7 | 2.5 | **33.2** | 66.6 | 9.7 | **76.3** | 33.7 | 41.2 | **74.9** |
| OTHERS | 14.6 | 28.4 | 43.0 | 14.0 | 36.1 | **50.1** | 12.3 | 46.8 | **59.1** | 25.8 | 50.1 | **75.9** | 55.0 | 49.7 | **104.7** | 54.8 | 124.4 | **179.2** |
| **GRAND TOTALS:** | 606.9 | 379.4 | **986.3** | 491.5 | 411.1 | **902.6** | 507.2 | 465.6 | **972.8** | 449.3 | 480.0 | **929.3** | 665.9 | 427.1 | **1,093.0** | 809.8 | 580.8 | **1,390.6** |

## SECTION 3 AND SECTION 9 FUNDS OBLIGATED
## FIXED GUIDEWAY MODERNIZATION
### FISCAL YEARS 1988 - 1994

Figure 32

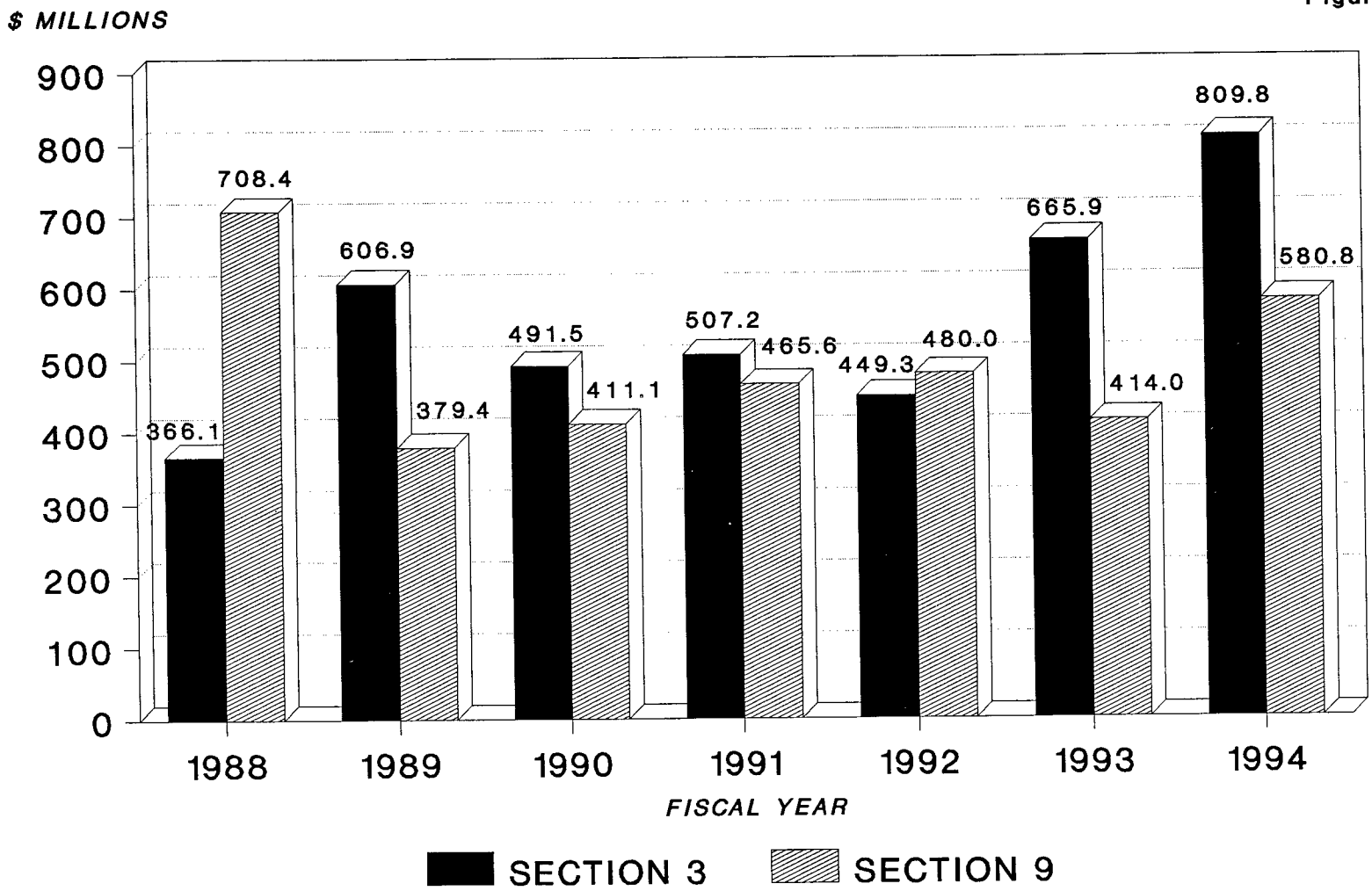


TABLE 33

OBLIGATION PERCENTAGES FOR FIXED GUIDEWAY MODERNIZATION

SECTIONS 3 AND 9

FISCAL YEARS 1989 - 1994

| UZA (GRANTEE) | FY 89 SEC 3 | FY 89 SEC 9 | FY 89 TOTAL | FY 90 SEC 3 | FY 90 SEC 9 | FY 90 TOTAL | FY 91 SEC 3 | FY 91 SEC 9 | FY 91 TOTAL | FY 92 SEC 3 | FY 92 SEC 9 | FY 92 TOTAL | FY 93 SEC 3 | FY 93 SEC 9 | FY 93 TOTAL | FY 94 SEC 3 | FY 94 SEC 9 | FY 94 TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOSTON, MA | 3% | 7% | **5%** | 15% | 7% | **11%** | 6% | 7% | **7%** | 0% | 7% | **4%** | 0% | 0% | **4%** | 17.3% | 8.3% | **25.6%** |
| NEW YORK | 32% | 54% | **41%** | 36% | 49% | **42%** | 32% | 44% | **38%** | 47% | 56% | **51%** | 36% | 51% | **45%** | 32.7% | 40.9% | **36.2%** |
| NE NEW JERSEY | 8% | 9% | **13%** | 8% | 10% | **9%** | 8% | 12% | **10%** | 0% | 7% | **4%** | 15% | 4% | **14%** | 8.9% | 4.2% | **6.9%** |
| SW CONNECTICUT | 4% | 0% | **9%** | 5% | 0% | **3%** | 4% | 0% | **2%** | 6% | 0% | **3%** | 3% | 3% | **2%** | 4.4% | 0.0% | **2.5%** |
| PHILADELPHIA, PA | 15% | 9% | **12%** | 11% | 10% | **10%** | 15% | 9% | **12%** | 12% | 4% | **8%** | 10% | 8% | **8%** | 9.4% | 3.6% | **7.0%** |
| PITTSBURGH, PA | 0% | 0% | **0%** | 1% | 0% | **0%** | 0% | 0% | **0%** | 1% | 0% | **1%** | 3% | 1% | **2%** | 1.8% | 0.0% | **1.1%** |
| CHICAGO, IL | 22% | 10% | **12%** | 13% | 11% | **12%** | 22% | 16% | **19%** | 19% | 13% | **16%** | 14% | 16% | **12%** | 13.2% | 14.5% | **13.7%** |
| CLEVELAND, 0H | 1% | 0% | **0%** | 4% | 0% | **2%** | 1% | 0% | **1%** | 2% | 2% | **2%** | 2% | 2% | **1%** | 1.3% | 0.0% | **0.8%** |
| SAN FRANCISCO, CA | 9% | 3% | **3%** | 4% | 4% | **4%** | 9% | 2% | **6%** | 7% | 1% | **4%** | 10% | 4% | **7%** | 4.2% | 7.1% | **5.4%** |
| OTHERS | 2% | 7% | **4%** | 3% | 9% | **6%** | 2% | 10% | **6%** | 6% | 10% | **8%** | 8% | 8% | **5%** | 6.8% | 21.4% | **12.9%** |
| **GRAND TOTALS:** | 100% | 100% | **100%** | 100% | 100% | **100%** | 100% | 100% | **100%** | 100% | 100% | **100%** | 100% | 100% | **100%** | 100.0% | 100.0% | **100.0%** |

TABLE 34

SECTION 3 AND SECTION 9 OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION

URBANIZED AREAS OVER 1 MILLION POPULATION

FISCAL YEARS 1990 - 1994

| URBANIZED AREA | SEC. 3 FY 1990 | SEC. 3 FY 1991 | SEC. 3 FY 1992 | SEC. 3 FY 1993 | SEC. 3 FY 1994 | SEC. 9 FY 1990 | SEC. 9 FY 1991 | SEC. 9 FY 1992 | SEC. 9 FY 1993 | SEC. 9 FY 1994 | $ TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BOSTON, MA | 71,373,000 | 31,999,998 | 0 | 0 | 140,412,164 | 27,622,565 | 32,360,776 | 35,055,036 | 37,795,148 | 47,990,000 | 424,608,687 |
| NEW YORK, NY/ | 179,092,701 | 159,999,999 | 209,835,980 | 236,644,258 | 264,999,068 | 202,384,000 | 205,690,252 | 266,847,248 | 232,966,874 | 237,850,492 | 2,196,310,872 |
| NORTHEASTERN NJ | 40,200,000 | 39,999,999 | 0 | 100,619,925 | 71,995,763 | 41,553,696 | 54,821,533 | 34,272,000 | 50,586,868 | 24,192,388 | 458,242,172 |
| SW CONNECTICUT | 23,372,400 | 22,699,995 | 28,145,360 | 16,960,000 | 35,258,228 | 0 | 0 | 0 | 0 | 0 | 126,435,983 |
| BALTIMORE, MD | 8,250,000 | 8,625,000 | 8,735,676 | 13,042,932 | 14,505,612 | 2,328,900 | 4,107,200 | 6,380,000 | 2,067,544 | 8,122,120 | 76,164,984 |
| NORFOLK, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 400,000 |
| PHILADELPHIA, PA-NJ | 53,604,744 | 77,782,500 | 53,005,000 | 66,115,876 | 70,036,342 | 40,722,193 | 41,790,063 | 18,932,899 | 16,382,781 | 21,067,821 | 459,440,219 |
| SO. NEW JERSEY | 0 | 0 | 0 | 6,000,000 | 6,000,000 | 0 | 0 | 0 | 0 | 0 | 12,000,000 |
| PITTSBURGH, PA | 3,999,999 | 0 | 5,000,000 | 18,831,760 | 14,845,572 | 540,000 | 320,500 | 120,000 | 0 | 0 | 43,657,831 |
| WASHINGTON, DC | 0 | 0 | 5,679,000 | 14,110,772 | 17,289,510 | 19,568,280 | 18,135,080 | 25,123,458 | 8,613,304 | 40,967,328 | 149,486,732 |
| WASHINGTON, DC-VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,121,000 | 8,508,000 | 19,629,000 |
| ATLANTA, GA | 0 | 0 | 2,555,028 | 5,955,024 | 6,716,788 | 0 | 3,157,212 | 6,891,200 | 9,145,600 | 11,800,116 | 46,220,968 |
| FT. LAUDERDALE, FL | 0 | 0 | 0 | 0 | 750,000 | 0 | 0 | 416,080 | 0 | 1,003,286 | 2,169,366 |
| MIAMI-HIALEAH, FL | 0 | 2,650,002 | 5,475,000 | 4,716,628 | 3,667,492 | 4,173,600 | 1,624,800 | 6,329,680 | 1,977,669 | 4,424,684 | 35,039,555 |
| CHICAGO, IL | 46,872,975 | 98,900,001 | 80,917,948 | 89,867,763 | 99,742,083 | 43,043,310 | 71,753,700 | 62,832,079 | 28,466,537 | 82,776,198 | 705,172,594 |
| NORTHWESTERN, IN | 18,342,999 | 12,417,498 | 6,049,001 | 5,040,000 | 7,216,800 | 1,004,691 | 537,361 | 544,217 | 1,368,000 | 1,296,000 | 53,816,567 |
| CINCINNATI, OH-KY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,600,000 | 0 | 1,600,000 |
| CLEVELAND, OH | 19,614,756 | 6,750,000 | 9,901,633 | 10,288,387 | 10,825,336 | 256,000 | 0 | 8,843,200 | 0 | 0 | 66,479,312 |
| DALLAS, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,002,400 | 18,002,400 |
| NEW ORLEANS, LA | 5,764,053 | 0 | 0 | 2,354,728 | 0 | 0 | 0 | 0 | 0 | 42,701 | 8,161,482 |
| ST. LOUIS, MO | 0 | 0 | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 |
| SACRAMENTO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,000 | 1,267,733 | 13,617,040 | 16,084,773 |
| SAN DIEGO, CA | 0 | 0 | 1,057,764 | 2,700,190 | 3,062,334 | 0 | 0 | 3,480,956 | 660,000 | 0 | 10,961,244 |
| SAN FRANCISCO-OAKLAND, CA | 21,012,060 | 44,340,996 | 30,679,911 | 66,638,661 | 33,733,802 | 17,891,299 | 11,560,364 | 2,463,120 | 9,726,000 | 41,203,606 | 279,249,819 |
| SAN JOSE, CA | 0 | 0 | 0 | 0 | 0 | 6,051,116 | 0 | 0 | 0 | 400,000 | 6,451,116 |
| PORTLAND, OR | 0 | 0 | 0 | 1,683,358 | 1,190,073 | 0 | 16,011,872 | 0 | 240,654 | 0 | 19,125,957 |
| SEATTLE-EVERETT, WA | 0 | 0 | 2,279,996 | 0 | 4,848,151 | 1,200,000 | 1,164,000 | 299,301 | 0 | 0 | 9,791,448 |
| **TOTAL:** | **491,499,687** | **506,165,988** | **449,317,297** | **663,570,262** | **807,095,118** | **408,339,650** | **463,034,713** | **480,030,474** | **413,985,712** | **563,664,180** | **5,246,703,081** |

TABLE 35

DISCRETIONARY FUNDS OBLIGATED FOR RAIL MODERNIZATION

FISCAL YEARS 1971 - 1983
($ MILLIONS)

| URBANIZED AREA | FY 71 | FY 72 | FY 73 | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 | FY 80 | FY 81 | FY 82 | FY 83 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BALTIMORE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1.4 | 0.8 | 0.5 | 6.2 |
| BOSTON | 20.7 | 35.6 | 100.6 | 20.6 | 37.5 | 48.8 | 43.1 | 51.0 | 41.5 | 52.3 | 65.0 | 63.0 | 69.3 |
| CHICAGO | 5.2 | 66.1 | 51.5 | 53.6 | 95.5 | 73.8 | 125.4 | 118.0 | 105.0 | 120.0 | 130.0 | 133.4 | 116.2 |
| NORTHWESTERN, IN. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 15.0 | 20.0 | 18.3 | 0 |
| CLEVELAND | 0 | 0 | 0 | 0.3 | 0 | 1.2 | 42.9 | 27.0 | 43.0 | 33.0 | 45.0 | 18.0 | 9.9 |
| NEW ORLEANS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 |
| NEW YORK | 49.2 | 88.4 | 194.1 | 147.6 | 252.8 | 263.5 | 245.4 | 222.0 | 190.6 | 232.0 | 285.0 | 252.5 | 283.0 |
| NORTHEAST NJ | 16.9 | 8.5 | 0 | 3.3 | 76.5 | 39.1 | 45.1 | 50.0 | 97.0 | 110.0 | 116.5 | 95.8 | 82.0 |
| PHILADELPHIA | 5.1 | 25.4 | 42.4 | 39.6 | 50.8 | 49.4 | 1.0 | 85.0 | 92.6 | 75.0 | 90.5 | 94.4 | 105.1 |
| SOUTH NEW JERSEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.4 | 1.4 | 0.6 | 5.2 | 24.1 |
| PITTSBURGH | 0 | 0 | 0 | 0 | 0 | 0 | 20.1 | 32.0 | 28.6 | 66.9 | 92.8 | 81.5 | 50.0 |
| SAN FRANCISCO | 17.3 | 19.8 | 19.8 | 5.6 | 15.1 | 17.3 | 16.4 | 24.0 | 17.4 | 30.0 | 54.4 | 62.1 | 70.9 |
| SW CONNECTICUT | 5.9 | 15.1 | 13.4 | 49.6 | 0 | 18.2 | 0 | 0 | 20.0 | 20.0 | 20.0 | 18.0 | 21.6 |
| OTHER | 0 | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 0.2 | 3.0 | 4.5 | 6.2 | 31.7 |
| **TOTAL:** | 120.3 | 258.9 | 421.8 | 320.2 | 528.2 | 512.9 | 539.4 | 621.0 | 642.0 | 760.0 | 925.6 | 848.9 | 870.0 |

TABLE 36
SECTIONS 3 AND 9 OBLIGATIONS FOR BUSES
BY URBANIZED AREA AND POPULATION GROUP
FISCAL YEARS 1990 - 1994

| URBANIZED AREA | FY 1990 SEC.3 BUS (NO.) | BUS AMOUNT | FY 1991 SEC.3 BUS (NO.) | BUS AMOUNT | FY 1992 SEC.3 BUS (N0.) | BUS AMOUNT | FY 1993 SEC. 3 BUS (NO.) | BUS AMOUNT | FY 1994 SEC.3 BUS (NO.) | BUS AMOUNT | FY 1990 SEC.9 BUS (NO.) | BUS AMOUNT | FY 1991 SEC. 9 BUS (NO.) | BUS AMOUNT | FY 1992 SEC.9 BUS (NO.) | BUS AMOUNT | FY 1993 SEC. 9 BUS (NO.) | BUS AMOUNT | FY 1994 SEC. 9 BUS (NO.) | BUS AMOUNT | TOTAL $ AMOUNT | TOTAL NO. OF BUSES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OVER 1 MILLION POPULATION | | | | | | | | | | | | | | | | | | | | | | |
| BOSTON, MA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28,000 | 2 | 73,000 | 0 | 0 | 250 | 42,927,920 | 85,956,840 | 253 |
| NEW YORK, NY/ | 12 | 3,538,125 | 24 | 3,999,999 | 0 | 0 | 23 | 7,729,004 | 51 | 12,804,684 | 107 | 16,871,496 | 113 | 19,106,668 | 102 | 16,352,665 | 78 | 12,251,937 | 145 | 26,248,956 | 145,152,490 | 655 |
| NORTHEASTERN NJ | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 22,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2,888,589 | 30 | 1,600,000 | 0 | 0 | 26,988,589 | 152 |
| BUFFALO, NY | 13 | 1,999,998 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1,657,500 | 14 | 2,325,956 | 0 | 0 | 0 | 0 | 0 | 0 | 5,983,454 | 39 |
| BALTIMORE, MD | 0 | 0 | 12 | 1,974,999 | 51 | 9,305,960 | 75 | 17,457,351 | 0 | 0 | 40 | 5,504,426 | 38 | 6,626,400 | 1 | 80,000 | 0 | 0 | 0 | 0 | 40,949,136 | 217 |
| NORF-VA BCH-NEWP NEWS, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5,289,600 | 38 | 6,445,000 | 35 | 4,896,280 | 21,527,160 | 110 |
| PHILADELPHIA, PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 9,439,870 | 0 | 0 | 100 | 20,800,000 | 51,039,870 | 138 |
| PITTSBURGH, PA | 88 | 5,000,001 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 261,200 | 6 | 144,000 | 7 | 451,200 | 15 | 620,000 | 35 | 4,689,860 | 15,856,121 | 156 |
| WASHINGTON, DC-MD-VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 9,040,000 | 100 | 18,192,800 | 25 | 4,600,000 | 100 | 16,557,100 | 110 | 22,253,735 | 92,897,370 | 398 |
| WASHINGTON, DC-MD-VA (VA) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 913,400 | 20 | 800,000 | 2,513,400 | 25 |
| ATLANTA, GA | 5 | 727,500 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 10,000,000 | 57 | 8,838,456 | 0 | 0 | 31 | 4,104,736 | 78 | 10,289,937 | 23 | 4,144,000 | 42,248,629 | 250 |
| FT. LAUD-HOLLYW-POMP BE,FL | 0 | 0 | 12 | 1,755,000 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1,792,000 | 10 | 960,800 | 20 | 3,503,520 | 16 | 1,864,000 | 19 | 3,120,000 | 16,115,320 | 90 |
| MIAMI, FL | 15 | 3,225,000 | 0 | 0 | 0 | 0 | 46 | 10,008,766 | 11 | 3,000,000 | 27 | 4,039,200 | 0 | 0 | 32 | 5,280,000 | 31 | 4,228,400 | 55 | 4,376,800 | 38,534,966 | 217 |
| SAN JUAN, PR | 20 | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 5,722,912 | 0 | 0 | 18 | 1,200,000 | 21 | 1,581,552 | 0 | 0 | 4 | 400,000 | 12,304,464 | 103 |
| TAMPA-ST. PETE-CLEARWAT, FL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2,864,800 | 39 | 5,881,600 | 35 | 2,493,900 | 13,734,200 | 141 |
| CHICAGO, IL | 0 | 0 | 0 | 0 | 9 | 1,625,200 | 0 | 0 | 26 | 4,800,000 | 218 | 27,755,599 | 37 | 6,512,000 | 93 | 14,517,945 | 657 | 66,688,163 | 244 | 27,062,129 | 176,023,165 | 1,284 |
| NORTHWESTERN, IN | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 558,600 | 17 | 612,667 | 19 | 1,124,117 | 13 | 1,242,035 | 17 | 536,994 | 5 | 531,200 | 31 | 1,599,459 | 7,804,531 | 105 |
| CINCINNATI, OH-KY | 0 | 0 | 0 | 0 | 35 | 3,800,000 | 33 | 626,500 | 0 | 0 | 19 | 2,258,061 | 13 | 1,913,347 | 1 | 141,504 | 9 | 1,213,738 | 54 | 8,124,000 | 26,201,150 | 164 |
| CLEVELAND, OH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5,698,498 | 38 | 7,824,000 | 55 | 5,444,000 | 33 | 2,388,579 | 51 | 7,431,543 | 36,218,163 | 214 |
| DETROIT, MI | 94 | 12,000,000 | 58 | 8,247,312 | 58 | 8,247,312 | 17 | 2,415,850 | 81 | 10,329,889 | 10 | 1,367,313 | 46 | 7,235,600 | 12 | 1,776,823 | 22 | 3,458,864 | 103 | 12,870,000 | 80,818,963 | 501 |
| MILWAUKEE, WI | 15 | 1,757,002 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1,766,688 | 0 | 0 | 0 | 0 | 52 | 7,852,600 | 35 | 6,100,000 | 23,576,290 | 116 |
| MINNEAPOLIS-ST. PAUL, MN | 41 | 7,471,092 | 0 | 0 | 0 | 0 | 18 | 6,500,000 | 41 | 7,000,000 | 2 | 473,184 | 0 | 0 | 20 | 2,720,000 | 28 | 7,186,767 | 51 | 9,426,673 | 50,204,389 | 201 |
| DALLAS-FORT WORTH, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1,489,770 | 91 | 6,529,600 | 0 | 0 | 172 | 12,000,004 | 171 | 25,346,800 | 70,712,974 | 474 |
| HOUSTON, TX | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 4,000,000 | 0 | 0 | 120 | 18,585,840 | 0 | 0 | 10 | 2,303,852 | 65 | 18,769,434 | 124 | 14,745,691 | 73,150,508 | 359 |
| NEW ORLEANS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 10,000,000 | 0 | 0 | 10 | 400,000 | 7 | 304,000 | 0 | 0 | 36 | 5,368,500 | 21,441,000 | 93 |
| SAN ANTONIO, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1,965,488 | 67 | 2,637,775 | 0 | 0 | 4,603,263 | 128 |
| KANSAS CITY, MO-KS | 0 | 0 | 0 | 0 | 24 | 4,400,000 | 0 | 0 | 88 | 12,588,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 367,984 | 17,723,968 | 114 |
| ST. LOUIS, MO-IL | 16 | 438,004 | 52 | 4,231,000 | 0 | 0 | 0 | 0 | 54 | 2,036,400 | 29 | 3,954,066 | 24 | 4,265,738 | 23 | 3,636,208 | 26 | 1,894,024 | 43 | 6,694,804 | 33,845,048 | 267 |
| DENVER, CO | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 11,284,824 | 0 | 0 | 13 | 2,340,000 | 42 | 7,283,760 | 16 | 4,087,596 | 27 | 5,450,810 | 21 | 1,677,600 | 33,802,190 | 188 |
| PHOENIX, AZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2,904,000 | 24 | 832,000 | 0 | 0 | 153 | 16,226,430 | 22 | 3,924,800 | 27,812,030 | 266 |
| LOS ANGELES-LONG BEACH, CA | 0 | 0 | 0 | 0 | 29 | 4,845,000 | 0 | 0 | 0 | 0 | 216 | 33,211,944 | 198 | 34,554,800 | 82 | 5,344,732 | 381 | 82,021,200 | 97 | 14,058,600 | 188,094,876 | 1,003 |
| RIVERSIDE-SAN BERNARD, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3,105,976 | 17 | 1,456,800 | 22 | 2,352,769 | 9,268,314 | 75 |
| SACRAMENTO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1,061,175 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 147,500 | 23 | 5,131,409 | 10 | 2,310,400 | 10,960,884 | 40 |
| SAN DIEGO, CA | 7 | 1,380,000 | 7 | 990,500 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 6,368,000 | 14 | 2,920,800 | 101 | 19,880,000 | 0 | 0 | 19 | 4,985,253 | 41,509,806 | 177 |
| SAN FRANCISCO-OAKLAND, CA | 5 | 187,500 | 0 | 0 | 0 | 0 | 32 | 14,357,287 | 6 | 267,000 | 153 | 16,975,390 | 94 | 15,467,861 | 176 | 43,228,720 | 81 | 17,679,146 | 98 | 22,036,943 | 152,236,790 | 645 |
| SAN JOSE, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5,157,936 | 41 | 6,530,874 | 55 | 9,941,634 | 55 | 8,675,732 | 45 | 9,718,650 | 49,743,476 | 230 |
| PORTLAND, OR-WA | 107 | 14,200,000 | 133 | 18,500,000 | 8 | 1,597,144 | 0 | 0 | 16 | 2,500,000 | 0 | 0 | 2 | 243,200 | 0 | 0 | 21 | 3,748,711 | 32 | 4,192,917 | 49,174,889 | 319 |
| PORTLAND, OR-WA (WA) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 304,000 | 23 | 3,092,630 | 18 | 3,937,632 | 11,271,894 | 46 |
| SEATTLE-EVERETT, WA | 6 | 218,812 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 14,040,072 | 51 | 17,892,703 | 38 | 4,261,404 | 134 | 30,871,078 | 141 | 29,550,308 | 126,384,685 | 419 |
| SUB-TOTAL | 444 | 55,143,034 | 298 | 39,698,810 | 214 | 33,820,616 | 468 | 98,499,357 | 527 | 81,661,552 | 1,393 | 193,474,756 | 1,038 | 170,232,942 | 1,208 | 180,157,908 | 2,481 | 359,626,468 | 2,301 | 361,034,906 | 1,934,385,255 | 10,372 |
| 200,000-1 MILLION POP. | 173 | 20,943,127 | 109 | 19,588,144 | 172 | 24,934,872 | 231 | 46,575,628 | 329 | 60,646,158 | 759 | 68,626,748 | 727 | 76,114,412 | 728 | 74,446,271 | 1,137 | 133,019,566 | 1201 | 137,617,384 | 800,129,694 | 5,566 |
| 50,000-200,000 POP. | 163 | 17,570,379 | 246 | 26,494,126 | 149 | 19,364,521 | 178 | 24,544,562 | 262 | 32,580,784 | 388 | 35,569,031 | 304 | 23,564,216 | 282 | 26,134,580 | 378 | 39,434,788 | 537 | 48,335,835 | 341,928,657 | 2,887 |
| NON-URBAN POP. | 298 | 10,416,274 | 781 | 22,122,906 | 165 | 9,288,561 | 290 | 21,431,600 | 372 | 16,716,875 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79,976,216 | 1,906 |
| GRAND TOTAL | 1,078 | 104,072,814 | 1,434 | 107,903,986 | 700 | 87,408,570 | 1,167 | 191,051,147 | 1,490 | 191,605,369 | 2,540 | 297,670,535 | 2,069 | 269,911,570 | 2,218 | 280,738,759 | 3,996 | 532,080,822 | 4,039 | 546,988,125 | 3,156,419,822 | 20,731 |

Please note that total buses for FY 1991 includes 1 ferryboat and 7 taxis.

## SECTION 3 AND SECTION 9 FUNDS OBLIGATED FOR BUSES

Fiscal Years 1989 - 1994

Figure 36

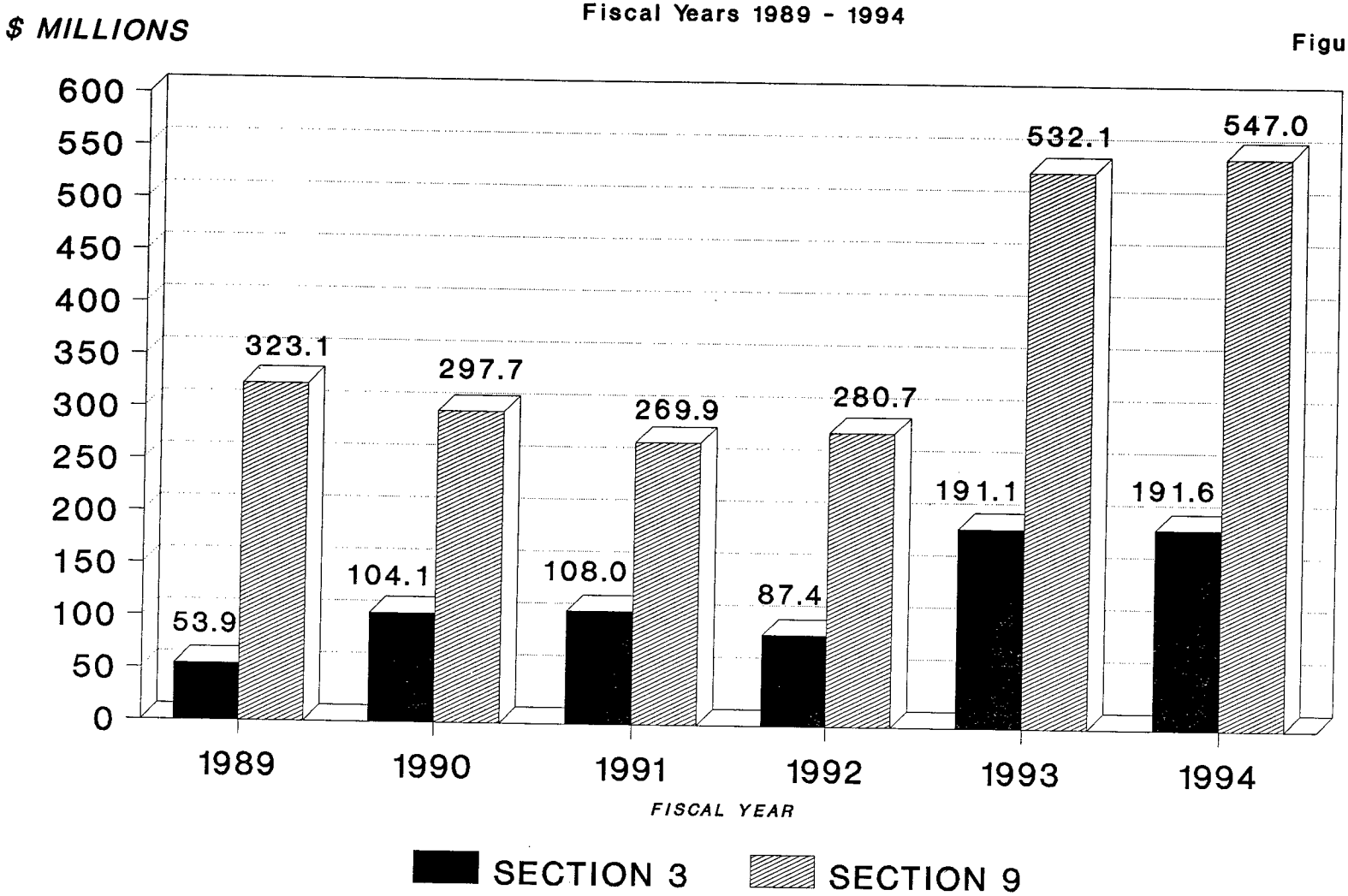


TABLE 37

SECTIONS 3 AND 9 OBLIGATIONS FOR BUS OTHER BY POPULATION GROUP
FISCAL YEARS 1990 - 1994

| URBANIZED AREA | SEC. 3 FY 1990 | SEC. 3 FY 1991 | SEC. 3 FY 1992 | SEC. 3 FY 1993 | SEC. 3 FY 1994 | SEC. 9 FY 1990 | SEC. 9 FY 1991 | SEC. 9 FY 1992 | SEC. 9 FY 1993 | SEC. 9 FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| OVER 1 MILLION POPULATION | | | | | | | | | | | |
| BOSTON, MA | 111,645 | 159,999 | 10,000,000 | 0 | 516,000 | 31,100 | 0 | 24,022,000 | 30,000 | 265,920 | 35,136,664 |
| NEW YORK, NY/ | 0 | 56,250 | 0 | 0 | 0 | 584,000 | 4,682,218 | 14,312,150 | 9,649,032 | 28,430,676 | 57,714,326 |
| NORTHEASTERN NJ | 1,470,000 | 0 | 1,046,792 | 0 | 1,670,000 | 2,516,800 | 0 | 25,785,256 | 13,574,800 | 10,542,366 | 56,606,014 |
| BUFFALO, NY | 0 | 0 | 0 | 0 | 0 | 155,200 | 37,920 | 0 | 0 | 0 | 193,120 |
| BALTIMORE, MD | 7,304,496 | 0 | 0 | 0 | 0 | 1,360,800 | 702,000 | 3,619,600 | 144,000 | 1,380,380 | 14,511,276 |
| NORFOLK-VA BCH-NEWP NEWS, VA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,320,800 | 215,600 | 1,670,196 | 4,206,596 |
| PHILADELPHIA, PA-NJ | 0 | 0 | 0 | 9,108,000 | 10,348,000 | 3,788,800 | 0 | 4,587,508 | 8,152,292 | 14,351,406 | 50,336,006 |
| PITTSBURGH, PA | 0 | 0 | 0 | 7,647,648 | 0 | 6,407,200 | 4,563,644 | 11,252,296 | 9,640,424 | 10,181,376 | 49,692,588 |
| WASHINGTON, DC-MD-VA (DC) | 25,741,709 | 22,398,625 | 4,900,000 | 8,080,000 | 0 | 976,000 | 276,000 | 2,586,188 | 2,049,216 | 249,600 | 67,257,338 |
| WASHINGTON, DC-MD-VA (VA) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,600 | 0 | 6,600 |
| ATLANTA, GA | 0 | 0 | 0 | 2,526,880 | 1,500,000 | 3,670,000 | 8,110,000 | 4,979,132 | 2,987,808 | 5,753,700 | 29,527,520 |
| FORT LAUDERDALE, FL | 0 | 0 | 0 | 0 | 0 | 905,208 | 2,033,600 | 1,456,480 | 1,436,544 | 1,640,000 | 7,471,832 |
| MIAMI, FL | 150,000 | 0 | 0 | 0 | 0 | 1,728,000 | 3,229,600 | 3,864,720 | 5,464,192 | 8,944,400 | 23,380,912 |
| SAN JUAN, PR | 0 | 0 | 0 | 0 | 0 | 4,176,200 | 352,400 | 1,892,400 | 2,697,600 | 1,469,756 | 10,588,356 |
| TAMPA-ST. PETE-CLEARWAT, FL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,388,864 | 748,608 | 7,288,056 | 11,425,528 |
| CHICAGO, IL | 0 | 0 | 674,800 | 0 | 434,070 | 7,720,147 | 6,871,960 | 5,099,825 | 9,097,825 | 15,433,132 | 45,331,759 |
| NORTHWESTERN, IN | 0 | 0 | 0 | 0 | 0 | 132,000 | 139,400 | 43,608 | 363,583 | 136,000 | 814,591 |
| CINCINNATI, OH | 0 | 0 | 0 | 0 | 0 | 556,400 | 168,668 | 4,308,000 | 4,128,279 | 4,842,210 | 14,003,557 |
| CLEVELAND, OH | 120,000 | 0 | 0 | 0 | 0 | 1,108,749 | 341,541 | 1,316,380 | 10,657,584 | 3,110,640 | 16,654,894 |
| DETROIT, MI | 0 | 147,060 | 0 | 0 | 610,200 | 169,680 | 15,920 | 3,397,600 | 0 | 2,724,650 | 7,065,110 |
| MILWAUKEE, WI | 0 | 0 | 0 | 0 | 0 | 1,206,962 | 1,708,799 | 6,645,445 | 3,859,937 | 2,670,558 | 16,091,701 |
| MINNEAPOLIS-ST.PAUL, MN | 0 | 0 | 0 | 1,180,000 | 0 | 6,125,000 | 433,244 | 7,544,506 | 3,286,667 | 0 | 18,569,417 |
| DALLAS-FORT WORTH, TX | 0 | 1,457,250 | 0 | 1,457,600 | 0 | 19,138,214 | 20,014,968 | 2,314,260 | 13,372,000 | 4,781,600 | 62,535,892 |
| HOUSTON, TX | 173,424 | 0 | 0 | 116,187,500 | 0 | 3,187,572 | 20,430,000 | 26,284,511 | 3,370,751 | 715,048 | 170,348,806 |
| NEW ORLEANS, LA | 0 | 0 | 0 | 0 | 0 | 80,288 | 3,547,289 | 4,055,384 | 933,480 | 3,860,471 | 12,476,912 |
| SAN ANTONIO, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,209,884 | 4,833,917 | 6,042,879 | 21,086,680 |
| KANSAS CITY, MO-KS | 0 | 0 | 0 | 0 | 312,261 | 1,020,879 | 626,400 | 296,705 | 239,319 | 1,054,424 | 3,549,988 |
| ST. LOUIS, MO-IL | 0 | 0 | 0 | 0 | 0 | 0 | 81,126 | 690,181 | 228,930 | 402,515 | 1,402,752 |
| DENVER, CO | 0 | 47,895 | 0 | 0 | 0 | 3,938,908 | 56,169 | 3,593,589 | 806,890 | 2,067,784 | 10,511,235 |
| PHOENIX, AZ | 0 | 0 | 0 | 0 | 0 | 2,329,430 | 1,024,000 | 0 | 9,517,190 | 1,141,180 | 14,011,800 |
| LOS ANGELES-LONG BEACH, CA | 0 | 0 | 0 | 0 | 12,203,694 | 14,402,116 | 1,970,080 | 13,011,634 | 31,929,740 | 16,268,508 | 89,785,772 |
| RIVERSIDE-SAN BERNARD, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98,864 | 492,988 | 591,852 |
| SACRAMENTO, CA | 0 | 0 | 0 | 1,120,000 | 0 | 0 | 0 | 1,200,000 | 3,788,536 | 900,000 | 7,008,536 |
| SAN DIEGO, CA | 0 | 0 | 0 | 0 | 0 | 1,978,666 | 2,378,400 | 5,298,082 | 6,753,080 | 4,774,000 | 21,182,228 |
| SAN FRANCISCO-OAKLAND, CA | 0 | 0 | 0 | 12,600,000 | 0 | 6,041,900 | 4,214,783 | 9,695,332 | 15,904,880 | 1,079,793 | 49,536,688 |
| SAN JOSE, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,600,000 | 0 | 3,600,000 |
| PORTLAND, OR-WA (OR) | 2,499,999 | 2,715,889 | 5,811,736 | 0 | 0 | 735,840 | 0 | 0 | 5,105,921 | 24,158 | 16,893,543 |
| PORTLAND, OR-WA (WA) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,734,600 | 48,000 | 1,782,600 |
| SEATTLE-EVERETT, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,134,554 | 3,810,000 | 1,667,000 | 15,611,554 |
| SUB-TOTAL | 37,571,273 | 26,982,968 | 22,433,328 | 159,907,628 | 27,594,225 | 96,172,059 | 88,010,129 | 219,206,874 | 194,218,689 | 166,405,370 | 1,038,502,543 |
| POPULATION | | | | | | | | | | | |
| 200,000-1,000,000 | 1,841,375 | 3,299,397 | 9,154,300 | 21,909,577 | 13,470,428 | 43,591,275 | 28,954,125 | 38,333,077 | 62,024,468 | 75,982,513 | 298,560,535 |
| 50,000-200,000 | 2,050,947 | 5,517,878 | 12,268,651 | 4,870,859 | 20,334,566 | 15,994,011 | 17,176,789 | 17,285,367 | 16,288,290 | 19,655,219 | 131,442,577 |
| NON-URBAN | 1,681,787 | 2,226,274 | 1,024,411 | 8,333,431 | 9,738,916 | 0 | 0 | 0 | | 0 | 23,004,819 |
| GRAND TOTAL | 43,145,382 | 38,026,517 | 44,880,690 | 195,021,495 | 71,138,135 | 155,757,345 | 134,141,043 | 274,825,318 | 272,531,447 | 262,043,102 | 1,491,510,474 |

NOTE: BUS OTHER INCLUDES BUS REHAB AND LEASING, PARK AND RIDE FACILITIES, WAITING FACILITIES AND TERMINALS, PARKING LOTS FOR VEHICLES, BUS PASSENGER SHELTERS, TRANSIT MALLS AND CENTERS, TRANSFER FACILITIES, AND ADMINISTRATIVE COSTS FOR SECTION 3 STATE GRANTS.

TABLE 38

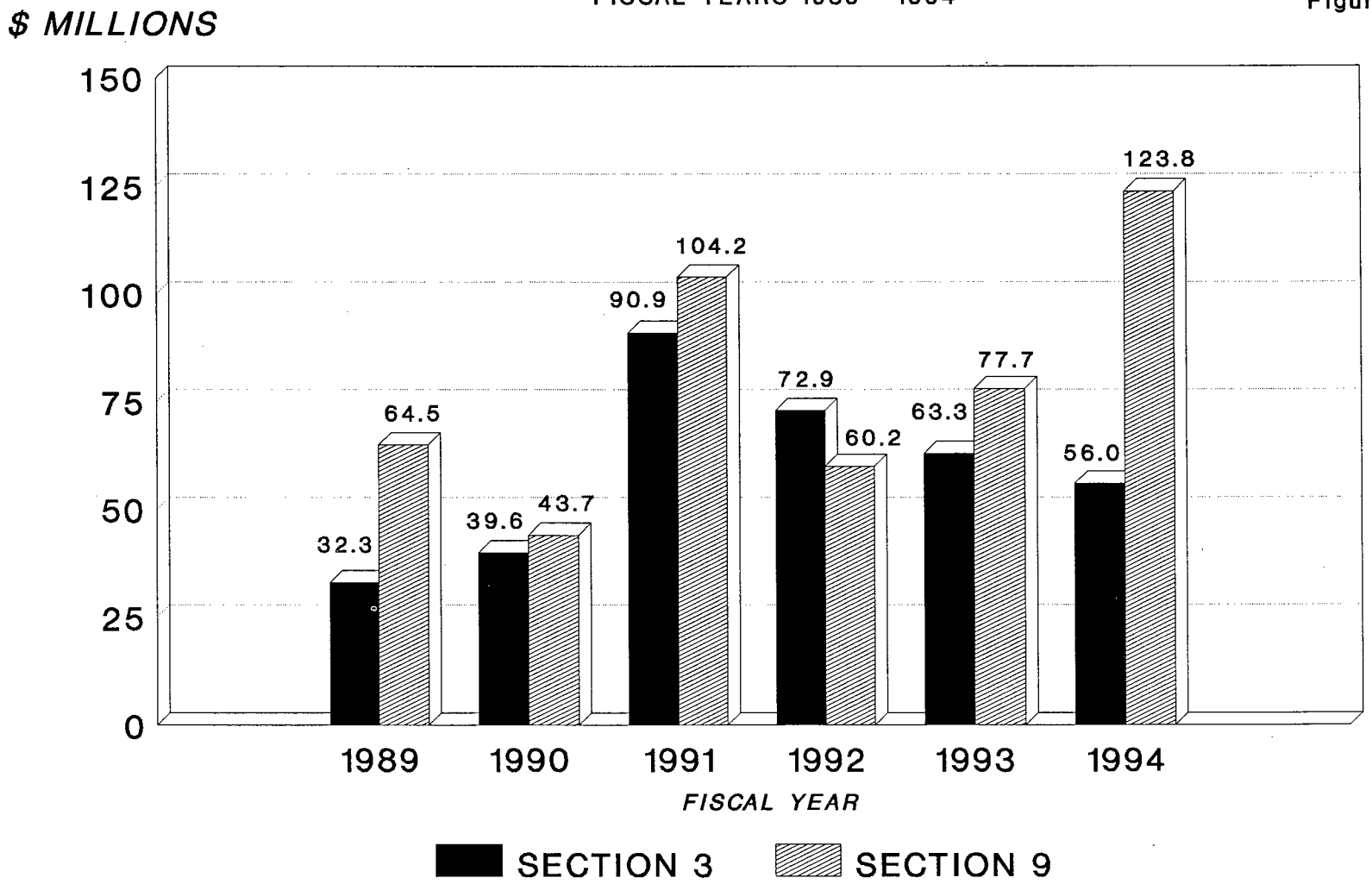
SECTIONS 3 AND 9 OBLIGATIONS FOR BUS MAINTENANCE FACILITIES
BY URBANIZED AREA AND POPULATION GROUP
FISCAL YEARS 1990 - 1994

| URBANIZED AREA | SEC. 3 FY 1990 | SEC. 3 FY 1991 | SEC. 3 FY 1992 | SEC. 3 FY 1993 | SEC. 3 FY 1994 | SEC. 9 FY 1990 | SEC. 9 FY 1991 | SEC.9 FY 1992 | SEC. 9 FY 1993 | SEC. 9 FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| OVER 1 MILLION POPULATION | | | | | | | | | | | |
| BOSTON, MA | 0 | 0 | 69,324 | 0 | 0 | 0 | 20,164 | 0 | 0 | 30,000 | 119,488 |
| NEW YORK, NY/ NORTHEASTERN NJ | 0 | 0 | 8,000,000 | 6,508,636 | 9,491,364 | 897,280 | 13,740,000 | 1,440,000 | 10,000 | 40,915,824 | 81,003,104 |
| BUFFALO, NY | 0 | 25,999,998 | 4,953,208 | 3,254,318 | 0 | 14,505,040 | 0 | 5,289,976 | 9,300,000 | 30,100,000 | 93,402,540 |
| BALTIMORE, MD | 7,999,998 | 5,656,254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,656,252 |
| NORFOLK-VA BCH-NEWP NEWS, VA | 0 | 0 | 0 | 1,191,405 | 0 | 0 | 424,136 | 3,355,376 | 4,767,324 | 2,396,504 | 12,134,745 |
| PHILADELPHIA, PA-NJ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280,000 | 144,000 | 0 | 424,000 |
| PITTSBURGH, PA | 0 | 0 | 0 | 0 | 9,000,000 | 0 | 6,234,408 | 13,263,000 | 5,985,867 | 8,504,138 | 42,987,413 |
| WASHINGTON, DC-MD-VA | 0 | 0 | 9,000,000 | 0 | 0 | 5,267,480 | 8,829,600 | 2,400,000 | 109,400 | 265,600 | 25,872,080 |
| ATLANTA, GA | 0 | 0 | 0 | 0 | 0 | 4,950,000 | 0 | 5,341,354 | 532,480 | 3,144,960 | 13,968,794 |
| FORT LAUDERDALE, FL | 0 | 0 | 0 | 0 | 0 | 0 | 1,160,000 | 0 | 0 | 1,040,000 | 2,200,000 |
| MIAMI, FL | 0 | 0 | 0 | 0 | 0 | 0 | 306,632 | 80,000 | 220,000 | 160,000 | 766,632 |
| SAN JUAN, PR | 0 | 0 | 0 | 1,635,667 | 0 | 244,000 | 1,545,600 | 576,000 | 811,200 | 1,605,600 | 6,418,067 |
| TAMPA-ST PETE-CLEARWAT, FL | 0 | 0 | 0 | 0 | 20,000 | 428,800 | 3,012,300 | 1,619,200 | 1,600,000 | 125,000 | 6,805,300 |
| CHICAGO, IL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29,000 | 0 | 925,600 | 954,600 |
| NORTHWESTERN, IN | 3,750,000 | 9,000,000 | 0 | 0 | 0 | 0 | 4,800 | 14,096,649 | 961,600 | 274,000 | 28,087,049 |
| CINCINNATI, OH | 0 | 0 | 0 | 146,256 | 12,640 | 0 | 108,000 | 0 | 32,000 | 0 | 298,896 |
| CLEVELAND, OH | 0 | 0 | 0 | 0 | 0 | 0 | 2,300,996 | 0 | 272,800 | 707,200 | 3,280,996 |
| DETROIT, MI | 10,157,585 | 16,814,700 | 0 | 0 | 3,500,000 | 0 | 71,840 | 0 | 0 | 0 | 30,544,125 |
| MILWAUKEE, WI | 0 | 0 | 0 | 0 | 0 | 0 | 4,752,394 | 482,400 | 53,384 | 1,543,391 | 6,831,569 |
| MINNEAPOLIS-ST.PAUL, MN | 0 | 0 | 0 | 0 | 0 | 0 | 919,640 | 198,400 | 0 | 972,800 | 2,090,840 |
| DALLAS-FORT WORTH, TX | 0 | 0 | 0 | 320,000 | 0 | 0 | 1,406,756 | 0 | 0 | 0 | 1,726,756 |
| HOUSTON, TX | 0 | 1,837,500 | 0 | 0 | 0 | 0 | 3,114,445 | 0 | 0 | 0 | 4,951,945 |
| NEW ORLEANS, LA | 0 | 0 | 0 | 35,857,500 | 0 | 0 | 0 | 0 | 0 | 0 | 35,857,500 |
| KANSAS CITY, KS-MO (KS) | 0 | 10,000,200 | 8,599,800 | 0 | 0 | 2,602,860 | 8,288,684 | 412,000 | 0 | 0 | 29,903,544 |
| KANSAS CITY, KS-MO (MO) | 0 | 0 | 0 | 0 | 22,436 | 0 | 0 | 0 | 0 | 0 | 22,436 |
| SAN ANTONIO, TX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 361,600 | 361,600 |
| ST. LOUIS, MO-IL | 0 | 0 | 0 | 0 | 0 | 96,400 | 348,640 | 415,828 | 2,958,136 | 1,390,821 | 5,209,825 |
| DENVER, CO | 0 | 0 | 0 | 0 | 0 | 0 | 411,916 | 0 | 0 | 0 | 411,916 |
| PHOENIX, AZ | 0 | 96,090 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,643,456 | 2,739,546 |
| LOS ANGELES- | 3,000,000 | 0 | 0 | 0 | 0 | 0 | 1,804,000 | 0 | 1,000,676 | 0 | 5,804,676 |
| LONG BEACH, CA | 0 | 0 | 0 | 0 | 0 | 657,472 | 12,559,665 | 1,138,400 | 11,928,800 | 4,322,000 | 30,606,337 |
| RIVERSIDE-SAN BERNARD, CA | 0 | 0 | 13,875,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,875,000 |
| SACRAMENTO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SAN DIEGO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800,000 | 975,700 | 240,000 | 2,015,700 |
| SAN FRANCISCO-OAKLAND, CA | 0 | 322,000 | 2,250,000 | 0 | 0 | 0 | 157,200 | 431,120 | 0 | 1,250,000 | 4,410,320 |
| SAN JOSE, CA | 5,266,155 | 0 | 0 | 0 | 96,000 | 2,784,600 | 2,423,160 | | 1,381,849 | 0 | 11,951,764 |
| PORTLAND, OR-WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEATTLE-EVERETT, WA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUB-TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POPULATION | 30,173,738 | 69,726,742 | 0 | 48,913,782 | 22,142,440 | 32,433,932 | 73,944,976 | 51,648,703 | 43,045,216 | 102,918,494 | 474,948,023 |
| 200,000 - 1,000,000 | 439,998 | 4,432,813 | 14,393,680 | 8,118,878 | 11,823,348 | 9,078,508 | 23,767,381 | 5,433,349 | 31,556,798 | 15,207,313 | 124,252,066 |
| 50,000 - 200,000 | 6,433,023 | 7,809,378 | 4,687,914 | 2,987,646 | 21,536,176 | 2,151,104 | 6,478,057 | 3,158,639 | 3,093,863 | 5,719,181 | 64,054,981 |
| NON-URBAN | 2,559,019 | 8,959,455 | 7,023,212 | 3,273,452 | 474,817 | 0 | 0 | 0 | 0 | 0 | 22,289,955 |
| GRAND TOTAL | 39,605,778 | 90,928,388 | 72,852,138 | 63,293,758 | 55,976,781 | 43,663,544 | 104,190,414 | 60,240,691 | 77,695,877 | 123,844,988 | 732,292,357 |

NOTE: BUS MAINTENANCE FACILITIES INCLUDE GARAGES, BUS STORAGE FACILITIES, ADMINISTRATION BUILDINGS, SHOP EQUIPMENT, COMPUTER SOFT/HARDWARE, SUPPORT VEHICLES, FUELING STATIONS, BUS PARKING LOTS , SECURITY AND SURVEILLANCE EQUIPMENT, MOBILE FARE EQUIPMENT.

## SECTION 3 AND SECTION 9 OBLIGATIONS
### BUS MAINTENANCE FACILITIES
### FISCAL YEARS 1989 - 1994

Figure 38



## INTERSTATE SUBSTITUTE TRANSIT PROGRAM

The Interstate Substitute program was established by the 1973 Federal-Aid Highway Act and amended by subsequent legislation. The law permits State and local officials to withdraw planned Interstate routes, or segments which were within or which connect urbanized areas, and to substitute mass transit or non-interstate highway projects. Withdrawal requests were reviewed and approved jointly by FTA and the Federal Highway Administration (FHWA). Under ISTEA, the provisions for "flexible" funding permit Interstate Substitute Highway funds to be transferred to FTA and used for Interstate Substitute transit projects. In FY 1994, $83.3 million of transferred Interstate Substitute Highway funds were obligated for one project in New York. Including this amount, the total obligations for Interstate Substitute were $124,837,765.

Substitute funds may be used for a wide variety of highway and public mass transit projects. Interstate grants for transit projects can finance, for example, the construction and improvements of transit facilities, the purchase of rolling stock and other transportation equipment. The Federal participation of Interstate Substitute transit projects is 85 percent. The level of obligations for the Interstate Substitute transit program reached a peak of $679 million in FY 1980. Since then, there has been a continuous downward trend in the annual amounts obligated for this program. In FY 1991, obligated funds declined to $140.7 million. However, in FY 1992, principally due to the $100 million drawn from the Substitute Highway program, the total obligations were raised to $254 million but then fell in FY 1993 to $76.7 million, the lowest since 1975. Please see below for breakdown of FY 1994 obligations. As the Interstate Highway System itself draws near its completion, substitute projects of either a highway or transit nature have largely been completed, and this is reflected in the lowering level of annual obligations.

| URBANIZED AREA | PURPOSE | AMOUNT |
|---|---|---|
| NE New Jersey | Fixed Guideway Mod. | $ 297,768 |
| New York | Fixed Guideway Mod. | 83,300,000* |
| New York | Bus Other | 24,297,046 |
| Baltimore | New Systems | 10,632,718 |
| Cleveland | Bus Other | 1,640,108 |
| Waterloo, Iowa | Bus Other | 70,125 |
| Portland (Metro) | Planning | 1,600,000 |
| Portland (Tri-Met) | 16 Stand buses | 3,000,000 |
| | Total FY 1994 Obligations: | $124,837,765 |

*Represents Interstate Substitute Highway funds

TABLE 39

In descending order by total amounts received

INTERSTATE SUBSTITUTE TRANSIT
*OBLIGATIONS*
FISCAL YEARS 1974 - 1994

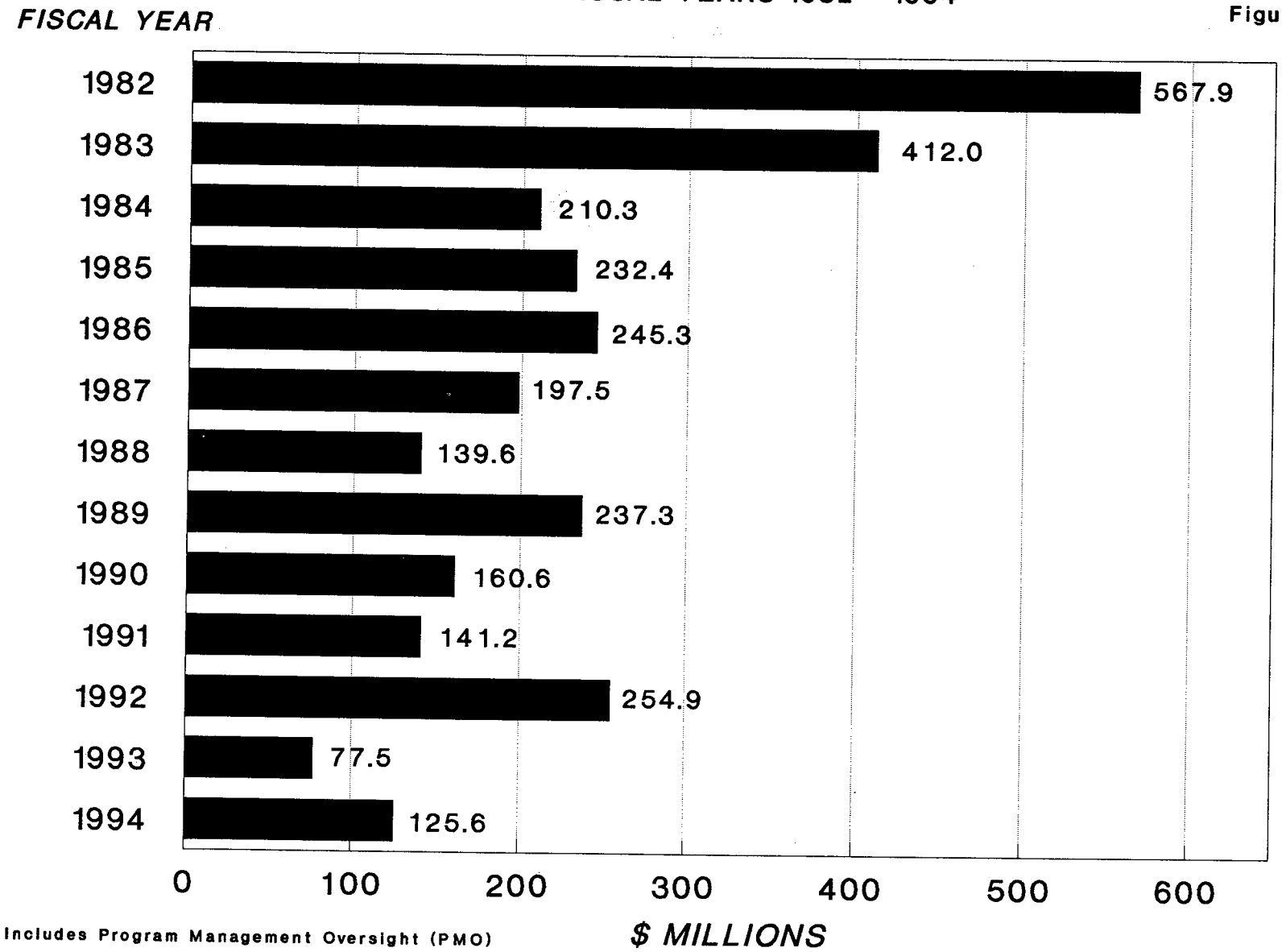
( IN MILLIONS)

| URBANIZED AREA | FY 74 THRU FY 82 | FY 83 | FY 84 | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 | FY 94 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WASHINGTON, DC.: | 2,115.2 | 45.0 | 0.3 | 0.8 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,162.3 |
| BOSTON: | 1,238.6 | 106.97 | 35.0 | 16.9 | 18.4 | 20.0 | 5.8 | 5.9 | 1.7 | 2.4 | 5.4 | 1.0 | 0.0 | 1,458.1 |
| CHICAGO, IL: | 109.7 | 66.0 | 64.1 | 93.3 | 204.2 | 121.7 | 47.8 | 85.8 | 55.2 | 11.4 | 5.9 | 8.5 | 0.0 | 873.6 |
| NEW YORK, NY: | 80.7 | 0 | 5.7 | 1.2 | 0.8 | 24.3 | 48.2 | 50.6 | 34.6 | 42.5 | 191.7 | 40.5 | 107.6 | 628.4 |
| BALTIMORE, MD: | 10.0 | 43.1 | 56.4 | 50 | 0 | 0.0 | 19.6 | 90.9 | 58.6 | 59.8 | 40.0 | 17.9 | 10.6 | 457.0 |
| PHILADELPHIA, PA: | 344.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 344.6 |
| PORTLAND, OR: | 83.1 | 58.9 | 8.7 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0 | 3.0 | 1.0 | 1.0 | 4.6 | 161.1 |
| NE NEW JERSEY | 71.7 | 37.2 | 0.0 | 0.3 | 1.4 | 0 | 3.0 | 0 | 0 | 0 | 2.6 | 0 | 0.3 | 116.5 |
| SACRAMENTO, CA: | 8.0 | 24.4 | 23.2 | 24.5 | 0 | 12.8 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 96.1 |
| HARTFORD, CT: | 9.2 | 6.0 | 1.1 | 23.4 | 2.4 | 1.8 | 1.1 | 0 | 0.9 | 0.7 | 0 | 1.7 | 0 | 48.3 |
| CLEVELAND, OH: | 3.2 | 0 | 2.2 | 9.5 | 0 | 13.4 | 1.4 | 2.6 | 2.3 | 2.5 | 6.3 | 2.8 | 1.6 | 47.8 |
| MEMPHIS, TN: | 2.6 | 0.0 | 1.5 | 5.1 | 0 | 0 | 7.1 | 0 | 4.3 | 12.2 | 0 | 0 | 0 | 32.8 |
| SOUTH NEW JERSEY | 0 | 12.8 | 6.5 | 0 | 5.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.4 |
| RHODE ISLAND: | 0 | 0 | 2.1 | 2.4 | 9.3 | 2.7 | 0.5 | 0.8 | 0.7 | 5.8 | 0 | 0 | 0 | 24.3 |
| DENVER, CO: | 18.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 |
| INDIANAPOLIS, IN: | 0 | 11.0 | 0 | 1.6 | 1.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 15.0 |
| DULUTH, MN: | 1.5 | 0.6 | 1.8 | 1.6 | 0 | 0 | 0.3 | 0.4 | 0.2 | 0 | 0 | 0 | 0 | 6.4 |
| SAN FRANCISCO, CA: | 1.60 | 0 | 1.1 | 0 | 0 | 0 | 0.1 | 0 | 0.8 | 0 | 0 | 2.8 | 0 | 6.4 |
| ALBANY, NY: | 5.7 | 0 | 0 | 0.4 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 6.2 |
| MINNEAPOLIS, MN: | 3.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 |
| WATERLOO, IA: | 0 | 0.03 | 0.6 | 0.7 | 0 | 0.2 | 0.1 | 0 | 0 | 0 | 0.4 | 0.2 | 0.07 | 2.3 |
| OMAHA, NE: | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 |
| KILLINGLY, CT: | 0 | 0 | 0 | 0.1 | 0.04 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.8 | 0.3 | 0 | 1.5 |
| TUCSON, AZ: | 1.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 |
| FALL RIVER, MA: | 0 | 0 | 0 | 0.2 | 0.1 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| PROJ MGT OVERSIGHT | 0 | 0 | 0 | 0 | 1.0 | 0.3 | 0.03 | 0.2 | 1.3 | 0.6 | 0.8 | 0.8 | 0.8 | 5.8 |
| GRAND TOTALS | 4,110.0 | 412.0 | 210.3 | 232.4 | 245.3 | 197.5 | 139.6 | 237.3 | 160.6 | 141.2 | 254.9 | 77.5 | 125.6 | 6,544.3 |

PLEASE NOTE THAT OBLIGATIONS INCLUDE TRANSFERRED SUBSTITUTE HIGHWAY FUNDS AS FOLLOWS: FY 1992-NEW YORK, $100 MILLION, FY1993-WATERLOO, $107,996; FY 1994-NEW YORK, $83.3 MILLION.

## OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT
## FISCAL YEARS 1982 - 1994

Figure 39




Includes Program Management Oversight (PMO)

TABLE 40

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS
BY CATEGORY
FISCAL YEARS 1984 - 1994

| FISCAL YEAR | BUS | FIXED GUIDEWAY MOD | NEW SYSTEM | PLANNING | 11 YEAR $ TOTAL |
|---|---|---|---|---|---|
| 1984 | 9,282,696 | 112,693,598 | 87,904,232 | 380,001 | 210,260,527 |
| 1985 | 44,169,304 | 63,632,195 | 124,336,697 | 299,914 | 232,438,110 |
| 1986 | 11,069,935 | 29,555,673 | 203,325,440 | 200,000 | 244,151,048 |
| 1987 | 12,619,292 | 49,104,976 | 135,354,578 | 61,475 | 197,140,321 |
| 1988 | 11,781,962 | 73,204,958 | 54,550,721 | 35,125 | 139,572,766 |
| 1989 | 3,077,798 | 119,311,300 | 114,447,687 | 290,790 | 237,127,575 |
| 1990 | 3,850,070 | 96,234,344 | 59,032,502 | 212,500 | 159,329,416 |
| 1991 | 9,235,714 | 56,408,227 | 74,918,944 | 208,585 | 140,771,470 |
| 1992 * | 7,404,079 | 205,642,081 | 40,000,000 | 997,050 | 254,043,210 |
| 1993 * | 4,987,141 | 52,842,362 | 17,858,740 | 987,950 | 76,676,193 |
| 1994 * | 29,007,279 | 83,597,768 | 10,632,718 | 1,600,000 | 124,837,765 |
| TOTAL | 146,485,270 | 942,227,482 | 922,362,259 | 5,273,390 | 2,016,348,401 |

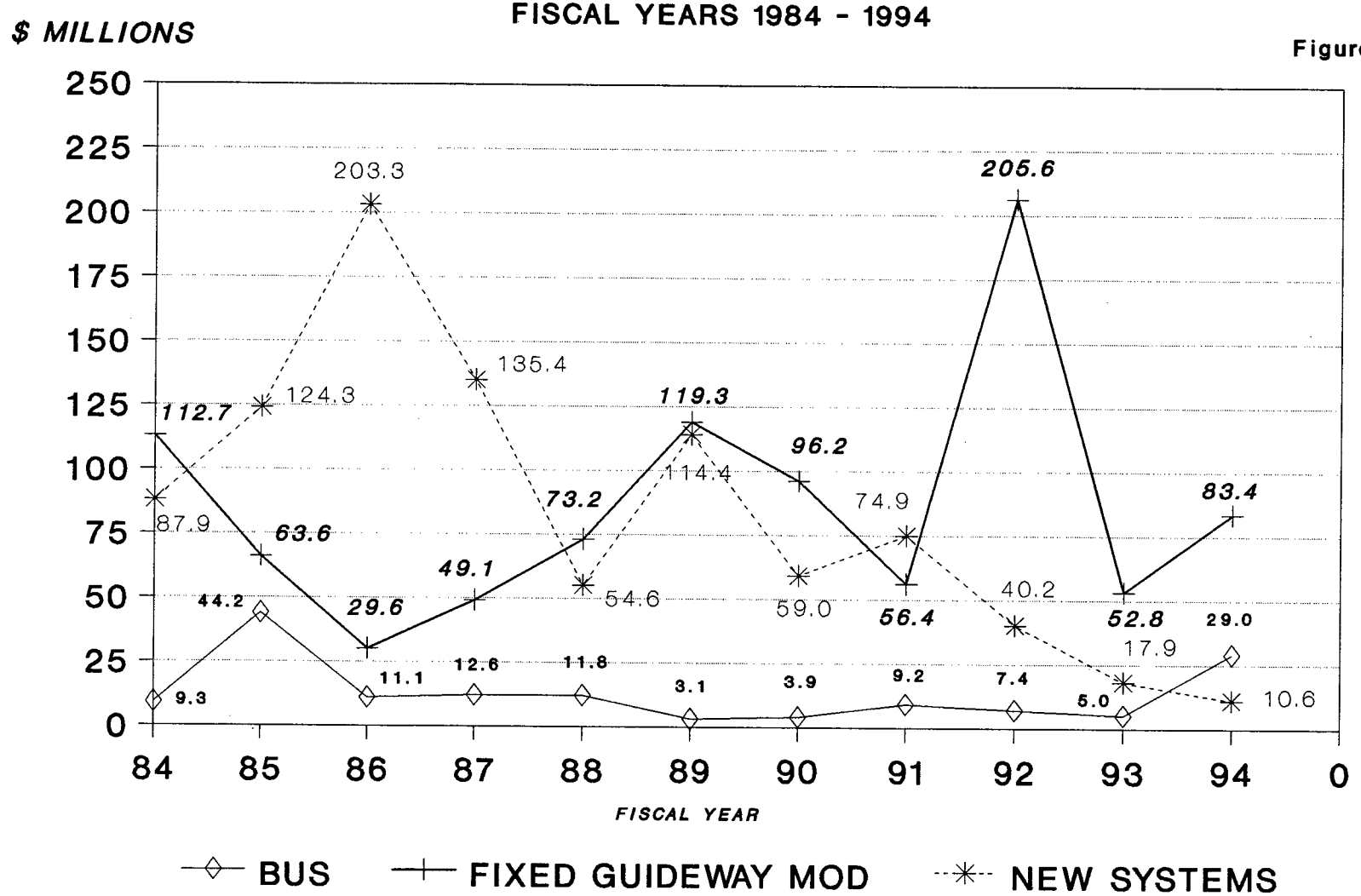
URBANIZED AREAS THAT RECEIVED FUNDING FOR NEW SYSTEMS ARE:

| | FY 1984-1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | 11 YEAR $ TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| Baltimore | 106,512,999 | 0 | 19,595,530 | 90,898,450 | 53,835,435 | 59,825,610 | 40,000,000 | 17,858,740 | 10,632,718 | 399,159,482 |
| Boston | 23,720,746 | 19,999,990 | 5,761,385 | 0 | 0 | 0 | 0 | 0 | 0 | 49,482,121 |
| Memphis | 0 | 0 | 0 | 0 | 4,347,917 | 12,229,844 | 0 | 0 | 0 | 16,577,761 |
| Chicago | 229,331,904 | 102,540,668 | 25,862,276 | 23,549,237 | 0 | 0 | 0 | 0 | 0 | 381,284,085 |
| Sacramento | 47,699,212 | 12,813,920 | 3,231,530 | 0 | 0 | 0 | 0 | 0 | 0 | 63,744,662 |
| San Francisco | 0 | 0 | 0 | 0 | 849,150 | 0 | 0 | 0 | 0 | 849,150 |
| Portland | 8,301,508 | 0 | 100,000 | 0 | 0 | 2,863,490 | 0 | 0 | 0 | 11,264,998 |
| TOTAL | 415,566,369 | 135,354,578 | 54,550,721 | 114,447,687 | 59,032,502 | 74,918,944 | 40,000,000 | 17,858,740 | 10,632,718 | 922,362,259 |

* INCLUDES TRANSFERS FROM HIGHWAY SUBSTITUTE FUNDS.

## OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT BY CATEGORY FISCAL YEARS 1984 - 1994

Figure 40




Does not include Total Planning ($5.3 Million)

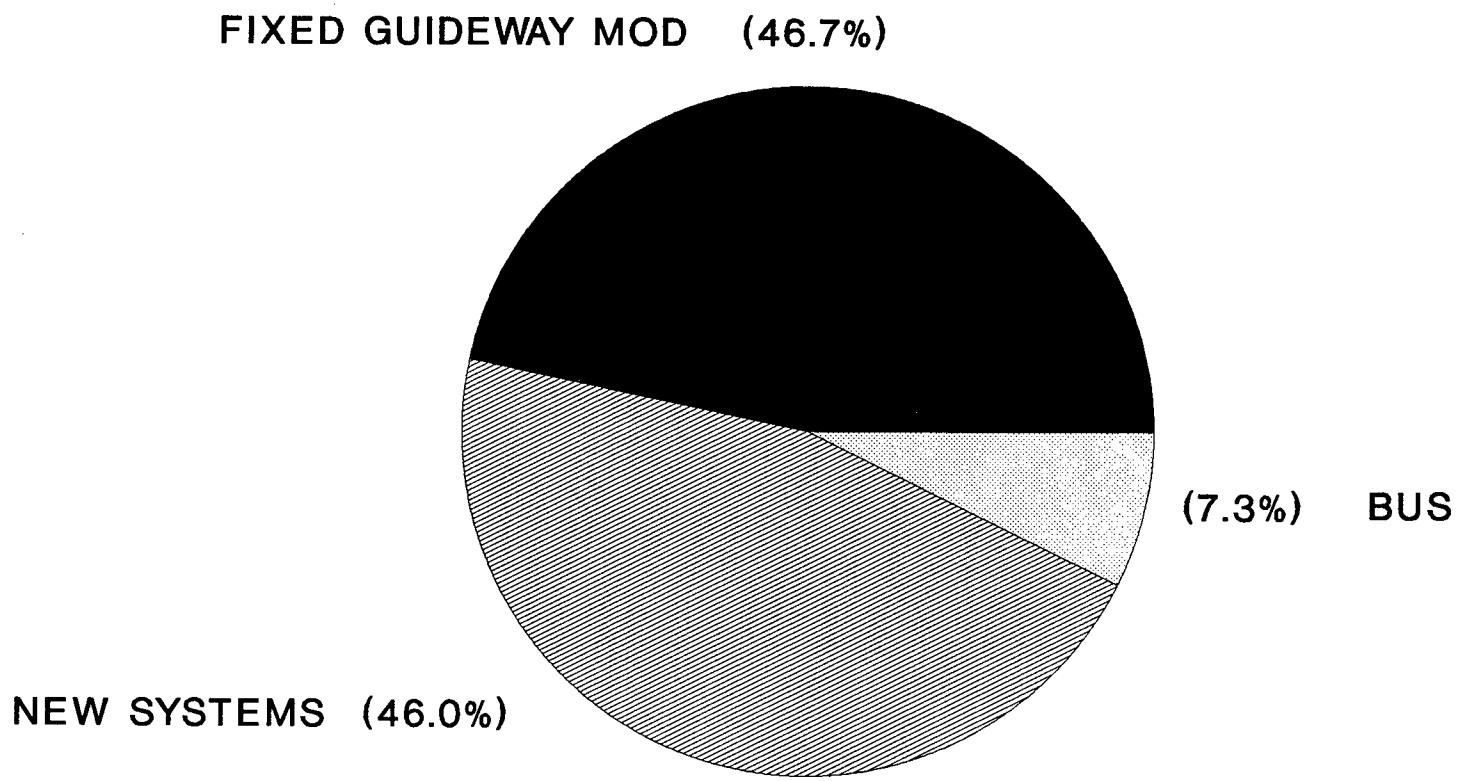
TABLE 40 -1

CUMULATIVE OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS
BY PURPOSE
FISCAL YEARS 1984 - 1994

| URBANIZED OR RURAL AREA | NO. OF BUSES | BUS AMOUNT | MAINTENANCE FACILITIES | BUS OTHER | TOTAL $ | FIXED GUIDEWAY MOD | NEW SYSTEMS | PLANNING | TOTAL $ | 11 YEAR CUMULATIVE $ GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| BOSTON, MA | 0 | 0 | 0 | 0 | 0 | 63,101,178 | 49,482,121 | 0 | 112,583,299 | 112,583,299 |
| FALL RIVER, MA | 0 | 0 | 0 | 0 | 0 | 458,031 | 0 | 0 | 458,031 | 458,031 |
| HARTFORD, CT | 150 | 5,739,585 | 23,353,138 | 3,439,389 | 32,532,112 | 425,000 | 0 | 0 | 425,000 | 32,957,112 |
| KILLINGLY, CT | 0 | | 1,453,075 | | 1,453,075 | 0 | 0 | 0 | 0 | 1,453,075 |
| MEMPHIS, TN | 30 | 7,070,017 | 0 | 6,581,543 | 13,651,560 | 0 | 16,577,761 | 0 | 16,577,761 | 30,229,321 |
| RHODE ISLAND | 42 | 7,186,733 | 2,704,033 | 3,558,916 | 13,449,682 | 10,477,134 | 0 | 510,085 | 10,987,219 | 24,436,901 |
| ALBANY, NY | 1 | 119,340 | 0 | 433,500 | 552,840 | 0 | 0 | 0 | 0 | 552,840 |
| NEW YORK, NY | 0 | 0 | 0 | 24,297,046 | 24,297,046 | 523,575,915 | 0 | 0 | 523,575,915 | 547,872,961 |
| NE NEW JERSEY | 0 | 0 | 0 | 1,393,694 | 1,393,694 | 6,271,874 | 0 | 0 | 6,271,874 | 7,665,568 |
| SO NEW JERSEY | 0 | 0 | 5,045,481 | 0 | 5,045,481 | 6,492,580 | 0 | 0 | 6,492,580 | 11,538,061 |
| BALTIMORE, MD | 0 | 0 | 0 | 0 | 0 | 4,700,000 | 399,159,482 | 0 | 403,859,482 | 403,859,482 |
| WASHINGTON DC | 9 | 1,008,277 | 0 | 0 | 1,008,277 | 1,045,500 | 0 | 0 | 1,045,500 | 2,053,777 |
| CHICAGO, IL | 0 | 0 | 0 | 0 | 0 | 316,679,790 | 381,284,085 | 0 | 697,963,875 | 697,963,875 |
| DULUTH, MN | 13 | 624,070 | 0 | 3,657,938 | 4,282,008 | 0 | 0 | 0 | 0 | 4,282,008 |
| CLEVELAND | 197 | 28,808,849 | 7,342,934 | 3,317,588 | 39,469,371 | 5,131,450 | 0 | 0 | 5,131,450 | 44,600,821 |
| INDIANAPOLIS | 13 | 1,194,135 | 0 | 2,811,197 | 4,005,332 | 0 | 0 | 0 | 0 | 4,005,332 |
| WATERLOO | 21 | 1,896,687 | 0 | 341,105 | 2,237,792 | 0 | 0 | 0 | 0 | 2,237,792 |
| SACRAMENTO, CA | 0 | 0 | 0 | 0 | 0 | 0 | 63,744,662 | 0 | 63,744,662 | 63,744,662 |
| SAN FRANCISCO, CA | 0 | 0 | 0 | 107,000 | 107,000 | 3,869,030 | 849,150 | 0 | 4,718,180 | 4,825,180 |
| PORTLAND, OR | 16 | 3,000,000 | 0 | 0 | 3,000,000 | 0 | 11,264,998 | 4,763,305 | 16,028,303 | 19,028,303 |
| | | | | | 0 | | | | | |
| TOTAL | 492 | 56,647,693 | 39,898,661 | 49,938,916 | 146,485,270 | 942,227,482 | 922,362,259 | 5,273,390 | 1,869,863,131 | 2,016,348,401 |

## INTERSTATE SUBSTITUTE TRANSIT OBLIGATIONS
### FISCAL YEARS 1984-1994
### (BY PURPOSE)

Figure 40-1




*PLANNING ($3.7 MILLION) IS INCLUDED IN NEW SYSTEMS*

TABLE 41

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT AND FAUS
BY STATE
FISCAL YEARS 1986 - 1994

| STATE | INTERSTATE SUBSTITUTE 1986-90 | INTERSTATE SUBSTITUTE 1991 | INTERSTATE SUBSTITUTE 1992 | INTERSTATE SUBSTITUTE 1993 | INTERSTATE SUBSTITUTE 1994 | FAUS 1986-88 | FAUS 1989 | FAUS 1990 | FAUS 1991 | FAUS 1992 | 9 YEAR $ TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALASKA | 0 | 0 | 0 | 0 | 0 | 1,501,037 | 534,670 | 0 | 237,662 | 248,388 | 2,521,757 |
| CALIFORNIA | 17,001,600 | 0 | 0 | 2,764,030 | 0 | 7,207,961 | 0 | 0 | 0 | 256,000 | 27,229,591 |
| CONNECTICUT | 6,198,676 | 970,326 | 767,890 | 1,970,396 | 0 | 0 | 0 | 0 | 0 | 0 | 9,907,288 |
| WASH. D.C. | 1,008,277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,008,277 |
| ILLINOIS | 514,615,815 | 11,436,665 | 5,933,000 | 8,557,800 | 0 | 0 | 0 | 0 | 0 | 0 | 540,543,280 |
| INDIANA | 2,376,868 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,376,868 |
| IOWA | 270,980 | 0 | 352,750 | 241,669 | 70,125 | 0 | 0 | 0 | 0 | 0 | 935,524 |
| MARYLAND | 169,029,415 | 59,825,610 | 40,000,000 | 17,858,740 | 10,632,718 | 0 | 0 | 0 | 0 | 0 | 297,346,483 |
| MASSACHUSETTS | 52,127,236 | 2,425,730 | 5,357,091 | 1,015,631 | 0 | 0 | 0 | 0 | 0 | 0 | 60,925,688 |
| MINNESOTA | 886,213 | 0 | 0 | 0 | 0 | 7,786,000 | 0 | 0 | 0 | 0 | 8,672,213 |
| NEW JERSEY | 9,470,173 | 0 | 2,638,927 | 0 | 297,768 | 133,500 | 0 | 0 | 0 | 0 | 12,540,368 |
| NEW YORK | 158,696,564 | 42,545,832 | 191,713,063 | 40,504,901 | 107,597,046 | 0 | 0 | 0 | 0 | 0 | 541,057,406 |
| OHIO | 19,589,004 | 2,546,792 | 6,283,439 | 2,775,076 | 1,640,108 | 0 | 0 | 3,816,750 | 2,977,500 | 0 | 39,628,669 |
| OREGON | 474,890 | 2,986,990 | 997,050 | 987,950 | 4,600,000 | 0 | 0 | 0 | 850,000 | 0 | 10,896,880 |
| RHODE ISLAND | 14,127,455 | 5,803,681 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,931,136 |
| TENNESSEE | 11,447,960 | 12,229,844 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23,677,804 |
| VERMONT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,707,990 | 0 | 1,707,990 |
| TOTAL | 977,321,126 | 140,771,470 | 254,043,210 | 76,676,193 | 124,837,765 | 16,628,498 | 534,670 | 3,816,750 | 5,773,152 | 504,388 | 1,600,907,222 |

TABLE 42

SECTION 16 OBLIGATIONS FOR ELDERLY PERSONS AND PERSONS WITH DISABILITIES
FISCAL YEARS 1985 - 1994

| STATE | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 | FY 94 | $ TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALABAMA | 508,404 | 531,212 | 627,078 | 628,692 | 625,484 | 625,520 | 626,384 | 952,764 | 844,032 | 1,205,760 | 7,175,330 |
| ALASKA | 195,584 | 136,434 | 139,132 | 139,178 | 139,088 | 139,089 | 139,113 | 159,608 | 167,262 | 177,708 | 1,532,196 |
| AMERICAN SAMOA | 0 | 0 | 0 | 50,940 | 50,934 | 50,934 | 0 | 0 | 0 | 0 | 152,808 |
| ARIZONA | 343,196 | 397,000 | 461,194 | 462,276 | 460,129 | 460,154 | 460,731 | 842,461 | 748,998 | 903,234 | 5,539,373 |
| ARKANSAS | 377,000 | 410,196 | 477,500 | 478,635 | 476,384 | 476,410 | 477,015 | 677,785 | 602,032 | 719,942 | 5,172,899 |
| CALIFORNIA | 1,851,428 | 2,277,187 | 2,785,098 | 2,793,657 | 2,776,666 | 2,776,864 | 2,781,426 | 4,906,464 | 4,392,269 | 6,502,019 | 33,843,078 |
| COLORADO | 299,052 | 341,977 | 393,182 | 394,046 | 392,333 | 392,353 | 392,813 | 620,672 | 516,566 | 705,076 | 4,448,070 |
| CONNECTICUT | 376,576 | 438,616 | 512,632 | 513,880 | 511,404 | 511,433 | 512,096 | 679,068 | 551,024 | 730,100 | 5,336,829 |
| DELAWARE | 166,957 | 177,303 | 189,646 | 189,854 | 189,442 | 189,446 | 189,557 | 247,098 | 231,677 | 258,053 | 2,029,033 |
| DIST. OF COL. | 189,000 | 192,474 | 208,396 | 208,666 | 208,133 | 208,139 | 208,282 | 248,540 | 230,267 | 256,287 | 2,158,184 |
| FLORIDA | 1,662,652 | 1,580,452 | 1,925,110 | 1,930,904 | 1,919,404 | 1,919,536 | 1,922,624 | 3,631,892 | 2,977,168 | 3,682,148 | 23,151,890 |
| GEORGIA | 585,000 | 603,864 | 716,876 | 718,780 | 715,000 | 715,044 | 716,060 | 1,156,196 | 1,082,347 | 1,318,978 | 8,328,145 |
| GUAM | 0 | 127,394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127,394 |
| HAWAII | 357,828 | 192,538 | 208,476 | 208,745 | 208,212 | 208,218 | 208,361 | 312,067 | 283,614 | 322,820 | 2,510,879 |
| IDAHO | 233,470 | 205,732 | 224,784 | 225,106 | 224,469 | 224,476 | 224,647 | 304,640 | 289,287 | 329,895 | 2,486,506 |
| ILLINOIS | 2,040,188 | 1,240,954 | 1,504,316 | 1,508,752 | 1,499,944 | 1,500,046 | 1,502,412 | 2,324,001 | 1,938,956 | 2,387,318 | 17,446,887 |
| INDIANA | 530,872 | 630,965 | 750,372 | 752,384 | 748,389 | 748,436 | 749,509 | 1,167,030 | 1,036,716 | 1,262,068 | 8,376,741 |
| IOWA | 388,566 | 453,565 | 531,104 | 532,412 | 529,818 | 529,848 | 530,545 | 0 | 644,144 | 772,463 | 4,912,465 |
| KANSAS | 333,028 | 384,332 | 445,534 | 446,565 | 444,518 | 444,542 | 445,091 | 630,413 | 546,615 | 650,827 | 4,771,465 |
| KENTUCKY | 982,000 | 491,000 | 595,256 | 596,769 | 593,765 | 593,800 | 594,607 | 870,972 | 810,588 | 980,048 | 7,108,805 |
| LOUISIANA | 528,000 | 496,454 | 584,110 | 585,594 | 582,661 | 582,695 | 583,486 | 866,634 | 813,081 | 983,156 | 6,605,871 |
| MAINE | 222,816 | 246,932 | 275,708 | 276,195 | 275,232 | 275,244 | 275,500 | 369,908 | 351,484 | 407,452 | 2,976,471 |
| MARYLAND | 411,148 | 481,716 | 565,900 | 567,318 | 564,502 | 564,535 | 565,291 | 920,158 | 816,733 | 987,711 | 6,445,012 |
| MASSACHUSETTS | 636,408 | 762,525 | 912,976 | 915,515 | 910,481 | 910,540 | 911,892 | 1,370,816 | 1,158,404 | 1,413,832 | 9,903,389 |
| MICHIGAN | 794,000 | 944,548 | 1,137,960 | 1,141,220 | 1,134,750 | 1,134,826 | 1,136,563 | 1,835,812 | 1,687,214 | 2,207,734 | 13,154,627 |
| MINNESOTA | 899,172 | 531,604 | 627,562 | 629,179 | 625,969 | 626,007 | 626,869 | 744,725 | 827,673 | 1,001,354 | 7,140,114 |
| MISSISSIPPI | 867,748 | 390,816 | 453,548 | 454,604 | 452,504 | 452,532 | 453,092 | 635,744 | 586,048 | 559,360 | 5,305,996 |
| MISSOURI | 696,616 | 686,632 | 819,176 | 821,409 | 816,975 | 817,027 | 818,218 | 1,206,197 | 1,050,767 | 1,279,592 | 9,012,609 |
| MONTANA | 182,780 | 197,027 | 214,024 | 214,312 | 213,743 | 213,750 | 213,902 | 281,298 | 268,783 | 304,323 | 2,303,942 |
| NEBRASKA | 530,000 | 299,281 | 340,408 | 341,104 | 339,729 | 339,745 | 340,114 | 454,111 | 397,435 | 464,773 | 3,846,700 |
| NEVADA | 171,672 | 183,184 | 196,914 | 197,146 | 196,687 | 196,692 | 196,816 | 313,419 | 306,129 | 350,899 | 2,309,558 |
| NEW HAMPSHIRE | 195,540 | 212,936 | 233,688 | 234,038 | 233,344 | 233,352 | 233,536 | 309,896 | 291,460 | 332,604 | 2,510,394 |
| NEW JERSEY | 734,560 | 884,884 | 1,064,216 | 1,064,216 | 1,061,200 | 1,061,304 | 1,062,920 | 1,697,032 | 1,382,548 | 1,693,380 | 11,706,260 |
| NEW MEXICO | 344,732 | 229,082 | 253,646 | 254,059 | 253,238 | 253,247 | 253,468 | 373,323 | 354,455 | 411,171 | 2,980,421 |
| NEW YORK | 1,680,000 | 2,042,792 | 2,495,388 | 2,500,000 | 2,487,872 | 2,488,048 | 2,492,116 | 3,767,488 | 2,365,848 | 3,297,512 | 25,617,064 |
| NORTH CAROLINA | 960,300 | 676,776 | 806,996 | 809,190 | 804,834 | 804,884 | 806,054 | 1,373,830 | 1,225,325 | 1,497,296 | 9,765,485 |
| NORTH DAKOTA | 186,920 | 191,968 | 207,774 | 208,040 | 207,511 | 207,518 | 207,660 | 257,779 | 234,875 | 262,033 | 2,172,078 |
| NO. MARIANAS | 100,633 | 50,187 | 50,490 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201,310 |
| OHIO | 1,926,000 | 1,164,256 | 1,409,518 | 1,413,651 | 1,405,446 | 1,405,542 | 1,407,745 | 2,278,768 | 1,921,747 | 1,858,688 | 16,191,361 |
| OKLAHOMA | 416,000 | 455,639 | 533,668 | 534,984 | 532,373 | 532,384 | 533,085 | 771,611 | 705,104 | 848,490 | 5,863,338 |
| OREGON | 335,207 | 385,072 | 446,450 | 447,482 | 445,429 | 445,453 | 446,004 | 704,383 | 658,401 | 790,244 | 5,104,125 |
| PENNSYLVANIA | 1,464,204 | 1,457,169 | 1,771,556 | 1,776,855 | 1,766,337 | 1,766,460 | 1,769,284 | 2,876,080 | 2,415,856 | 2,982,094 | 20,045,895 |
| PUERTO RICO | 693,776 | 373,030 | 431,564 | 432,550 | 430,592 | 430,612 | 431,140 | 642,782 | 626,680 | 750,680 | 5,243,406 |
| RHODE ISLAND | 361,980 | 236,396 | 262,688 | 263,121 | 262,252 | 262,252 | 262,498 | 353,108 | 317,336 | 364,876 | 2,946,507 |
| SOUTH CAROLINA | 377,000 | 391,400 | 454,268 | 455,329 | 453,224 | 453,248 | 453,812 | 745,808 | 682,924 | 820,828 | 5,287,841 |
| SOUTH DAKOTA | 378,000 | 201,582 | 219,654 | 219,959 | 219,355 | 219,362 | 219,524 | 274,997 | 250,375 | 281,365 | 2,484,173 |
| TENNESSEE | 548,000 | 601,784 | 714,306 | 716,202 | 712,438 | 712,481 | 713,492 | 1,101,368 | 989,220 | 1,242,432 | 8,051,723 |
| TEXAS | 1,366,090 | 1,348,530 | 1,637,280 | 1,642,145 | 1,632,486 | 1,632,599 | 1,635,192 | 2,752,388 | 2,493,726 | 3,079,212 | 19,219,648 |
| UTAH | 201,088 | 219,852 | 242,236 | 242,615 | 241,866 | 241,874 | 242,076 | 348,591 | 333,095 | 384,530 | 2,697,823 |
| VERMONT | 165,468 | 175,448 | 187,356 | 187,558 | 187,160 | 187,166 | 187,268 | 224,796 | 0 | 450,120 | 1,952,340 |
| VIRGIN ISLANDS | 0 | 122,152 | 0 | 129,448 | 129,420 | 129,421 | 129,429 | 132,142 | 132,027 | 133,764 | 1,037,803 |
| VIRGINIA | 510,000 | 575,262 | 740,322 | 683,314 | 679,759 | 679,800 | 680,754 | 1,137,292 | 1,027,439 | 1,250,498 | 7,964,440 |
| WASHINGTON | 425,126 | 499,141 | 587,436 | 588,925 | 585,971 | 586,006 | 586,799 | 981,289 | 623,829 | 1,083,424 | 6,547,946 |
| WEST VIRGINIA | 642,000 | 337,406 | 387,566 | 388,378 | 386,701 | 386,720 | 387,171 | 540,283 | 510,022 | 605,189 | 4,571,436 |
| WISCONSIN | 552,104 | 601,612 | 714,092 | 715,988 | 712,225 | 712,268 | 713,279 | 1,081,970 | 944,209 | 1,146,696 | 7,894,443 |
| WYOMING | 151,252 | 156,434 | 163,854 | 163,977 | 163,729 | 163,734 | 163,798 | 194,355 | 188,177 | 203,793 | 1,713,103 |
| | | | | | | | | | | | 0 |
| TOTAL | 32,077,141 | 29,624,704 | 34,839,984 | 34,995,861 | 34,821,511 | 34,823,616 | 34,821,120 | 53,651,852 | 46,831,991 | 58,895,849 | 395,383,629 |

NOTE: IN FISCAL YEARS WHERE THERE ARE NO OBLIGATIONS REPORTED FOR STATES AND OR U.S. TERRITORIES (EXCEPT VIRGIN IS.) SECTION 16 FUNDS FUNDS WERE TRANSFERRED TO SECTION 18 AND IN MOST INSTANCES OBLIGATED.

TABLE 43

OBLIGATIONS FOR SECTION 18 (RURAL)
FISCAL YEARS 1986 - 1994

| STATE | FY 86/ 87 RURAL | FY 88 RURAL | FY 89 RURAL | FY 90 RURAL | FY 91 RURAL | FY 92 RURAL | FY 93 RURAL | FY 94 RURAL | TOTAL $ RURAL |
|---|---|---|---|---|---|---|---|---|---|
| ALABAMA | 14,643,173 | 5,826,413 | 3,586,959 | 3,574,903 | 2,486,680 | 4,053,384 | 3,812,654 | 3,885,148 | 41,869,314 |
| ALASKA | 352,369 | 0 | 169,273 | 344,057 | 144,349 | 176,153 | 2,589,605 | 704,605 | 4,480,411 |
| AMERICAN SAMOA | 26,146 | 47,210 | 24,081 | 23,898 | 75,771 | 117,138 | 24,081 | 117,868 | 456,193 |
| ARIZONA | 1,875,039 | 756,443 | 599,934 | 963,728 | 618,730 | 1,508,835 | 1,343,986 | 1,785,597 | 9,452,292 |
| ARKANSAS | 4,036,148 | 1,644,389 | 1,284,738 | 1,274,977 | 1,324,988 | 2,341,327 | 1,744,945 | 2,373,190 | 16,024,702 |
| CALIFORNIA | 5,890,947 | 2,815,749 | 2,872,493 | 2,819,071 | 2,931,416 | 4,982,213 | 5,047,118 | 7,473,396 | 34,832,403 |
| COLORADO | 2,498,342 | 1,477,217 | 1,199,669 | 973,272 | 675,849 | 1,081,003 | 982,640 | 1,289,294 | 10,177,286 |
| CONNECTICUT | 1,250,432 | 1,121,164 | 848,385 | 642,435 | 636,599 | 964,698 | 1,731,833 | 1,433,566 | 8,629,112 |
| DELAWARE | 460,568 | 165,745 | 169,085 | 167,800 | 174,382 | 175,000 | 238,788 | 324,372 | 1,875,740 |
| FLORIDA | 7,481,264 | 3,807,319 | 2,478,178 | 2,444,000 | 2,907,368 | 4,202,786 | 3,737,769 | 4,882,769 | 31,941,453 |
| GEORGIA | 4,501,102 | 4,527,663 | 2,132,318 | 2,116,117 | 2,199,120 | 3,733,326 | 3,191,276 | 4,525,942 | 26,926,864 |
| GUAM | 386,967 | 217,148 | 218,943 | 218,341 | 221,438 | 0 | 572,529 | 332,127 | 2,167,493 |
| HAWAII | 614,739 | 202,098 | 206,171 | 204,605 | 212,630 | 419,009 | 1,648,172 | 0 | 3,507,424 |
| IDAHO | 1,952,454 | 610,983 | 613,441 | 584,346 | 647,661 | 908,724 | 2,173,868 | 1,900,252 | 9,391,729 |
| ILLINOIS | 6,606,495 | 3,925,611 | 3,856,157 | 0 | 3,347,732 | 3,673,985 | 3,980,431 | 4,514,573 | 29,904,984 |
| INDIANA | 4,851,329 | 2,561,146 | 2,526,166 | 2,154,091 | 2,137,726 | 2,221,579 | 3,143,155 | 2,993,637 | 22,588,829 |
| IOWA | 3,253,523 | 1,548,556 | 1,599,862 | 1,526,521 | 1,584,046 | 2,855,300 | 1,819,131 | 2,580,803 | 16,767,742 |
| KANSAS | 2,736,244 | 1,443,143 | 1,658,778 | 1,516,659 | 1,160,461 | 1,692,847 | 1,447,061 | 2,052,253 | 13,707,446 |
| KENTUCKY | 4,814,327 | 459,048 | 2,220,633 | 2,199,451 | 2,356,300 | 2,843,291 | 2,812,399 | 3,387,822 | 21,093,271 |
| LOUISIANA | 3,355,228 | 2,326,387 | 1,494,365 | 1,483,012 | 1,541,184 | 2,311,271 | 1,975,696 | 2,801,973 | 17,289,116 |
| MAINE | 1,567,374 | 737,773 | 652,768 | 647,809 | 673,219 | 1,115,276 | 953,350 | 2,092,061 | 8,439,630 |
| MARYLAND | 1,852,267 | 786,131 | 801,974 | 795,881 | 827,099 | 1,392,371 | 1,277,349 | 1,687,984 | 9,421,056 |
| MASSACHUSETTS | 2,707,878 | 1,473,880 | 1,022,564 | 1,039,392 | 993,763 | 1,492,199 | 1,609,831 | 1,912,703 | 12,252,210 |
| MICHIGAN | 6,711,378 | 2,543,447 | 2,596,157 | 2,575,261 | 2,676,233 | 4,041,130 | 3,774,029 | 6,209,927 | 31,127,562 |
| MINNESOTA | 3,453,440 | 1,613,029 | 1,479,999 | 1,617,263 | 1,748,564 | 1,757,277 | 4,943,308 | 617,768 | 17,230,648 |
| MISSISSIPPI | 5,096,451 | 2,711,773 | 3,013,270 | 1,429,477 | 1,741,315 | 2,482,782 | 1,995,616 | 2,891,768 | 21,362,452 |
| MISSOURI | 4,588,752 | 2,230,972 | 2,097,711 | 1,867,394 | 2,074,172 | 2,729,847 | 2,756,839 | 3,283,580 | 21,629,267 |
| MONTANA | 879,493 | 422,497 | 431,011 | 427,736 | 444,515 | 684,790 | 585,365 | 830,176 | 4,705,583 |
| NEBRASKA | 1,557,189 | 772,667 | 729,294 | 736,447 | 713,571 | 1,007,745 | 919,044 | 1,252,631 | 7,688,588 |
| NEVADA | 311,013 | 150,072 | 153,097 | 151,934 | 157,893 | 337,344 | 288,365 | 408,965 | 1,958,683 |
| NEW HAMPSHIRE | 1,279,944 | 612,835 | 696,853 | 681,157 | 769,783 | 893,199 | 856,344 | 1,693,440 | 7,483,555 |
| NEW JERSEY | 1,625,590 | 784,386 | 800,198 | 794,118 | 825,266 | 0 | 2,368,748 | 0 | 7,198,306 |
| NEW MEXICO | 1,321,821 | 654,311 | 618,308 | 579,761 | 597,925 | 0 | 2,049,306 | 1,436,944 | 7,258,376 |
| NEW YORK | 6,915,575 | 1,917,930 | 1,898,318 | 5,638,913 | 3,191,859 | 4,495,492 | 5,466,491 | 6,801,924 | 36,326,502 |
| NORTH CAROLINA | 7,656,996 | 4,335,600 | 4,392,740 | 3,052,270 | 2,475,956 | 4,348,603 | 5,016,533 | 3,252,102 | 34,530,800 |
| NORTH DAKOTA | 1,376,823 | 571,864 | 546,762 | 499,577 | 429,989 | 527,468 | 495,548 | 613,953 | 5,061,984 |
| NO. MARIANAS | 25,530 | 0 | 0 | 0 | 0 | 158,717 | 105,429 | 123,819 | 413,495 |
| OHIO | 10,188,182 | 1,602,278 | 5,026,344 | 3,666,873 | 3,275,335 | 6,160,809 | 4,255,940 | 6,008,771 | 40,184,532 |
| OKLAHOMA | 2,816,541 | 1,556,351 | 1,579,879 | 2,220,835 | 2,579,912 | 2,921,180 | 3,742,050 | 3,812,080 | 21,228,828 |
| OREGON | 1,286,700 | 2,645,249 | 520,500 | 1,507,981 | 605,600 | 1,432,100 | 2,103,853 | 0 | 10,101,983 |
| PENNSYLVANIA | 7,310,940 | 3,931,922 | 3,501,084 | 3,474,484 | 3,610,773 | 5,018,467 | 5,040,952 | 5,964,779 | 37,853,401 |
| PUERTO RICO | 10,022,622 | 1,318,314 | 835,310 | 1,430,476 | 1,139,236 | 1,620,690 | 1,385,384 | 1,964,776 | 19,716,808 |
| RHODE ISLAND | 236,813 | 114,268 | 116,571 | 106,666 | 92,193 | 154,993 | 177,468 | 304,312 | 1,303,284 |
| SOUTH CAROLINA | 5,938,720 | 2,691,622 | 1,681,052 | 1,799,106 | 2,061,130 | 2,699,917 | 2,278,267 | 2,897,641 | 22,047,455 |
| SOUTH DAKOTA | 1,312,753 | 733,439 | 618,254 | 516,245 | 467,278 | 617,302 | 527,675 | 748,360 | 5,541,306 |
| TENNESSEE | 4,543,801 | 1,830,565 | 1,867,455 | 1,853,267 | 1,925,966 | 3,276,892 | 2,637,473 | 3,740,519 | 21,675,938 |
| TEXAS | 21,288,912 | 19,659,331 | 3,803,195 | 11,855,020 | 13,039,805 | 14,410,015 | 5,822,731 | 10,638,275 | 100,517,284 |
| UTAH | 623,128 | 300,676 | 306,736 | 304,405 | 316,346 | 0 | 867,956 | 567,298 | 3,286,545 |
| VERMONT | 605,979 | 411,185 | 437,413 | 352,813 | 335,879 | 752,844 | 4,715,980 | 2,133,319 | 9,745,412 |
| VIRGIN ISLANDS | 0 | 216,851 | 72,002 | 71,454 | 74,258 | 118,129 | 6,205,175 | 1,523,959 | 8,281,828 |
| VIRGINIA | 3,928,296 | 1,978,690 | 1,716,681 | 2,138,330 | 1,873,905 | 2,866,351 | 5,214,527 | 3,631,658 | 23,348,438 |
| WASHINGTON | 3,102,454 | 1,133,760 | 1,126,379 | 1,133,362 | 1,161,669 | 1,761,819 | 2,459,994 | 2,374,113 | 14,253,550 |
| WEST VIRGINIA | 2,570,370 | 1,190,125 | 1,152,900 | 1,144,140 | 1,189,020 | 1,629,804 | 1,393,173 | 1,975,825 | 12,245,357 |
| WISCONSIN | 4,825,552 | 2,454,847 | 2,166,996 | 2,043,944 | 2,064,135 | 3,884,799 | 4,419,585 | 3,846,015 | 25,705,873 |
| WYOMING | 1,957,544 | 1,122,773 | 1,231,545 | 1,063,869 | 270,552 | 1,023,865 | 336,679 | 477,486 | 7,484,313 |
| TOTAL | 203,073,657 | 102,694,845 | 79,450,949 | 84,448,944 | 83,808,544 | 118,076,085 | 133,063,494 | 137,078,118 | 941,694,636 |

TABLE 44

CUMULATIVE OBLIGATIONS
SECTION 18
FISCAL YEAR AND CATEGORY

(In Millions)

| FISCAL YEAR | CAPITAL | | OPERATING | | PROJECT ADMINISTRATION | | STATE ADMINISTRATION | | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|
| 1979-1983 | 91.5 | 31.2% | 129.4 | 44.1% | 40.3 | 13.7% | 32.0 | 10.9% | 293.2 |
| 1984 | 42.5 | 36.7% | 47.2 | 40.7% | 17.6 | 15.2% | 8.6 | 7.4% | 115.9 |
| 1985 | 31.2 | 29.0% | 50.7 | 47.2% | 16.3 | 15.2% | 9.3 | 8.7% | 107.5 |
| 1986 | 33.1 | 30.1% | 50.9 | 46.4% | 17.4 | 15.8% | 8.4 | 7.7% | 109.8 |
| 1987 | 23.2 | 28.5% | 40.6 | 49.9% | 11.2 | 13.8% | 6.3 | 7.7% | 81.3 |
| 1988 | 27.9 | 27.2% | 51.3 | 50.0% | 15.4 | 15.0% | 8.1 | 7.9% | 102.7 |
| 1989 | 13.4 | 16.9% | 44.8 | 56.4% | 14.5 | 18.3% | 6.7 | 8.4% | 79.4 |
| 1990 | 13.6 | 16.1% | 49.9 | 59.1% | 14.4 | 17.1% | 6.5 | 7.7% | 84.4 |
| 1991 | 10.0 | 11.9% | 51.9 | 61.9% | 14.0 | 16.7% | 7.9 | 9.4% | 83.8 |
| 1992 | 24.6 | 21.3% | 65.3 | 56.6% | 16.6 | 14.4% | 8.8 | 7.6% | 115.3 |
| 1993 | 42.3 | 32.8% | 60.6 | 47.0% | 15.0 | 11.6% | 11.1 | 8.6% | 129.0 |
| 1994 | 35.5 | 27.2% | 67.6 | 51.7% | 16.0 | 12.2% | 11.6 | 8.9% | 130.7 |
| TOTAL | 388.8 | | 710.2 | | 208.7 | | 125.3 | | 1,433.0 |

PLEASE NOTE THAT PROGRAM RESERVE FOR INTERCITY BUS IS NOT FACTORED IN THE CALCULATIONS.

# SECTION 18 OBLIGATIONS
## BY CATEGORY

*$ MILLIONS*

FISCAL YEARS 1984 -1994

Figure 44

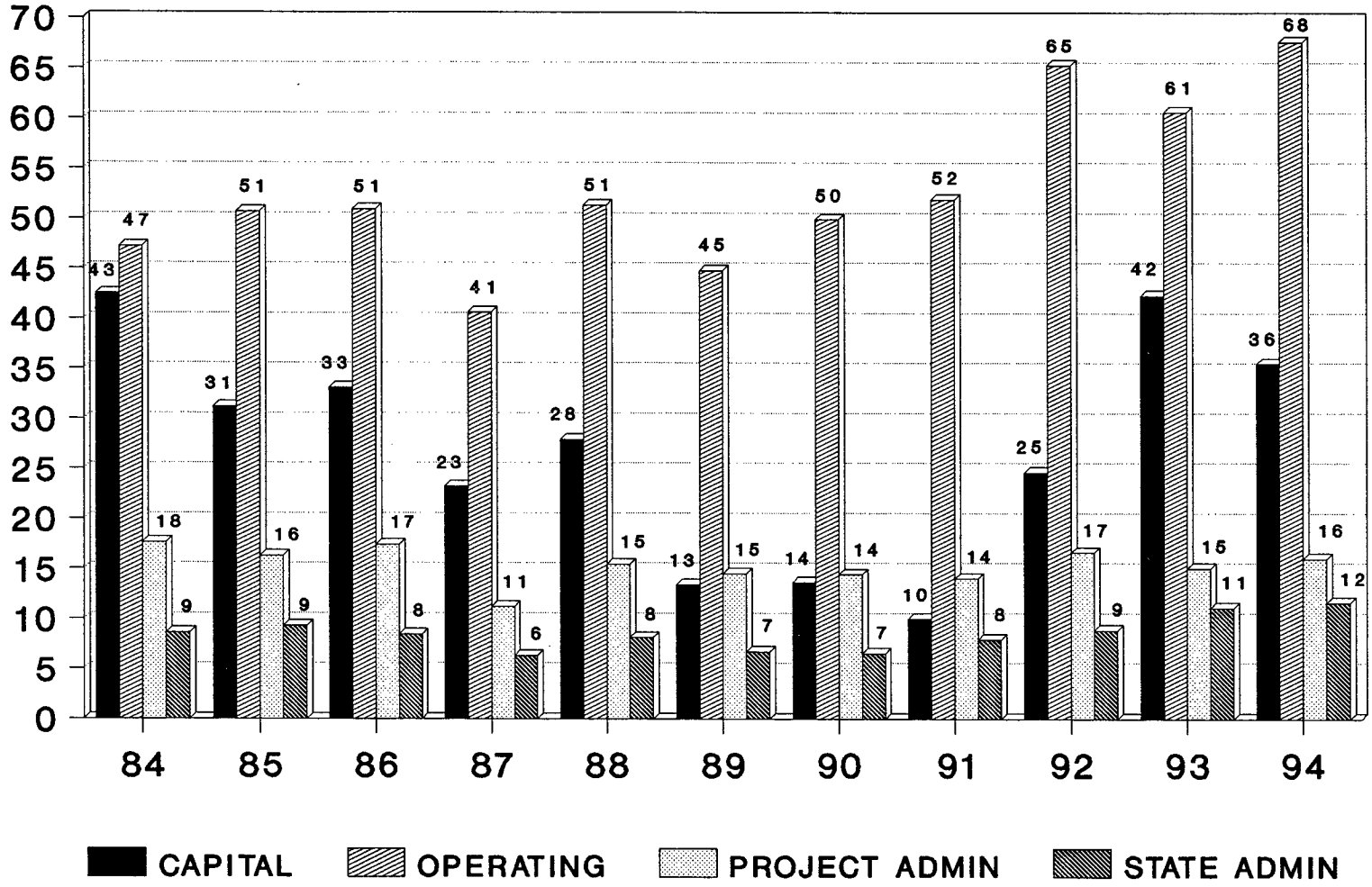


TABLE 45

RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)
BY STATE
FISCAL YEARS 1987-1994

| STATE \\\\ | FY 1987/88 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|
| ALABAMA | 188,028 | 89,672 | 89,633 | 99,940 | 89,672 | 89,977 | 98,356 | 745,278 |
| ALASKA | 164,289 | 107,078 | 108,630 | 55,349 | 0 | 111,877 | 57,211 | 604,434 |
| AMERICAN SAMOA | 21,630 | 10,602 | 10,601 | 10,606 | 0 | 0 | 11,028 | 64,467 |
| ARIZONA | 137,175 | 64,998 | 64,983 | 65,099 | 68,194 | 68,334 | 72,177 | 540,960 |
| ARKANSAS | 170,776 | 82,117 | 82,085 | 82,334 | 81,716 | 81,960 | 88,659 | 669,647 |
| CALIFORNIA | 266,162 | 121,808 | 120,942 | 121,536 | 127,409 | 128,004 | 144,354 | 1,030,215 |
| COLORADO | 136,411 | 66,270 | 66,254 | 66,380 | 66,524 | 66,651 | 70,141 | 538,631 |
| CONNECTICUT | 68,270 | 0 | 129,538 | 64,876 | 64,989 | 65,104 | 68,270 | 461,047 |
| DELAWARE | 108,785 | 54,227 | 54,223 | 54,000 | 54,000 | 107,448 | 54,558 | 487,241 |
| FLORIDA | 193,857 | 93,202 | 93,159 | 83,494 | 99,762 | 100,145 | 100,655 | 764,274 |
| GEORGIA | 120,702 | 0 | 303,038 | 103,666 | 108,005 | 108,451 | 120,702 | 864,564 |
| GUAM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HAWAII | 55,154 | 55,154 | 55,149 | 55,189 | 56,510 | 56,560 | 0 | 333,716 |
| IDAHO | 128,291 | 62,282 | 0 | 64,071 | 191,290 | 63,331 | 66,009 | 575,274 |
| ILLINOIS | 223,254 | 108,389 | 0 | 217,116 | 102,372 | 103,200 | 114,865 | 869,196 |
| INDIANA | 198,757 | 96,956 | 103,849 | 103,796 | 104,214 | 101,406 | 101,801 | 810,779 |
| IOWA | 259,951 | 87,203 | 86,942 | 86,905 | 83,065 | 83,065 | 172,748 | 859,879 |
| KANSAS | 160,188 | 78,129 | 78,101 | 78,319 | 76,302 | 76,504 | 82,059 | 629,602 |
| KENTUCKY | 287,644 | 184,721 | 95,213 | 95,563 | 93,419 | 93,753 | 102,923 | 953,236 |
| LOUISIANA | 181,128 | 87,357 | 87,320 | 0 | 85,911 | 173,797 | 93,771 | 709,284 |
| MAINE | 137,439 | 66,318 | 66,302 | 66,429 | 67,328 | 67,461 | 71,121 | 542,398 |
| MARYLAND | 146,417 | 70,048 | 70,028 | 70,184 | 71,633 | 71,800 | 76,369 | 576,479 |
| MASSACHUSETTS | 152,347 | 74,088 | 74,064 | 74,251 | 73,184 | 73,363 | 78,259 | 599,556 |
| MICHIGAN | 241,401 | 114,870 | 114,806 | 115,309 | 112,788 | 113,270 | 126,531 | 938,975 |
| MINNESOTA | 87,689 | 87,689 | 87,651 | 87,944 | 86,131 | 86,408 | 0 | 523,512 |
| MISSISSIPPI | 178,986 | 86,009 | 85,973 | 86,252 | 85,259 | 85,530 | 92,977 | 700,986 |
| MISSOURI | 194,101 | 92,806 | 92,763 | 93,095 | 92,083 | 92,406 | 101,295 | 758,549 |
| MONTANA | 123,744 | 60,775 | 60,764 | 60,848 | 60,640 | 60,721 | 62,969 | 490,461 |
| NEBRASKA | 148,013 | 78,445 | 48,058 | 83,861 | 69,116 | 66,177 | 69,568 | 563,238 |
| NEVADA | 110,216 | 53,827 | 53,823 | 53,853 | 55,241 | 55,282 | 56,389 | 438,631 |
| NEW HAMPSHIRE | 128,613 | 61,697 | 61,685 | 61,776 | 63,878 | 63,984 | 66,916 | 508,549 |
| NEW JERSEY | 70,004 | 70,004 | 69,984 | 70,139 | 0 | 139,837 | 0 | 419,968 |
| NEW MEXICO | 65,719 | 0 | 128,972 | 64,591 | 0 | 65,599 | 65,719 | 390,600 |
| NEW YORK | 141,529 | 6,393 | 240,307 | 120,664 | 119,847 | 120,384 | 135,136 | 884,260 |
| NORTH CAROLINA | 262,755 | 122,315 | 122,243 | 122,804 | 124,198 | 124,769 | 140,440 | 1,019,524 |
| NORTH DAKOTA | 118,461 | 58,870 | 58,861 | 58,930 | 57,869 | 57,929 | 59,591 | 470,511 |
| NORTHERN MARIANAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OHIO | 271,466 | 129,392 | 129,313 | 129,929 | 125,539 | 126,120 | 142,074 | 1,053,833 |
| OKLAHOMA | 172,136 | 82,775 | 82,743 | 0 | 164,462 | 82,124 | 89,361 | 673,601 |
| OREGON | 110,063 | 110,063 | 20,000 | 93,415 | 113,000 | 75,837 | 0 | 522,378 |
| PENNSYLVANIA | 152,710 | 0 | 0 | 413,072 | 0 | 269,176 | 152,710 | 987,668 |
| PUERTO RICO | 156,067 | 0 | 151,536 | 155,218 | 75,182 | 0 | 156,067 | 694,070 |
| RHODE ISLAND | 106,846 | 52,914 | 52,912 | 52,934 | 53,226 | 53,251 | 53,932 | 426,015 |
| SOUTH CAROLINA | 181,279 | 86,013 | 85,978 | 86,257 | 87,137 | 87,422 | 95,266 | 709,352 |
| SOUTH DAKOTA | 121,981 | 60,290 | 60,280 | 60,359 | 59,591 | 59,665 | 61,691 | 483,857 |
| TENNESSEE | 392,509 | 284,076 | 96,638 | 97,000 | 97,939 | 98,308 | 108,433 | 1,174,903 |
| TEXAS | 318,440 | 145,074 | 144,980 | 0 | 145,716 | 303,206 | 173,366 | 1,230,782 |
| UTAH | 116,530 | 57,668 | 57,660 | 57,720 | 0 | 114,597 | 58,862 | 463,037 |
| VERMONT | 138,735 | 78,283 | 58,099 | 58,161 | 84,753 | 58,641 | 60,452 | 537,124 |
| VIRGINIA | 194,720 | 92,914 | 92,874 | 93,204 | 92,503 | 92,829 | 101,806 | 760,850 |
| VIRGIN ISLANDS | 24,037 | 11,800 | 11,798 | 11,812 | 11,835 | 11,850 | 12,237 | 95,369 |
| WASHINGTON | 164,458 | 78,158 | 78,130 | 78,348 | 79,781 | 80,010 | 86,300 | 645,185 |
| WEST VIRGINIA | 159,686 | 78,821 | 78,792 | 79,016 | 75,322 | 75,517 | 80,865 | 628,019 |
| WISCONSIN | 178,505 | 88,505 | 94,158 | 94,114 | 109,173 | 100,332 | 90,000 | 754,787 |
| WYOMING | 114,017 | 56,558 | 56,550 | 56,602 | 56,120 | 56,167 | 57,459 | 453,473 |
| TOTAL | 8,452,071 | 4,047,623 | 4,418,385 | 4,416,330 | 4,123,828 | 4,769,539 | 4,404,448 | 34,632,224 |

TABLE 46

GRANT FUNDS OBLIGATED FOR U.S. TERRITORIES (EXCLUDING PUERTO RICO)
BY PROGRAM
FISCAL YEARS 1984 - 1994

| | FY 1984/ 1985-1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| VIRGIN ISLANDS | | | | | | | | | | |
| SECTION 16 | 175,912 | 0 | 129,448 | 129,420 | 129,421 | 129,429 | 132,142 | 132,027 | 133,764 | 1,091,563 |
| SECTION 18 | 100,570 | 0 | 216,851 | 72,002 | 71,454 | 74,258 | 118,129 | 6,205,175 | 1,523,959 | 8,382,398 |
| RTAP | 0 | 0 | 23,370 | 11,800 | 11,798 | 11,812 | 11,835 | 11,850 | 12,237 | 94,702 |
| SECTION 3 | 0 | 0 | 0 | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| SECTION 8 (TECH.STUDIES) | 95,000 | 0 | 60,000 | 108,140 | 0 | 0 | 0 | 0 | 0 | 263,140 |
| SUB-TOTAL | 371,482 | 0 | 429,669 | 321,362 | 3,212,673 | 215,499 | 262,106 | 6,349,052 | 1,669,960 | 12,831,803 |
| GUAM | | | | | | | | | | |
| SECTION 16 | 258,394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258,394 |
| SECTION 18 | 268,225 | 229,112 | 217,148 | 218,943 | 218,341 | 221,458 | 0 | 572,529 | 332,127 | 2,277,883 |
| RTAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUB-TOTAL | 526,619 | 229,112 | 217,148 | 218,943 | 218,341 | 221,458 | 0 | 572,529 | 332,127 | 2,536,277 |
| AMERICAN SAMOA | | | | | | | | | | |
| SECTION 16 | 0 | 0 | 50,940 | 50,934 | 50,934 | 0 | 0 | 0 | 0 | 152,808 |
| SECTION 18 | 51,513 | 0 | 47,210 | 24,081 | 23,898 | 75,771 | 117,138 | 24,081 | 117,868 | 481,560 |
| RTAP | 0 | 0 | 21,127 | 10,602 | 10,601 | 10,606 | 0 | 0 | 11,028 | 63,964 |
| SUB-TOTAL | 51,513 | 0 | 119,277 | 85,617 | 85,433 | 86,377 | 117,138 | 24,081 | 128,896 | 698,332 |
| NORTHERN MARIANAS | | | | | | | | | | |
| SECTION 16 | 150,820 | 50,490 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201,310 |
| SECTION 18 | 48,363 | 14,120 | 0 | 0 | 0 | 0 | 158,717 | 105,429 | 123,819 | 450,448 |
| RTAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUB-TOTAL | 199,183 | 64,610 | 0 | 0 | 0 | 0 | 158,717 | 105,429 | 123,819 | 651,758 |
| GRAND TOTAL | 1,148,797 | 293,722 | 766,094 | 625,922 | 3,516,447 | 523,334 | 537,961 | 7,051,091 | 2,254,802 | 16,718,170 |

PLEASE NOTE THAT SECTION 18 OBLIGATIONS FOR GUAM INCLUDE TRANSFERS OF SECTION 16 AND RTAP FUNDS FOR FISCAL YEARS 1987-1994.

AMERICAN SAMOA - NO FUNDS WERE TRANSFERRED TO SECTION 18 OR OBLIGATED IN FY 1993. THE $24,081 SHOWN IS AN ADJUSTMENT TO A PRIOR YEAR OBLIGATION.

NO. MARIANAS - FY 1993 SECTION 16 AND RTAP FUNDS WERE TRANSFERRED TO SECTION 18 AND OBLIGATED.

VIRGIN ISLANDS - FY 1993 OBLIGATIONS INCLUDE TRANSFER OF $6,104,197 FROM FLEXIBLE FUNDS.
FY 1994 OBLIGATIONS INCLUDE TRANFER OF $1,380,750 FROM FLEXIBLE FUNDS.

TABLE 47

STATUS OF FLEXIBLE FUNDS TRANSFERRED FROM FHWA AS OF SEPTEMBER 30, 1994

($ IN MILLIONS)

| TRANSFERS TO FTA: | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|
| CMAQ | 177.0 | 298.4 | 317.0 | 792.4 |
| STP | 25.2 | 146.9 | 183.2 | 355.3 |
| INTERSTATE SUBSTITUTE | 100.0 | 0.1 | 83.3 | 183.4 |
| FHWA EARMARKS | 1.4 | 23.8 | 26.2 | 51.4 |
| FAUS | 0.2 | 0 | 0 | 0.2 |
| TOTAL TRANSFERS | 303.8 | 469.2 | 609.7 | 1,382.7 |
| CARRYOVER FROM PREVIOUS YEARS | | | | |
| CMAQ | 0 | 55.8 | 65.8 | 121.6 |
| STP | 0 | 4.4 | 25.3 | 29.7 |
| INTERSTATE SUBSTITUTE | 0 | 0 | 0.0 | 0.0 |
| FHWA EARMARKS | 0 | 0 | 9.9 | 9.9 |
| FAUS | 0 | 0 | 0 | 0.0 |
| TOTAL CARRYOVER | 0 | 60.2 | 101.0 | 161.2 |
| AVAILABLE TO FTA: | | | | |
| CMAQ | 177.0 | 354.2 | 382.8 | 914.0 |
| STP | 25.2 | 151.3 | 208.5 | 385.0 |
| INTERSTATE SUBSTITUTE | 100.0 | 0.1 | 83.3 | 183.4 |
| FHWA EARMARKS | 1.4 | 23.8 | 36.1 | 61.3 |
| FAUS | 0.2 | 0 | 0 | 0.2 |
| TOTAL AVAILABLE | 303.8 | 529.4 | 710.7 | 1,543.9 |
| OBLIGATED BY FTA: | | | | |
| CMAQ | 121.2 | 289.0 | 259.7 | 669.9 |
| STP | 20.8 | 125.7 | 114.8 | 261.3 |
| INTERSTATE SUBSITUTE | 100.0 | 0.1 | 83.3 | 183.4 |
| FHWA EARMARKS | 1.4 | 13.8 | 16.0 | 31.2 |
| FAUS | 0.2 | 0 | 0 | 0.2 |
| TOTAL OBLIGATED | 243.6 | 428.6 | 473.8 | 1,146.0 |
| PENDING OBLIGATIONS (CARRYOVER) | | | | |
| CMAQ | 55.8 | 65.2 | 123.1 | 244.1 |
| STP | 4.4 | 25.6 | 93.7 | 123.7 |
| INTERSTATE SUBSTITUTE | 0 | 0.0 | 0 | 0.0 |
| FHWA EARMARKS | 0 | 10.0 | 20.1 | 30.1 |
| FAUS | 0 | 0 | 0 | 0 |
| TOTAL PENDING OBLIGATIONS | 60.2 | 100.8 | 236.9 | 397.9 |

FY 92 OBLIGATIONS REPRESENT 26 PROJECTS IN 18 STATES; FY 93 OBLIGATIONS REPRESENT 155 PROJECTS IN 38 STATES; AND FY 94 OBLIGATIONS REPRESENT 166 PROJECTS IN 38 STATES.

TABLE 47-1

## FLEXIBLE FUNDS OBLIGATIONS BY SOURCE

| | FY 1992 | | | | FY 1993 | | | | FY 1994 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATE | CMAQ | STP | OTHER | TOTAL | CMAQ | STP | OTHER | TOTAL | CMAQ | STP | OTHER | TOTAL | CUMULATIVE |
| ALABAMA | $0 | $501,476 | $0 | $501,476 | $1,435,000 | $2,792,000 | $0 | $4,227,000 | $0 | $764,300 | $0 | $764,300 | $5,492,776 |
| ALASKA | 0 | 0 | 248,388 | 248,388 | 1,966,982 | 0 | 0 | 1,966,982 | 0 | 2,797,438 | 0 | 2,797,438 | 5,012,808 |
| ARKANSAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,495,000 | 0 | 3,495,000 | 3,495,000 |
| ARIZONA | 0 | 600,000 | 0 | 600,000 | 12,149,580 | 1,386,682 | 0 | 13,536,262 | 0 | 1,791,700 | 0 | 1,791,700 | 15,927,962 |
| CALIFORNIA | 9,269,000 | 1,731,000 | 0 | 11,000,000 | 41,345,567 | 34,036,935 | 0 | 75,382,502 | 30,474,388 | 11,290,270 | 0 | 41,764,658 | 128,147,160 |
| COLORADO | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | 140,000 | 0 | 986,000 | 0 | 986,000 | 1,126,000 |
| CONNECTICUT | 14,173,600 | 61,832 | 0 | 14,235,432 | 5,253,600 | 0 | 0 | 5,253,600 | 8,442,400 | 8,894,628 | 0 | 17,337,028 | 36,826,060 |
| WASH. D.C. | 4,600,000 | 0 | 0 | 4,600,000 | 0 | 0 | 0 | 0 | 11,265,860 | 4,480,600 | 0 | 15,746,460 | 20,346,460 |
| FLORIDA | 0 | 0 | 0 | 0 | 4,455,808 | 0 | 0 | 4,455,808 | 2,078,400 | 0 | 0 | 2,078,400 | 6,534,208 |
| GEORGIA | 0 | 394,955 | 0 | 394,955 | 0 | 5,188,784 | 0 | 5,188,784 | 1,187,200 | 110,000 | 0 | 1,297,200 | 6,880,939 |
| HAWAII | 0 | 0 | 0 | 0 | 0 | 1,290,000 | 0 | 1,290,000 | 0 | 0 | 0 | 0 | 1,290,000 |
| IDAHO | 0 | 0 | 0 | 0 | 3,897,466 | 0 | 0 | 3,897,466 | 2,353,545 | 0 | 0 | 2,353,545 | 6,251,011 |
| ILLINOIS | 10,900,000 | 0 | 0 | 10,900,000 | 39,805,017 | 539,500 | 0 | 40,344,517 | 22,768,800 | 137,500 | 0 | 22,906,300 | 74,150,817 |
| INDIANA | 0 | 0 | 0 | 0 | 1,368,000 | 0 | 0 | 1,368,000 | 2,996,171 | 0 | 0 | 2,996,171 | 4,364,171 |
| IOWA | 0 | 0 | 0 | 0 | 0 | 0 | 107,996 | 107,996 | 0 | 0 | 0 | 0 | 107,996 |
| KENTUCKY | 0 | 0 | 0 | 0 | 3,609,520 | 0 | 0 | 3,609,520 | 344,000 | 1,200,000 | 0 | 1,544,000 | 5,153,520 |
| LOUISIANA | 0 | 0 | 0 | 0 | 0 | 753,645 | 0 | 753,645 | | 7,859,000 | 0 | 7,859,000 | 8,612,645 |
| MAINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 860,000 | 653,112 | 0 | 1,513,112 | 1,513,112 |
| MARYLAND | 3,300,000 | 0 | 0 | 3,300,000 | 5,690,000 | 0 | 0 | 5,690,000 | 1,232,000 | 0 | 0 | 1,232,000 | 10,222,000 |
| MASSACHUSETTS | 24,000,000 | 0 | 0 | 24,000,000 | 9,637,120 | 1,763,148 | 0 | 11,400,268 | 52,018,480 | 0 | 0 | 52,018,480 | 87,418,748 |
| MICHIGAN | 0 | 0 | 0 | 0 | 1,986,000 | 1,102,337 | 0 | 3,088,337 | 8,710,600 | 2,531,563 | 0 | 11,242,163 | 14,330,500 |
| MINNESOTA | 0 | 0 | 0 | 0 | 4,336,267 | 3,170,400 | 0 | 7,506,667 | 4,800,000 | 878,400 | 0 | 5,678,400 | 13,185,067 |
| MISSOURI | 0 | 0 | 0 | 0 | 320,000 | 0 | 0 | 320,000 | 0 | 0 | 0 | 0 | 320,000 |
| MONTANA | 0 | 0 | 0 | 0 | 840,800 | 0 | 0 | 840,800 | 0 | 0 | 0 | 0 | 840,800 |
| NEBRASKA | 0 | 400,000 | 0 | 400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 |
| NEW HAMPSHIRE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 427,232 | 0 | 0 | 427,232 | 427,232 |
| NEW JERSEY | 0 | 0 | 0 | 0 | 30,000,000 | 4,000,000 | 0 | 34,000,000 | 10,300,000 | 3,261,000 | 1,500,000 | 15,061,000 | 49,061,000 |
| NEW MEXICO | 0 | 0 | 0 | 0 | 998,187 | 400,000 | 0 | 1,398,187 | 2,100,000 | 107,200 | 0 | 2,207,200 | 3,605,387 |
| NEW YORK | 36,650,000 | 13,350,000 | 100,000,001 | 150,000,001 | 78,026,960 | 32,470,000 | 0 | 110,496,960 | 36,321,600 | 38,358,556 | 88,093,600 | 162,773,756 | 423,270,717 |
| NORTH CAROLINA | 0 | 0 | 0 | 0 | 0 | 160,000 | 0 | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| OHIO | 12,148,000 | 1,298,977 | 0 | 13,446,977 | 7,994,055 | 8,520,024 | 0 | 16,514,079 | 5,304,293 | 7,986,390 | 0 | 13,290,683 | 43,251,739 |
| OKLAHOMA | 0 | 0 | 0 | 0 | 400,000 | 0 | 0 | 400,000 | 400,000 | 0 | 0 | 400,000 | 800,000 |
| OREGON | 0 | 0 | 0 | 0 | 4,303,000 | 965,000 | 0 | 5,268,000 | 4,217,075 | 100,320 | 0 | 4,317,395 | 9,585,395 |
| PENNSYLVANIA | 0 | 400,000 | 0 | 400,000 | 1,498,000 | 824,000 | 9,108,000 | 11,430,000 | 16,568,000 | 1,738,000 | 6,348,000 | 24,654,000 | 36,484,000 |
| RHODE ISLAND | 0 | 0 | 1,395,568 | 1,395,568 | 1,200,000 | 0 | 3,312,000 | 4,512,000 | 0 | 0 | 3,356,428 | 3,356,428 | 9,263,996 |
| TENNESSEE | 0 | 0 | 0 | 0 | 0 | 600,000 | 0 | 600,000 | 0 | 759,600 | 0 | 759,600 | 1,359,600 |
| TEXAS | 0 | 0 | 0 | 0 | 5,912,938 | 132,000 | 1,457,600 | 7,502,538 | 14,021,013 | 0 | 0 | 14,021,013 | 21,523,551 |
| UTAH | 0 | 0 | 0 | 0 | 2,400,000 | 0 | 0 | 2,400,000 | 90,000 | 0 | 0 | 90,000 | 2,490,000 |
| VERMONT | 0 | 390,000 | 0 | 390,000 | 152,000 | 5,530,209 | 0 | 5,682,209 | 545,960 | 1,053,620 | 0 | 1,599,580 | 7,671,789 |
| VIRGINIA | 6,144,000 | 0 | 0 | 6,144,000 | 1,240,000 | 12,855,844 | 0 | 14,095,844 | 7,805,000 | 8,552,280 | 0 | 16,357,280 | 36,597,124 |
| VIRGIN ISLANDS | 0 | 0 | 0 | 0 | | 6,104,197 | 0 | 6,104,197 | 0 | 1,380,750 | 0 | 1,380,750 | 7,484,947 |
| WASHINGTON | 0 | 0 | 0 | 0 | 14,029,596 | 1,032,300 | 0 | 15,061,896 | 8,114,200 | 1,207,448 | 0 | 9,321,648 | 24,383,544 |
| WEST VIRGINIA | 0 | 0 | 0 | 0 | 291,246 | 0 | 0 | 291,246 | 0 | 0 | 0 | 0 | 291,246 |
| WISCONSIN | 0 | 1,600,000 | 0 | 1,600,000 | 2,318,400 | 0 | 0 | 2,318,400 | 3,893,000 | 2,520,000 | 0 | 6,413,000 | 10,331,400 |
| TOTAL ..... | $121,184,600 | $20,728,240 | $101,643,957 | $243,556,797 | $288,861,109 | $125,757,005 | $13,985,596 | $428,603,710 | $259,639,217 | $114,894,675 | $99,298,028 | $473,831,920 | $1,145,992,427 |

TABLE 47-2

## FLEXIBLE FUND TRANSFERS AND OBLIGATIONS BY STATE
(In Millions of Dollars)

| STATE | FY 1992 TRANSFERS | FY 1992 OBLIGATIONS | FY 1993 TRANSFERS | FY 1993 OBLIGATIONS | FY 1994 TRANSFERS | FY 1994 OBLIGATIONS | CUMULATIVE TRANSFERS | % | CUMULATIVE OBLIGATIONS | % |
|---|---|---|---|---|---|---|---|---|---|---|
| ALABAMA | $0.5 | $0.5 | $4.3 | $4.2 | $1.2 | $0.8 | $6.0 | 0.4% | $5.5 | 0.5% |
| ALASKA | 0.2 | 0.3 | 1.9 | 1.9 | 2.8 | 2.8 | 4.9 | 0.4% | 5.0 | 0.4% |
| ARIZONA | 6.3 | 0.6 | 7.8 | 13.6 | 8.0 | 1.8 | 22.1 | 1.6% | 16.0 | 1.4% |
| ARKANSAS | | | | | 2.8 | 3.5 | 2.8 | 0.2% | 3.5 | 0.3% |
| CALIFORNIA | 15.0 | 11.0 | 98.8 | 75.5 | 160.1 | 41.8 | 273.9 | 19.8% | 128.3 | 11.2% |
| COLORADO | | | 0.2 | 0.2 | 1.0 | 1.0 | 1.2 | 0.1% | 1.2 | 0.1% |
| CONNECTICUT | 18.2 | 14.2 | 10.2 | 5.3 | 10.2 | 17.3 | 38.6 | 2.8% | 36.8 | 3.2% |
| DIST OF COLU | 6.0 | 4.6 | 2.9 | | 17.4 | 15.7 | 26.3 | 1.9% | 20.3 | 1.8% |
| FLORIDA | | | 5.1 | 4.5 | 2.7 | 2.1 | 7.8 | 0.6% | 6.6 | 0.6% |
| GEORGIA | 0.4 | 0.4 | 5.1 | 5.1 | 1.3 | 1.3 | 6.8 | 0.5% | 6.8 | 0.6% |
| HAWAII | | | 1.3 | 1.3 | 2.4 | | 3.7 | 0.3% | 1.3 | 0.1% |
| IDAHO | | | 3.8 | 3.8 | 1.5 | 2.4 | 5.3 | 0.4% | 6.2 | 0.5% |
| ILLINOIS | 14.8 | 10.9 | 36.5 | 40.3 | 23.5 | 23.0 | 74.8 | 5.4% | 74.2 | 6.5% |
| INDIANA | | | 2.4 | 1.4 | 2.3 | 3.0 | 4.7 | 0.3% | 4.4 | 0.4% |
| IOWA | | | 0.1 | 0.1 | | | 0.1 | 0.0% | 0.1 | 0.0% |
| KENTUCKY | | | 4.8 | 3.6 | 0.6 | 1.5 | 5.4 | 0.4% | 5.1 | 0.4% |
| LOUISIANA | | | 0.8 | 0.8 | 7.9 | 7.9 | 8.7 | 0.6% | 8.7 | 0.8% |
| MAINE | | | | | 5.1 | 1.5 | 5.1 | 0.4% | 1.5 | 0.1% |
| MARYLAND | 3.3 | 3.3 | 5.7 | 5.7 | 1.2 | 1.2 | 10.2 | 0.7% | 10.2 | 0.9% |
| MASSACHUSETTS | 27.2 | 24.0 | 33.0 | 11.4 | 29.0 | 52.0 | 89.2 | 6.5% | 87.4 | 7.6% |
| MICHIGAN | | | 7.3 | 3.1 | 12.5 | 11.2 | 19.8 | 1.4% | 14.3 | 1.2% |
| MINNESOTA | | | 7.5 | 7.5 | 3.3 | 5.7 | 10.8 | 0.8% | 13.2 | 1.2% |
| MISSOURI | | | 0.3 | 0.3 | 0.6 | | 0.9 | 0.1% | 0.3 | 0.0% |
| MONTANA | | | 0.8 | 0.8 | | | 0.8 | 0.1% | 0.8 | 0.1% |
| NEBRASKA | 0.4 | 0.4 | | | | | 0.4 | 0.0% | 0.4 | 0.0% |
| NEW HAMPSHIRE | | | | | 1.1 | 0.4 | 1.1 | 0.1% | 0.4 | 0.0% |
| NEW JERSEY | 34.0 | | 9.1 | 34.0 | 18.0 | 15.1 | 61.1 | 4.4% | 49.1 | 4.3% |
| NEW MEXICO | | | 1.7 | 1.4 | 2.2 | 2.2 | 3.9 | 0.3% | 3.6 | 0.3% |
| NEW YORK | 150.0 | 150.0 | 110.5 | 110.5 | 163.8 | 162.8 | 424.3 | 30.7% | 423.3 | 36.9% |
| NORTH CAROLINA | | | 0.2 | 0.2 | | | 0.2 | 0.0% | 0.2 | 0.0% |
| OHIO | 13.4 | 13.4 | 16.9 | 16.5 | 15.0 | 13.3 | 45.3 | 3.3% | 43.2 | 3.8% |
| OKLAHOMA | | | 0.8 | 0.4 | | 0.4 | 0.8 | 0.1% | 0.8 | 0.1% |
| OREGON | | | 5.3 | 5.3 | 15.3 | 4.3 | 20.6 | 1.5% | 9.6 | 0.8% |
| PENNSYLVANIA | 0.4 | 0.4 | 20.0 | 11.4 | 29.9 | 24.6 | 50.3 | 3.6% | 36.4 | 3.2% |
| RHODE ISLAND | 1.4 | 1.4 | 4.5 | 4.5 | 3.4 | 3.4 | 9.3 | 0.7% | 9.3 | 0.8% |
| TENNESSEE | | | 0.6 | 0.6 | 0.3 | 0.7 | 0.9 | 0.1% | 1.3 | 0.1% |
| TEXAS | | | 11.1 | 7.5 | 28.7 | 14.0 | 39.8 | 2.9% | 21.5 | 1.9% |
| UTAH | | | 2.4 | 2.4 | 1.0 | 0.1 | 3.4 | 0.2% | 2.5 | 0.2% |
| VERMONT | 0.4 | 0.4 | 5.8 | 5.7 | 1.9 | 1.6 | 8.1 | 0.6% | 7.7 | 0.7% |
| VIRGINIA | 8.0 | 6.1 | 17.7 | 14.1 | 15.0 | 16.3 | 40.7 | 2.9% | 36.5 | 3.2% |
| VIRGIN ISLANDS | | | 6.1 | 6.1 | 1.4 | 1.4 | 7.5 | 0.5% | 7.5 | 0.7% |
| WASHINGTON | | | 15.1 | 15.0 | 9.3 | 9.3 | 24.4 | 1.8% | 24.3 | 2.1% |
| WEST VIRGINIA | | | 0.3 | 0.3 | | | 0.3 | 0.0% | 0.3 | 0.0% |
| WISCONSIN | 3.9 | 1.7 | 0.5 | 2.3 | 6.0 | 6.4 | 10.4 | 0.8% | 10.4 | 0.9% |
| TOTAL ..... | $303.8 | $243.6 | $469.2 | $428.6 | $609.7 | $473.8 | $1,382.7 | 1.0 | $1,146.0 | 1.0 |

TABLE 48

TRANSFERS FROM SECTIONS 9, 9A AND 9B TO SECTION 18
FISCAL YEARS 1984 - 1994

(IN REGIONAL ORDER)

| STATE | FY 1984/ FY 1985 | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL$ TRANSFERRED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CONNECTICUT | 0 | 0 | 0 | 0 | 0 | 0 | 27,000 | 0 | 0 | 144,175 | 171,175 |
| MAINE | 60,826 | 55,388 | 168,000 | 85,900 | 0 | 0 | 0 | 0 | 0 | 3,840 | 373,954 |
| MASS. | 500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334,285 | 0 | 834,285 |
| NEW HAMPSHIRE | 211,162 | 137,435 | 77,072 | 90,000 | 140,655 | 159,314 | 287,227 | 0 | 92,829 | 183,377 | 1,379,071 |
| NEW YORK | 0 | 228,000 | 0 | 245,000 | 819,000 | 341,000 | 0 | 0 | 791,702 | 0 | 2,424,702 |
| MARYLAND | 0 | 0 | 0 | 0 | 0 | 0 | 87,137 | 0 | 0 | 0 | 87,137 |
| PENN. | 0 | 0 | 0 | 500,000 | 0 | 0 | 0 | 0 | 84,000 | 28,000 | 612,000 |
| VIRGINIA | 0 | 784,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 784,000 |
| WEST. VA. | 0 | 70,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,400 |
| ALABAMA | 1,701,607 | 3,615,725 | 3,368,976 | 4,270,805 | 2,000,000 | 2,000,000 | 850,000 | 1,500,000 | 500,000 | 0 | 19,807,113 |
| FLORIDA | 1,844,710 | 1,341,960 | 736,507 | 2,113,280 | 750,000 | 729,000 | 1,125,000 | 1,000,000 | 1,000,000 | 1,000,000 | 11,640,457 |
| GEORGIA | 0 | 272,312 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272,312 |
| KENTUCKY | 0 | 68,157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68,157 |
| MISSISSIPPI | 1,127,000 | 0 | 1,300,000 | 0 | 1,128,456 | 0 | 325,000 | 200,000 | 0 | 0 | 4,080,456 |
| NO. CAROLINA | 0 | 930,210 | 181,500 | 1,500,000 | 1,500,000 | 0 | 0 | 1,577,053 | 1,737,331 | 4,913,401 | 12,339,495 |
| PUERTO RICO | 6,000,000 | 0 | 0 | 0 | 0 | 75,096 | 0 | 0 | 0 | 0 | 6,075,096 |
| SO. CAROLINA | 4,229,715 | 1,602,058 | 1,402,781 | 1,155,537 | 145,016 | 244,261 | 411,762 | 309,736 | 235,119 | 0 | 9,735,985 |
| TENNESSEE | 0 | 750,096 | 0 | 0 | 0 | 0 | 0 | 191,440 | 0 | 0 | 941,536 |
| ILLINOIS | 500,000 | 0 | 0 | 0 | 520,523 | 0 | 0 | 0 | 0 | 363,599 | 1,384,122 |
| INDIANA | 0 | 0 | 90,105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90,105 |
| MICHIGAN | 644,298 | 781,055 | 638,390 | 0 | 0 | 0 | 0 | 0 | 0 | 652,576 | 2,716,319 |
| MINNESOTA | 354,226 | 72,819 | 52,223 | 0 | 31,764 | 26,716 | 0 | 20,987 | 21,328 | 19,368 | 599,431 |
| OHIO | 0 | 4,021,955 | 322,632 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,344,587 |
| WISCONSIN | 0 | 188,088 | 370,000 | 201,343 | 130,419 | 0 | 0 | 868,600 | 1,712,500 | 325,997 | 3,796,947 |
| ARKANSAS | 655,000 | 1,426,224 | 0 | 385,030 | 0 | 0 | 0 | 300,000 | 1,975 | 83,555 | 2,851,784 |
| LOUISIANA | 0 | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 |
| NEW MEXICO | 0 | 50,000 | 213,627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263,627 |
| OKLAHOMA | 0 | 0 | 0 | 372,573 | 100,199 | 935,645 | 200,679 | 706,675 | 592,371 | 1,360,136 | 4,268,278 |
| TEXAS | 6,000,000 | 6,000,000 | 5,500,000 | 6,139,029 | 0 | 8,080,720 | 9,117,458 | 7,895,770 | 0 | 0 | 48,732,977 |
| IOWA | 0 | 239,926 | 300,000 | 300,000 | 366,342 | 300,000 | 300,000 | 267,000 | 84,840 | 0 | 2,158,108 |
| KANSAS | 0 | 21,726 | 500,000 | 533,570 | 0 | 400,000 | 0 | 0 | 0 | 0 | 1,455,296 |
| MISSOURI | 0 | 374,000 | 442,451 | 226,473 | 248,380 | 122,414 | 308,199 | 21,312 | 271,535 | 0 | 2,014,764 |
| ARIZONA | 0 | 0 | 0 | 0 | 0 | 368,352 | 0 | 337,821 | 342,993 | 365,967 | 1,415,133 |
| COLORADO | 0 | 613,280 | 562,897 | 839,237 | 548,832 | 327,380 | 4,621 | 17,500 | 0 | 0 | 2,913,747 |
| NORTH DAKOTA | 0 | 329,470 | 326,558 | 224,061 | 191,950 | 147,461 | 64,061 | 21,035 | 62,645 | 0 | 1,367,241 |
| SOUTH DAKOTA | 0 | 234,000 | 193,880 | 329,953 | 206,637 | 107,755 | 42,765 | 0 | 0 | 0 | 1,114,990 |
| WYOMING | 0 | 169,720 | 849,660 | 865,622 | 969,212 | 803,529 | 0 | 630,000 | 0 | 0 | 4,287,743 |
| ALASKA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58,783 | 0 | 0 | 58,783 |
| IDAHO | 0 | 579,272 | 155,000 | 0 | 50,000 | 25,186 | 66,567 | 124,387 | 130,000 | 71,842 | 1,202,254 |
| OREGON | 0 | 0 | 0 | 55,000 | 7,122 | 6,634 | 7,079 | 9,670 | 8,277 | 11,842 | 105,624 |
| WASHINGTON | 0 | 4,000 | 320,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 324,000 |
| | 0 | | | | | | | | | | |
| GRAND TOTAL | 23,828,544 | 26,961,276 | 18,072,259 | 20,432,413 | 9,854,507 | 15,200,463 | 13,224,555 | 16,057,769 | 8,003,730 | 9,527,675 | 161,163,191 |

## TRANSFER OF FUNDS

Sections 9, 9A, 9B to Section 18

FISCAL YEARS 1984 - 1994

Figure 48

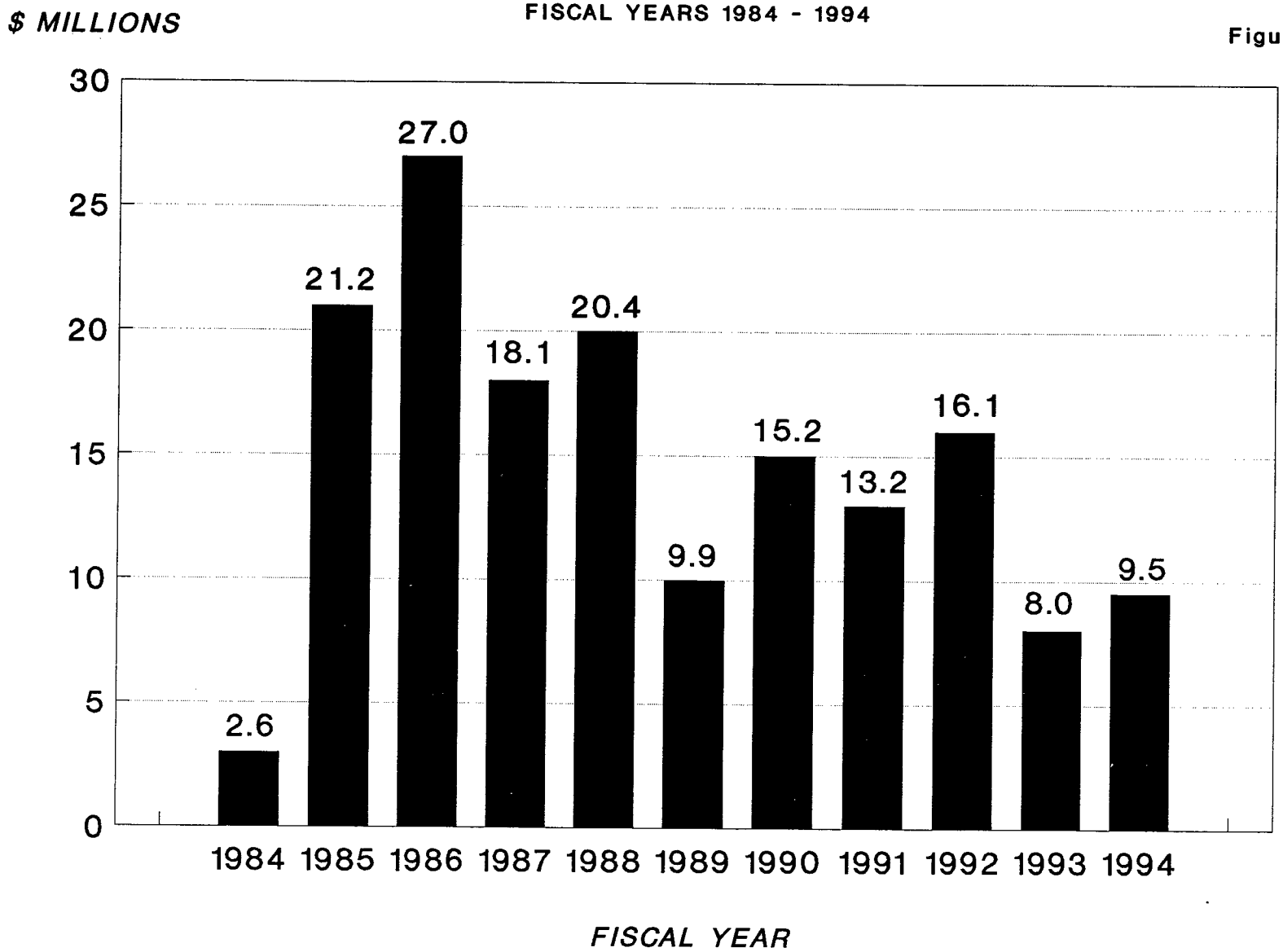


TABLE 49

FUNDS TRANSFERRED FROM SECTION 18 TO SECTION 9
FISCAL YEARS 1986 - 1994

| STATE | FY 1986 | FY 1987 | FY 1988 | FY 1989 | FY 1990 | FY 1991 | FY 1992 | FY 1993 | FY 1994 | TOTAL $ |
|---|---|---|---|---|---|---|---|---|---|---|
| RHODE ISLAND | * 62,873 | 108,481 | 89,474 | 221,955 | 19,020 | 28,030 | 0 | 133,160 | 0 | 662,993 |
| NORTH CAROLINA | 0 | 0 | 0 | 0 | 0 | 0 | 1,577,053 | 1,737,331 | 2,537,326 | 5,851,710 |
| WISCONSIN | 188,088 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188,088 |
| NEW MEXICO | 0 | 0 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| TEXAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325,712 | 0 | 325,712 |
| IOWA | 88,426 | 200,000 | 200,000 | 244,228 | 240,000 | 240,000 | 293,600 | 0 | 0 | 1,506,254 |
| OREGON | 0 | 438,206 | 160,000 | 0 | 0 | 0 | 0 | 0 | 0 | 598,206 |
| TOTAL | 339,387 | 746,687 | 449,474 | 466,183 | 259,020 | 468,030 | 1,870,653 | 2,196,203 | 2,537,326 | 9,332,963 |

* RHODE ISLAND TRANSFER IN FY 1986 WAS A DEOBLIGATION.

TABLE 50

NUMBER OF VEHICLES PURCHASED WITH SECTION 16 FUNDS
FISCAL YEARS 1988 - 1994

| STATE | NO. OF VEH. 1988 | NO. OF VEH. 1989 | NO. OF VEH. 1990 | NO. OF VEH. 1991 | NO. OF VEH. 1992 | NO. OF VEH. 1993 | NO. OF VEH. 1994 | TOTAL VEHICLES | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | TOTAL NUMBER WITH LIFTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALABAMA | 25 | 28 | 27 | 30 | 45 | 33 | 50 | 238 | 6 | 9 | 5 | 4 | 8 | 13 | 16 | 61 |
| ALASKA | 7 | 8 | 7 | 8 | 5 | 6 | 5 | 46 | 0 | 2 | 2 | 4 | 5 | 5 | 5 | 23 |
| AMERICAN SAMOA | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| ARIZONA | 24 | 19 | 21 | 17 | 41 | 22 | 30 | 174 | 13 | 11 | 8 | 11 | 23 | 22 | 30 | 118 |
| ARKANSAS | 31 | 24 | 30 | 35 | 29 | 24 | 29 | 202 | 8 | 0 | 9 | 14 | 17 | 14 | 17 | 79 |
| CALIFORNIA | 64 | 59 | 46 | 61 | 96 | 90 | 128 | 544 | 48 | 42 | 45 | 61 | 96 | 90 | 128 | 510 |
| COLORADO | 17 | 16 | 9 | 18 | 12 | 10 | 15 | 97 | 6 | 15 | 2 | 0 | 12 | 10 | 15 | 60 |
| CONNECTICUT | 28 | 26 | 23 | 23 | 28 | 22 | 28 | 178 | 28 | 26 | 23 | 23 | 28 | 22 | 28 | 178 |
| DELAWARE | 7 | 6 | 5 | 5 | 7 | 6 | 7 | 43 | 5 | 5 | 3 | 5 | 7 | 6 | 7 | 38 |
| DISTRICT OF COL. | 9 | 12 | 10 | 9 | 13 | 10 | 11 | 74 | 4 | 1 | 3 | 7 | 4 | 4 | 5 | 28 |
| FLORIDA | 86 | 98 | 125 | 78 | 145 | 117 | 143 | 792 | 12 | 20 | 0 | 26 | 22 | 52 | 72 | 204 |
| GEORGIA | 38 | 29 | 36 | 34 | 54 | 46 | 46 | 283 | 9 | 12 | 14 | 34 | 41 | 20 | 19 | 149 |
| HAWAII | 9 | 7 | 7 | 8 | 7 | 9 | 11 | 58 | 9 | 5 | 4 | 2 | 5 | 6 | 11 | 42 |
| IDAHO | 10 | 16 | 8 | 8 | 5 | 6 | 6 | 59 | 10 | 1 | 3 | 8 | 5 | 6 | 6 | 39 |
| ILLINOIS | 52 | 34 | 34 | 34 | 53 | 42 | 60 | 309 | 32 | 39 | 23 | 26 | 22 | 28 | 50 | 220 |
| INDIANA | 33 | 35 | 38 | 38 | 53 | 43 | 49 | 289 | 10 | 6 | 0 | 7 | 32 | 36 | 36 | 127 |
| IOWA | 39 | 26 | 27 | 19 | 0 | 0 | 0 | 111 | 10 | 9 | 11 | 16 | 0 | 0 | 0 | 46 |
| KANSAS | 25 | 26 | 22 | 20 | 24 | 24 | 26 | 167 | 4 | 3 | 7 | 9 | 16 | 12 | 16 | 67 |
| KENTUCKY | 33 | 28 | 31 | 24 | 22 | 50 | 37 | 225 | 5 | 4 | 8 | 7 | 22 | 50 | 12 | 108 |
| LOUISIANA | 27 | 26 | 25 | 25 | 36 | 28 | 40 | 207 | 21 | 16 | 22 | 0 | 21 | 28 | 37 | 145 |
| MAINE | 12 | 11 | 14 | 10 | 9 | 11 | 10 | 77 | 12 | 7 | 5 | 9 | 7 | 11 | 10 | 61 |
| MARYLAND | 30 | 21 | 19 | 18 | 32 | 30 | 39 | 189 | 30 | 13 | 14 | 13 | 25 | 19 | 19 | 133 |
| MASSACHUSETTS | 30 | 34 | 30 | 30 | 45 | 34 | 42 | 245 | 0 | 3 | 0 | 30 | 43 | 32 | 40 | 148 |
| MICHIGAN | 23 | 23 | 20 | 22 | 34 | 38 | 47 | 207 | 19 | 19 | 18 | 17 | 33 | 31 | 36 | 173 |
| MINNESOTA | 30 | 27 | 27 | 25 | 29 | 29 | 28 | 195 | 30 | 27 | 27 | 25 | 29 | 29 | 28 | 195 |
| MISSISSIPPI | 20 | 21 | 24 | 20 | 25 | 24 | 26 | 160 | 5 | 0 | 0 | 20 | 12 | 11 | 11 | 59 |
| MISSOURI | 47 | 45 | 42 | 40 | 66 | 54 | 56 | 350 | 11 | 11 | 10 | 14 | 19 | 8 | 13 | 86 |
| MONTANA | 7 | 8 | 8 | 7 | 8 | 9 | 11 | 58 | 7 | 4 | 5 | 3 | 8 | 9 | 11 | 47 |
| NEBRASKA | 20 | 22 | 18 | 14 | 22 | 21 | 23 | 140 | 9 | 0 | 0 | 14 | 17 | 15 | 15 | 70 |
| NEVADA | 13 | 11 | 10 | 8 | 11 | 12 | 10 | 75 | 1 | 11 | 2 | 8 | 11 | 12 | 9 | 54 |
| NEW HAMPSHIRE | 11 | 11 | 10 | 11 | 14 | 12 | 13 | 82 | 3 | 9 | 6 | 11 | 9 | 7 | 3 | 48 |
| NEW JERSEY | 26 | 26 | 28 | 25 | 40 | 33 | 40 | 218 | 26 | 26 | 28 | 23 | 40 | 33 | 39 | 215 |
| NEW MEXICO | 18 | 16 | 16 | 13 | 19 | 17 | 15 | 114 | 18 | 16 | 16 | 13 | 17 | 15 | 10 | 105 |
| NEW YORK | 120 | 51 | 99 | 85 | 106 | 67 | 77 | 605 | 69 | 29 | 0 | 42 | 41 | 50 | 77 | 308 |
| NORTH CAROLINA | 28 | 41 | 49 | 40 | 89 | 68 | 77 | 392 | 11 | 9 | 20 | 12 | 15 | 30 | 26 | 123 |
| NORTH DAKOTA | 8 | 7 | 8 | 6 | 8 | 7 | 7 | 51 | 6 | 7 | 9 | 6 | 7 | 7 | 6 | 48 |
| OHIO | 84 | 78 | 69 | 64 | 89 | 75 | 67 | 526 | 53 | 43 | 69 | 63 | 81 | 71 | 67 | 447 |
| OKLAHOMA | 28 | 30 | 29 | 24 | 30 | 27 | 31 | 199 | 15 | 16 | 17 | 17 | 29 | 23 | 28 | 145 |
| OREGON | 18 | 16 | 17 | 11 | 18 | 16 | 21 | 117 | 9 | 9 | 15 | 11 | 18 | 16 | 21 | 99 |
| PENNSYLVANIA | 53 | 54 | 57 | 61 | 86 | 69 | 79 | 459 | 41 | 30 | 57 | 61 | 86 | 69 | 79 | 423 |
| PUERTO RICO | 14 | 14 | 13 | 12 | 18 | 17 | 22 | 110 | 0 | 7 | 13 | 12 | 18 | 17 | 22 | 89 |
| RHODE ISLAND | 15 | 18 | 11 | 16 | 16 | 10 | 11 | 97 | 2 | 6 | 4 | 1 | 16 | 10 | 11 | 50 |
| SOUTH CAROLINA | 26 | 24 | 26 | 32 | 35 | 31 | 35 | 209 | 13 | 13 | 5 | 13 | 13 | 15 | 19 | 91 |
| SOUTH DAKOTA | 12 | 11 | 12 | 13 | 10 | 9 | 14 | 81 | 1 | 0 | 10 | 3 | 3 | 6 | 12 | 35 |
| TENNESSEE | 48 | 44 | 47 | 47 | 66 | 56 | 66 | 374 | 5 | 12 | 10 | 14 | 18 | 16 | 18 | 93 |
| TEXAS | 77 | 80 | 65 | 66 | 98 | 98 | 116 | 600 | 24 | 52 | 35 | 18 | 23 | 28 | 43 | 223 |
| UTAH | 12 | 9 | 10 | 13 | 11 | 10 | 11 | 76 | 5 | 5 | 6 | 1 | 10 | 10 | 11 | 48 |
| VERMONT | 9 | 8 | 8 | 9 | 9 | 0 | 0 | 43 | 6 | 8 | 8 | 9 | 9 | 0 | 0 | 40 |
| VIRGIN ISLANDS | 2 | 4 | 3 | 3 | 4 | 3 | 3 | 22 | 2 | 0 | 3 | 1 | 4 | 3 | 1 | 14 |
| VIRGINIA | 34 | 42 | 33 | 29 | 51 | 42 | 56 | 287 | 9 | 4 | 7 | 10 | 23 | 16 | 21 | 90 |
| WASHINGTON | 21 | 14 | 14 | 18 | 18 | 16 | 28 | 129 | 12 | 14 | 14 | 18 | 18 | 16 | 28 | 120 |
| WEST VIRGINIA | 16 | 19 | 18 | 19 | 24 | 20 | 21 | 137 | 2 | 6 | 6 | 10 | 16 | 20 | 21 | 81 |
| WISCONSIN | 33 | 28 | 43 | 36 | 61 | 58 | 66 | 325 | 10 | 21 | 31 | 22 | 39 | 39 | 54 | 216 |
| WYOMING | 5 | 7 | 5 | 6 | 11 | 7 | 7 | 48 | 5 | 2 | 4 | 6 | 10 | 7 | 5 | 39 |
| TOTAL | 1,515 | 1,400 | 1,435 | 1,347 | 1,887 | 1,618 | 1,896 | 11,098 | 712 | 665 | 668 | 814 | 1,153 | 1,125 | 1,324 | 6,461 |

TABLE 51
SECTION 18 OBLIGATIONS FOR VEHICLES
FISCAL YEARS 1989 - 1994

| | STANDARD BUSES | | | | | | SMALL BUSES | | | | | | VANS | | | | | | STATIONS WAGS/SEDANS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | TOTAL VEHICLES |
| ALABAMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| ALASKA | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 25 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| AMER. SAMOA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| ARIZONA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 2 | 3 | 3 | 0 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| ARKANSAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 1 | 3 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| CALIFORNIA | 1 | 1 | 6 | 4 | 7 | 3 | 13 | 13 | 10 | 19 | 29 | 63 | 6 | 41 | 10 | 6 | 3 | 3 | 6 | 6 | 2 | 0 | 0 | 0 | 252 |
| COLORADO | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| CONNECTICUT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| DELAWARE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FLORIDA | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 8 | 19 | 10 | 12 | 19 | 28 | 12 | 34 | 18 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 187 |
| GEORGIA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 25 | 42 | 79 | 86 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| HAWAII | 0 | 1 | 0 | 2 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 37 |
| IDAHO | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 2 | 3 | 14 | 7 | 1 | 1 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| INDIANA | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 6 | 3 | 4 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 30 |
| IOWAS | 1 | 1 | 1 | 0 | 0 | 0 | 14 | 10 | 10 | 0 | 0 | 0 | 0 | 14 | 0 | 43 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 108 |
| KANSAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 9 | 1 | 20 | 5 | 5 | 0 | 0 | 0 | 0 | 62 |
| KENTUCKY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| LOUISIANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| MAINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| MARYLAND | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 13 | 8 | 0 | 5 | 5 | 3 | 13 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| MASS. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| MICHIGAN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| MINNESOTA | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| MISSISSIPPI | 0 | 7 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| MISSOURI | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| MONTANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| NEBRASKA | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| NEVADA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| NEW HAMP. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| NEW JERSEY | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| NEW MEXICO | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 3 | 3 | 0 | 2 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 27 |
| NEW YORK | 3 | 5 | 2 | 4 | 0 | 1 | 3 | 20 | 10 | 25 | 19 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| NO. CAROLINA | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 3 | 1 | 4 | 17 | 0 | 32 | 66 | 5 | 62 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| NO. DAKOTA | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| NO. MARIANAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| OHIO | 0 | 0 | 0 | 3 | 0 | 0 | 22 | 2 | 0 | 3 | 0 | 2 | 26 | 37 | 0 | 49 | 33 | 31 | 10 | 12 | 0 | 19 | 7 | 7 | 263 |
| OKLAHOMA | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 4 | 5 | 3 | 11 | 8 | 1 | 11 | 23 | 17 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 130 |
| OREGON | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 13 | 2 | 0 | 0 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| RHODE ISL. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| SO. CAROLINA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SO. DAKOTA | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 7 | 2 | 0 | 12 | 0 | 0 | 0 | 1 | 2 | 0 | 33 |
| SO. CAROLINA | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| SO. DAKOTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 54 | 27 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| TENNESSEE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 8 | 3 | 0 | 30 | 23 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| TEXAS | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| VERMONT | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18 | 4 | 0 | 0 | 1 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| VIRGINIA | 0 | 1 | 0 | 7 | 10 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 19 | 20 | 6 | 6 | 17 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| VIRGIN ISL. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| WASHINGTON | 0 | 1 | 1 | 3 | 2 | 3 | 2 | 4 | 8 | 4 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| WEST VIRGINIA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| WISCONSIN | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 8 | 7 | 3 | 0 | 1 | 0 | 7 | 4 | 9 | 4 | 14 | 0 | 4 | 13 | 13 | 90 |
| WYOMING | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| TOTAL | 7 | 21 | 11 | 31 | 72 | 11 | 120 | 102 | 75 | 137 | 211 | 250 | 225 | 301 | 150 | 428 | 352 | 340 | 26 | 40 | 4 | 28 | 29 | 21 | 2,992 |

PLEASE NOTE THAT THERE ARE 36 SCHOOL BUSES THAT ARE INCLUDED IN THE LARGE BUS CATEGORY TOTAL. IN FY 1992, ALL STANDARD BUSES FOR MISSOURI AND AND OHIO ARE SCHOOL BUSES ALL MEDIUM BUSES ARE INCLUDED IN SMALL BUSES IN FY 1993 THERE ARE 73 MEDIUM SIZED BUSES THE 29 STANDARD BUSES FOR HAWAII ARE COMMUTER BUSES. IN FY 1994, THERE ARE 28 MEDIUM SIZED BUSES INCLUDED IN SMALL BUSES. INCLUDED IN THE 28, ARE 4 SCHOOLBUSES AND 7 TROLLEY STYLE BUSES

TABLE 52
OBLIGATIONS FOR VEHICLES
FISCAL YEARS 1965 - 1994
(Does not include Section 16 or Section 18)

| | | BY PROGRAM | | | | | | BY VEHICLE TYPE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FY | TOTAL VEHICLES | Sec.3 | Sec.5 | Sec.9A | Sec.9 | FAUS | Interstate Substitute | 40'-35' Stand. | 30' or Less | Vans | Articu-lated | Trolley Style | Intercity Commuter |
| 65 | 358 | 358 | 0 | 0 | 0 | 0 | 0 | 266 | 92 | 0 | 0 | 0 | 0 |
| 66 | 1,110 | 1,110 | 0 | 0 | 0 | 0 | 0 | 951 | 159 | 0 | 0 | 0 | 0 |
| 67 | 311 | 311 | 0 | 0 | 0 | 0 | 0 | 216 | 95 | 0 | 0 | 0 | 0 |
| 68 | 637 | 637 | 0 | 0 | 0 | 0 | 0 | 525 | 112 | 0 | 0 | 0 | 0 |
| 69 | 501 | 501 | 0 | 0 | 0 | 0 | 0 | 416 | 85 | 0 | 0 | 0 | 0 |
| 70 | 1,487 | 1,487 | 0 | 0 | 0 | 0 | 0 | 1,435 | 52 | 0 | 0 | 0 | 0 |
| 71 | 2,521 | 2,521 | 0 | 0 | 0 | 0 | 0 | 2,296 | 225 | 0 | 0 | 0 | 0 |
| 72 | 3,502 | 3,502 | 0 | 0 | 0 | 0 | 0 | 3,235 | 267 | 0 | 0 | 0 | 0 |
| 73 | 4,072 | 4,072 | 0 | 0 | 0 | 0 | 0 | 3,599 | 473 | 0 | 0 | 0 | 0 |
| 74 | 5,816 | 5,378 | 0 | 0 | 0 | 438 | 0 | 5,026 | 634 | 6 | 150 | 0 | 0 |
| 75 | 4,426 | 4,307 | 99 | 0 | 0 | 20 | 0 | 3,755 | 586 | 25 | 60 | 0 | 0 |
| 76 | 3,318 | 2,867 | 391 | 0 | 0 | 60 | 0 | 2,926 | 181 | 73 | 138 | 0 | 0 |
| TQ | 359 | 312 | 47 | 0 | 0 | 0 | 0 | 264 | 81 | 14 | 0 | 0 | 0 |
| 77 | 3,798 | 3,200 | 472 | 0 | 0 | 126 | 0 | 3,264 | 410 | 74 | 50 | 0 | 0 |
| 78 | 3,992 | 3,620 | 331 | 0 | 0 | 41 | 0 | 3,408 | 423 | 141 | 20 | 0 | 0 |
| 79 | 2,939 | 1,020 | 1,611 | 0 | 0 | 99 | 209 | 2,168 | 399 | 323 | 49 | 0 | 0 |
| 80 | 4,223 | 1,773 | 2,191 | 0 | 0 | 78 | 181 | 3,230 | 492 | 236 | 265 | 0 | 0 |
| 81 | 4,611 | 2,790 | 1,647 | 0 | 0 | 45 | 129 | 3,406 | 399 | 290 | 516 | 0 | 0 |
| 82 | 3,250 | 1,912 | 1,290 | 0 | 0 | 11 | 37 | 2,490 | 500 | 63 | 197 | 0 | 0 |
| 83 | 2,863 | 1,714 | 575 | 559 | 0 | 12 | 3 | 2,131 | 254 | 248 | 230 | 0 | 0 |
| 84 | 2,478 | 174 | 588 | 292 | 1,371 | 17 | 36 | 1,609 | 437 | 343 | 89 | 0 | 0 |
| 85 | 3,051 | 83 | 449 | 134 | 2,302 | 10 | 73 | 2,139 | 485 | 306 | 97 | 24 | 0 |
| 86 | 3,666 | 245 | 338 | 269 | 2,788 | 4 | 22 | 2,561 | 594 | 426 | 11 | 74 | 0 |
| 87 | 3,641 | 236 | 0 | 0 | 3,282 | 49 | 74 | 2,673 | 395 | 439 | 76 | 58 | 0 |
| 88 | 3,410 | 373 | 0 | 0 | 2,997 | 19 | 21 | 1,976 | 697 | 565 | 114 | 58 | 0 |
| 89 | 3,343 | 411 | 0 | 0 | 2,911 | 0 | 21 | 2,206 | 434 | 591 | 37 | 75 | 0 |
| 90 | 3,685 | 1,078 | 0 | 0 | 2,540 | 26 | 41 | 2,236 | 663 | 718 | 52 | 16 | 0 |
| 91 | 3,602 | 1,426 | 0 | 0 | 2,069 | 35 | 72 | 1,648 | 767 | 1,047 | 34 | 20 | 86 |
| 92 | 3,062 | 801 | 0 | 0 | 2,218 | 3 | 40 | 1,728 | 573 | 705 | 5 | 11 | 40 |
| 93 | 5,239 | 1,167 | 0 | 0 | 3,996 | 0 | 76 | 2,628 | 1,173 | 1,114 | 145 | 94 | 85 |
| 94 | 5,545 | 1,490 | 0 | 0 | 4,039 | 0 | 16 | 3,138 | 960 | 1,333 | 38 | 29 | 47 |
| Total | 94,816 | 50,876 | 10,029 | 1,254 | 30,513 | 1,093 | 1,051 | 69,549 | 13,097 | 9,080 | 2,373 | 459 | 258 |

NOTE: (1 MEDIUM SIZED BUSES ARE INCLUDED IN SMALL BUSES.
(2 PRIOR TO 1985 TROLLEY STYLE BUSES WERE INCLUDED WITH STANDARD BUSES.
(3 INTERCITY COMMUTER BUS CATEGORY WAS ADDED IN FY 1991.
(4 IN FY 1992 SECTION 3 SMALL BUSES INCLUDE 8 SCHOOL BUSES.
(5 INCLUDED IN FY 1992 ARE 57 STANDARD AND 44 SMALL BUSES WHICH WERE BUDGETED IN THE MULTI-YEAR FUNDING AGREEMENT AWARDED TO READING, PA AND PARTIALLY OBLIGATED IN FY 1992.
(6 STATIONS WAGONS AND SEDANS ARE INCLUDED WITH VANS.

## OBLIGATIONS FOR VEHICLES

DOES NOT INCLUDE SECTIONS 16 OR 18

FISCAL YEARS 1974 - 1994

Figure 52

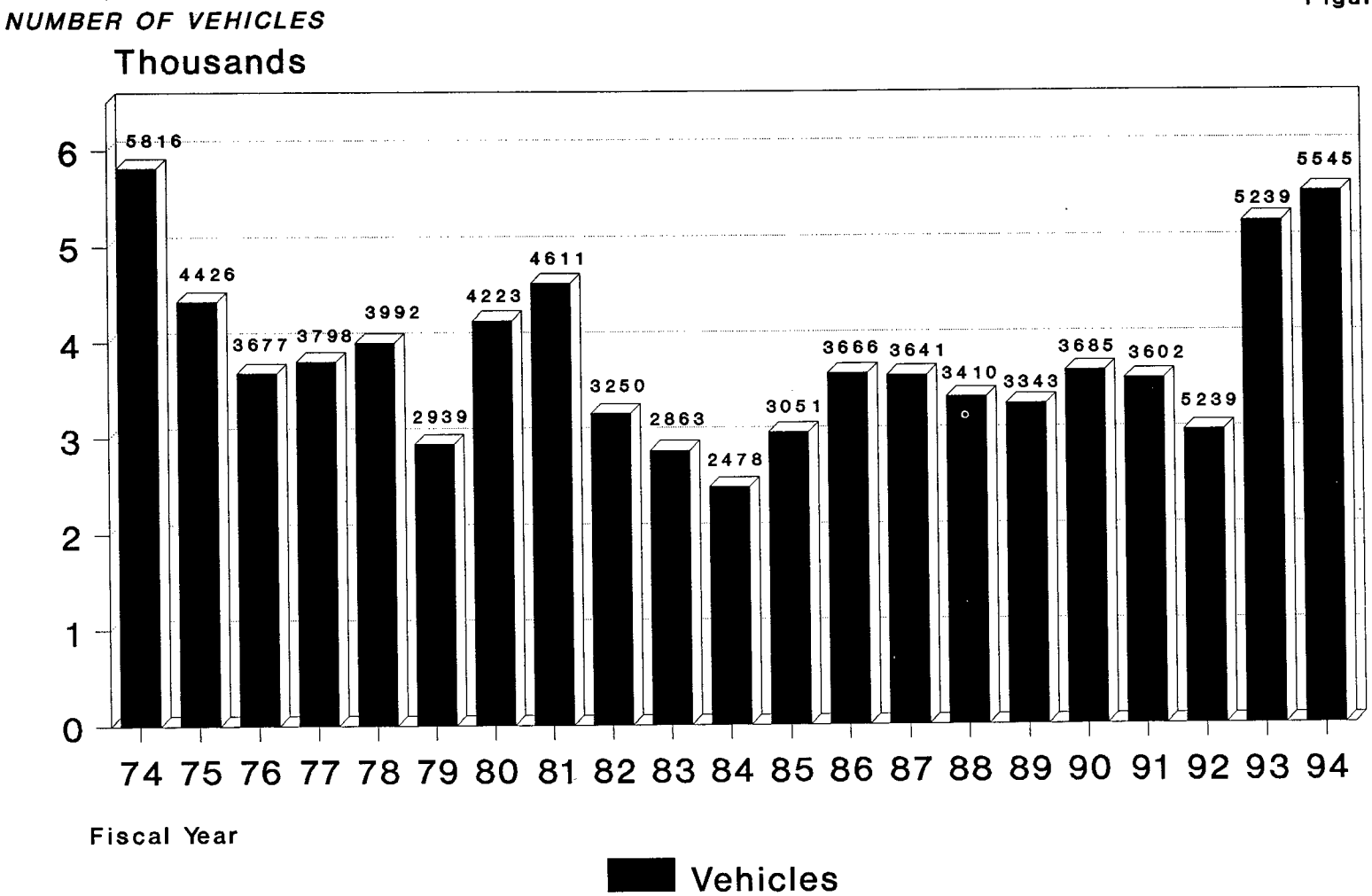


TABLE 53

NEW RAIL CARS BY TYPE AND BY FISCAL YEAR FUNDING

| FY | RAPID TRANSIT | LIGHT RAIL | COMMUTER ELECTRIC | COMMUTER DIESEL | DIESEL LOCO | PEOPLE MOVER | TOTAL |
|---|---|---|---|---|---|---|---|
| 65 | 64 | 0 | 0 | 0 | 0 | 0 | 64 |
| 66 | 400 | 0 | 0 | 0 | 0 | 0 | 400 |
| 67 | 0 | 0 | 35 | 0 | 0 | 0 | 35 |
| 68 | 226 | 0 | 144 | 0 | 0 | 0 | 370 |
| 69 | 260 | 0 | 123 | 0 | 0 | 0 | 383 |
| 70 | 0 | 0 | 309 | 0 | 0 | 0 | 309 |
| 71 | 0 | 80 | 237 | 0 | 0 | 0 | 317 |
| 72 | 420 | 0 | 64 | 25 | 0 | 0 | 509 |
| 73 | 650 | 150 | 15 | 36 | 13 | 0 | 864 |
| 74 | 200 | 45 | 170 | 5 | 2 | 0 | 422 |
| 75 | 140 | 0 | 160 | 20 | 0 | 0 | 320 |
| 76 | 0 | 0 | 58 | 50 | 22 | 0 | 130 |
| TQ | 71 | 0 | 0 | 0 | 8 | 0 | 79 |
| 77 | 320 | 48 | 50 | 2 | 9 | 0 | 429 |
| 78 | 125 | 141 | 0 | 90 | 23 | 0 | 379 |
| 79 | 326 | 0 | 0 | 91 | 19 | 0 | 436 |
| 80 | 16 | 26 | 36 | 0 | 0 | 0 | 78 |
| 81 | 204 | 26 | 0 | 80 | 7 | 0 | 317 |
| 82 | 414 | 55 | 8 | 48 | 24 | 0 | 549 |
| 83 | 50 | 26 | 0 | 15 | 0 | 0 | 91 |
| 84 | 103 | 0 | 0 | 0 | 22 | 0 | 125 |
| 85 | 76 | 0 | 0 | 0 | 0 | 0 | 76 |
| 86 | 135 | 0 | 0 | 37 | 6 | 0 | 178 |
| 87 | 0 | 26 | 0 | 0 | 7 | 0 | 33 |
| 88 | 138 | 2 | 0 | 0 | 0 | 0 | 140 |
| 89 | 157 | 31 | 90 | 15 | 6 | 15 | 314 |
| 90 | 61 | 0 | 22 | 30 | 3 | 0 | 116 |
| 91 | 0 | 24 | 0 | 10 | 0 | 2 | 36 |
| 92 | 0 | 14 | 0 | 0 | 0 | 0 | 14 |
| 93 | 0 | 48 | 0 | 18 | 18 | 0 | 84 |
| 94 | 0 | 9 | 0 | 0 | 0 | 6 | 15 |
| TOTAL | 4,556 | 751 | 1,521 | 572 | 189 | 23 | 7,612 |

* INCLUDES 4 ELECTRIC LOCOMOTIVES IN FY 1984; 3 IN FY 1989; 3 IN FY 1990; AND 5 IN FY 1993.
PLEASE NOTE THAT THE 9 LIGHT RAIL VEHICLES IN FY 1994 INCLUDE 4 ELECTRIC TROLLEY BUSES.
ALSO, THE NUMBER OF LIGHT RAIL VEHICLES FOR FY 1993 WAS INCREASED BY 10. THIS IS BECAUSE THE THE NUMBER OF LIGHT RAIL VEHICLES FUNDED IN FY 1993 FOR DALLAS (DART) WAS UNDERSTATED BY 10.

TABLE 54
OBLIGATIONS FOR FERRY BOATS AND RELATED EXPENDITURES
FY 1984 - 1994

| GRANTEE | PURPOSE | FISCAL YEAR | FUNDING SOURCE | $ AMOUNT |
|---|---|---|---|---|
| BRIDGEPORT, CT | FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS | 1988 | SECTION 9 | 152,000 |
| PORTLAND, ME | CONSTRUCT FERRY TERMINAL | 1984 | 5 | 526,896 |
| | PURCHASE FERRY BOAT | 1984 | 9A | 25,000 |
| | | 1984 | 9 | 2,120,501 |
| | CONSTRUCT FERRY TERMINAL | 1985 | 3 | 376,884 |
| | | 1985 | 9 | 114,108 |
| PENOBSCOT BAY, ME | PURCHASE FERRY BOAT | 1984 | 3 | 1,207,500 |
| | PARTIAL PURCHASE OF FERRY BOAT | 1985 | 9 | 88,000 |
| | PARTIAL PURCHASE OF FERRY BOAT | 1986 | 3 | 274,998 |
| | ADD'L FUNDS FOR CONSTRUCT OF FERRY VESSEL | 1992 | 3 | 533,336 |
| CASCOT BAY, ME | BUY EQUIPMENT FOR NEW TERMINAL | 1987 | 9 | 92,632 |
| | PURCHASE AND CONSTRUCT FERRY BOAT AND FERRY BOAT MOD | 1991 | 3 | 909,999 |
| | PURCHASE ONE FERRY BOAT | 1991 | 9 | 58,800 |
| MAINE (DOT) | PURCHASE ONE FERRY BOAT | 1988 | 3 | 900,000 |
| | PIER MODIFICATIONS | 1989 | 3 | 399,999 |
| | | 1989 | 9 | 92,400 |
| | PURCHASE FERRY BOAT | 1990 | 3 | 999,999 |
| RHODE ISLAND DOT | REHAB GALILEE FERRY TERM. NARRAGANSETT | 1993 | 9 | 317,384 |
| BOSTON MBTA | LEASE FERRY BOAT FOR SERVICE BETWEEN NANTASKET AND BOSTON | 1991 | 3 | 159,999 |
| NEW YORK DOT | OPERATING FOR STATEN ISLAND FERRY SYSTEM | 1993 | 9 | 2,106,179 |
| CAMDEN, NJ | DESIGN/CONSTRUCT WATERFRONT AREA TRANSIT COMPLEX | 1989 | 3 | 7,707,000 |
| PUB. W., ST. THOMAS, VI | RENOVATE CRUZ BAY DERRY DOCK AT ST. JOHN | 1993 | 18 | 1,000,000 |
| TIDEWATER TRANSPORTATION DISTRICT COMMISSION NORFOLK, VA | 2 PEDESTRIAN BOATS | 1984 | 9 | 560,000 |
| | PARTIAL FUNDING OF 2 PEDESTRIAN BOATS | 1986 | 9 | 145,600 |
| | PURCHASE PEDESTRIAN FERRY BOAT | 1989 | 9 | 440,000 |
| | ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL | | | 288,000 |
| | REPLACE 4 FERRY BOAT ENGINES | 1990 | 3 | 340,500 |
| | CONVERT FERRY BOAT TO NATURAL GAS FUEL | 1994 | 9 | 400,000 |
| PUERTO RICO PORTS AUTH. AND DEPT. OF TRANSPORT. AND PUBLIC WORKS | TERMINAL CONSTRUCTION AND UTILITY RELOCATION | 1985 | 9 | 6,427,200 |
| | TERMINAL CONSTRUCTION AND UTILITY RELOCATION | 1986 | 9 | 3,732,848 |
| | CONSTRUCT TERMINAL AND VESSEL | 1987 | 9 | 2,600,000 |
| | PURCH FERRY BOAT AND IMPROVEMENTS AT LAGOS DOS BOCAS | 1987 | 18 | 1,240,000 |
| | ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL | 1988 | 9 | 4,260,000 |
| | RECONSTRUCT CATANO AND SAN JUAN TERMINALS | 1989 | 9 | 1,134,400 |
| | PURCHASE FERRY BOAT | 1989 | 18 | 835,310 |
| | CONSTRUCT FERRY MAINTENANCE FACILITY | 1991 | 9 | 2,023,200 |
| | CONSTRUCT. OF HATA REY INTERMODAL TERMINAL, PARTIAL CONSTRUCT. | 1990 | 9 | 2,808,000 |
| | ISLA GRANDE MAINTENANCE FACILITY | | | |
| | ADD'L FUNDS FOR CONSTRUCT. OF FERRY BOAT MAINTENANCE FACILITY | 1992 | 9 | 2,547,200 |
| | PURCHASE OF FERRY BOAT | 1992 | 18 | 1,000,000 |
| | EXPAND AND REMODEL SAN JUAN FERRY TERMINAL | 1993 | 9 | 2,240,000 |
| MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) CRESCENT CITY CONNECTION | VESSEL MODIFICATION AND GENERAL IMPROVEMENTS | 1984 | 5 | 2,842,036 |
| | VESSEL IMPROVEMENTS | 1985 | 9 | 773,700 |
| | INSTALL ALARM SYSTEMS | 1986 | 9 | 2,474,628 |
| | OPERATION AND MAINTENANCE 1987 - $745; 1988 - $745; 1989 - $678 1990 - $672; 1991- $672; 1992- $893 1994 - $660 | VAR. | 9 | 5,065,188 |
| | REHAB FERRY SUPPORT TUGBOAT FOR CRESCENT CITY CONNECTION | 1993 | 9 | 160,000 |
| | PRELIMINARY DESIGN-FERRY BOAT ALTERNATIVE FUELS | 1994 | 9 | 160,000 |
| GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO) | FERRY DIESEL CONVERSION AND VESSEL IMPROVEMENT | 1984 | 9 | 2,515,400 |
| | VESSEL IMPROVEMENTS | 1985 | 9 | 767,200 |
| | FERRY AND VESSEL IMPROVEMENTS | 1986 | 9 | 473,000 |
| | OPERATION AND MAINTENANCE | 1987 | 9 | 64,000 |
| | RADAR AND PUBLIC ADDRESS EQUIPMENT | 1988 | 9 | 135,200 |
| | REFURBISH FERRY BOAT | 1989 | 9 | 484,800 |
| | REPLACE AND BUY ADD'L TICKET VENDING MACHINES | 1992 | FAUS | 256,000 |
| | DOCK IMPROVEMENTS AND OPERATING AT SAUSALITO FERRY TERMINAL | 1994 | 9 | 2,829,734 |
| SEATTLE-TACOMA WASHINGTON (WASH DOT MARINE DIV.) | PURCHASE FERRY BOAT | 1986 | 9 | 2,904,775 |
| | | 1987 | 9 | 4,373,596 |
| | LAND ACQUIST. FOR BREMEERTON FERRYTON FERRY, TERM. EXPANSION | | | |
| | CONSTRUCT PHASE II OVERHEAD LOADING AT KINGSTON TERMINAL | | | |
| | PARTIAL PURCHASE OF PASSENGER ONLY FERRY | 1987 | 9 | 120,932 |
| | FERRY TERMINAL EXPANSION, REFURBISH FERRY VESSEL | 1988 | 9 | 6,053,155 |
| | LAND ACQUISITION, CONTROL SYSTEM REPLACEMENT | | | |
| | CONSTRUCT PASSENGER -ONLY FLOAT AT SEATTLE FERRY TERM. | 1990 | 9 | 1,200,000 |
| | CONSTRUCT PEDESTRIAN FACILITY AT KINGSTON FERRY TERMINAL | 1991 | 9 | 1,164,000 |
| | CONSTRUCT BUS ACCESS LANE AT WINSLOW FERRY TERM | | | |
| | REFURBISH FERRY TERMINAL | 1992 | 3 | 2,279,996 |
| | | 1992 | 9 | 1,651,204 |
| TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS) | TERMINAL IMPROVEMENTS | 1984 | 9A | 125,000 |
| | | | 9 | 343,800 |
| | TERMINAL IMPROVEMENTS | 1985 | 9 | 368,000 |
| | TERMINAL IMPROVEMENTS | 1986 | 9 | 248,000 |
| | | 1987 | 9 | 194,400 |
| | | | TOTAL | 93,213,616 |

TABLE 54-1

CUMULATIVE OBLIGATIONS FOR FERRY BOATS AND RELATED EQUIPMENT
FISCAL YEARS 1965 - 1994

| GRANTEE | PURPOSE | CUMULATIVE FUNDING |
|---|---|---|
| GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO) | 3 NEW FERRY BOATS, TERMINAL FACILITIES, MISCELLANEOUS RADAR AND PUBLIC ADDRESS EQUIPMENT, REFURBISH FERRY BOAT REPLACE TICKET AND VENDING MACHINES | 37,654,800 |
| MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) OR CRESCENT CITY CONNECTION | 4 NEW FERRY BOATS, TERMINAL FACILITIES, RETROFIT BARGE, MISCELLANEOUS IMPROVEMENTS, OPERATING, MAINTENANCE | 37,332,712 |
| BRIDGEPORT, CONNECTICUT | FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS | 152,000 |
| CITY OF PORTLAND, MAINE CASCOT BAY TRANSIT DISTRICT, AND PENOBSCOT BAY (MAINE DOT) | 4 FERRY BOATS, ENGINEERING DESIGN, LAND ACQUISITION, AND FERRY TERMINAL CONSTRUCTION, PURCHASE EQUIPMENT FOR FERRY TERMINAL MODIFY FERRY BOAT | 8,095,393 |
| STATE OF MAINE MAINE (DOT) | 1 FERRY BOAT, PIER AND FERRY BOAT MODIFICATIONS | 1,392,399 |
| BOSTON MBTA | LEASE FERRY BOAT FOR SERVICE BETWEEN NANTASKET AND BOSTON | 159,999 |
| RHODE ISLAND DOT | REHAB GALILEE FERRY TERM. NARRAGANSETT | 317,384 |
| TIDEWATER TRANSPORTATION DISTRICT COMMISSION (NORFOLK, VIRGINIA) | 3 PEDESTRIAN FERRY BOATS CONSTRUCTION OF FERRY DOCK REPLACE 4 FERRY BOAT ENGINES | 2,174,100 |
| WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (NANTUCKET, MA) | NANTUCKET FERRY SLIP AND TERMINAL RECONSTRUCTION | 1,392,584 |
| EASTERN PPER PENINSULA TRANSPORTATION AUTHORITY (SAULT ST E. MARIE, MI) | FERRY TERMINAL | 1,070,000 |
| NEW YORK CITY DEPARTMENT OF TRANSPORTATION | 3 NEW FERRY BOATS, TERMINAL FACILITY IMPROVEMENTS, MISCELLANEOUS MODERNIZATION (STATEN ISLAND SERVICE) | 43,259,577 |
| VILLAGE OF OCEAN BEACH, NEW YORK | RECONSTRUCT FERRY TERMINAL BULKHEAD | 45,000 |
| CAMDEN, NEW JERSEY | DESIGN AND CONSTRUCT WATERFRONT AREA TRANS COMPLEX - PARKING GARAGE & FERRY PIER | 7,707,000 |
| PUERTO RICO PORTS AUTHORITY (SAN JUAN) | 5 FERRY BOATS, TERMINAL FACILITY MISCELLANEOUS IMPROVEMENT, ENGINEERING FOR EXPANSION, RECONSTRUCTION OF CATANO AND SAN JUAN TERMINALS, CONSTRUCTION OF HATO REY INTERMODAL AND ISLA GRAND MAINTENANCE FACILI TY, ACQUISITION OF STRUCTURES AT ISLA GRAND SITE | 55,255,896 |
| PUBLIC WORKS, ST. THOMAS, VI | RENOV. CRUZ BAY FERRY DOCK AT ST. JOHN | 1,000,000 |
| TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS) | TERMINAL IMPROVEMENTS PARTIAL PURCHASE OF PASSENGER FERRY | 1,279,200 |
| SEATTLE-TACOMA WASHINGTON (WASHINGTON DOT MARINE DIVISION)] | 8 NEW FERRY BOATS, TERMINAL IMPROVEMENTS, ENGINEERING FOR EXPANSION, MISCELLANEOUS IMPROVEMENTS, LAND ACQUISITION, BUILD LOADING OVERHEAD TERMINAL EXPANSION, CONTROL SYSTEM REPLACEMENT AND REFURBISH VESSEL CONSTRUCTION OF PEDESTRIAN FACILITIES AND BUS ACCESS LANE AT TERMINAL | 36,642,306 |
| | TOTAL | 234,930,350 |

TABLE 55

FUNDS OBLIGATED FOR BUSWAYS FROM FY 1970 THROUGH FY 1994 (IN $MILLIONS)

| CITY | BUSWAY | FISCAL YEAR | FUNDING PROGRAM SECTION | AMOUNT $ |
|---|---|---|---|---|
| PITTSBURGH, PA | SOUTH BUSWAY | 1970 TO | 3 | 21.2 |
| | EAST BUSWAY | 1983 | 3 | 92.0 |
| | AIRPORT BUSWAY/WABASH HOV | 1993 | 3 | 24.6 |
| DALLAS, TX | CONSTRUCTION EAST R L THORTON HOV | 1991 | 9 | 2.6 |
| HOUSTON, TEXAS | NORTH FREEWAY PHASE 1 AND 2 | 1982 | 5 | 28.7 |
| | PHASE 3 | 1984 | 9 | 13.0 |
| | PHASE 4 EXTENDS HOV LANE | 1987 | 3 | 46.8 |
| | CONSTRUCTION OF COUNTERFLOW LANE | 1978 | 5 | 1.4 |
| | KATY FREEWAY HOV SIGNALIZATION | 1982 | 3 | 0.4 |
| | PHASE 3 T-RAMP AND PARK AND RIDE LOT EXPANSION | 1984 | 9 | 8.4 |
| | KATY CENTRAL BUSINESS DISTRICT RAMP | 1993 | 3 | 20.2 |
| | NORTHWEST FREEWAY TRANSITWAY, HOV AND CORRIDOR IMPROVEMENTS | 1984 | 3 | 5.5 |
| | | 1985 | 3 | 35.0 |
| | SOUTHWEST FREEWAY | 1986 | 9 | 26.3 |
| | | 1986 | 3 | 62.0 |
| | | 1987 | 5 | 2.5 |
| | GREENWAY PLAZA T-RAMP (SW CORRIDOR) | 1993 | 3 | 3.8 |
| | EASTEX FREEWAY HOV | 1990 | 9 | 20.4 |
| | | 1992 | 9 | 1.0 |
| | | 1993 | 3 | 20.1 |
| | EASTEX RAMP AT QUITMAN ST. | 1993 | 3 | 5.0 |
| | WESTPARK HOV LANE | 1993 | 3 | 12.5 |
| DENVER, COLO | NORTH I-25 BUSWAY/HOV PROJECT | 1990 | 3 | 36.6 |
| | | 1991 | 3 | 33.4 |
| SAN BERNARDINO | SAN BERNARDINO FREEWAY/ 11 MILE EXPRESS BUSWAY PROJECT | 1971 TO 1974 | 3 | 10.9 |
| SEATTLE, WASH | BUS TUNNEL 1.6 MILE | 1982 | 8 | 0.5 |
| | | 1983 | 3 | 1.5 |
| | | 1985 | 3 | 20.0 |
| | | 1986 | 3 | 23.6 |
| | | 1987 | 3 | 67.4 |
| | | 1988 | 3 | 67.2 |
| | | 1989 | 3 | 17.8 |
| | | TOTAL $ | | 732.3 |

PLEASE NOTE THAT WHILE THERE ARE NO OBLIGATIONS FOR BUSWAYS IN FY 1994, THERE WERE ADDITIONS AND ADJUSTMENTS TO THE FY 1992 AND FY 1993 DATA IN FY 1994 FOR HOUSTON.

## TABLE 56

## NUMBER OF GRANTS AWARDED BY PROGRAM
## 1982 - 1994

| FISCAL YEAR | SEC. 3 | SEC. 5 | SEC. 9 | SEC. 9A | SEC, 16 | SEC. 18 | SEC. 8 & 26 (A)(2) | INTERSTATE SUBSTITUTE | FED. AID URBAN SYSTEMS | TOTAL NO. OF GRANTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1982 | 263 | 802 | 0 | 0 | 57 | 0 | 376 | 46 | 14 | 1,558 |
| 1983 | 215 | 706 | 0 | 270 | 54 | 0 | 353 | 44 | 13 | 1,655 |
| 1984 | 101 | 534 | 360 | 195 | 53 | 81 | 268 | 23 | 9 | 1,624 |
| 1985 | 49 | 401 | 465 | 101 | 62 | 77 | 231 | 36 | 1 | 1,423 |
| 1986 | 84 | 255 | 602 | 112 | 57 | 74 | 236 | 20 | 3 | 1,443 |
| 1987 | 53 | 0 | 599 * | 0 | 55 | 73 | 244 | 18 | 4 | 1,046 |
| 1988 | 75 | 0 | 624 * | 0 | 56 | 86 | 270 | 23 | 3 | 1,137 |
| 1989 | 94 | 0 | 579 * | 0 | 54 | 68 | 272 | 20 | 1 | 1,088 |
| 1990 | 118 | 0 | 547 * | 0 | 54 | 65 | 264 | 24 | 2 | 1,074 |
| 1991 | 108 | 0 | 524 * | 0 | 49 | 58 | 223 | 13 | 5 | 980 |
| 1992 | 132 | 0 | 583 | 0 | 52 | 56 | 52 | 9 | 2 | 886 |
| 1993 | 132 | 0 | 648 | 0 | 53 | 74 | 54 | 12 | 0 | 973 |
| 1994 | 169 | 0 | 660 | 0 | 55 | 64 | 52 | 8 | 0 | 1008 |
| TOTAL | 1,593 | 2,698 | 6,191 | 678 | 711 | 776 | 2,895 | 296 | 57 | 15,895 |

* INCLUDES 9 B

NOTE: GRANTS FOR WASHINGTON D C METRO RAIL ARE NOT INCLUDED.

# FTA REGIONAL OFFICES

The 10 FTA Regional Offices listed below work with local transit officials in developing and processing grant applications. For more information about the FTA program in general, please contact the Office of Public Affairs, Federal Transit Administration, 400 Seventh Street, S.W., Washington, D.C., 20590 or call (202) 366-4043.

## EASTERN AREA

### Region 1

Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont.
FTA Region 1 Office, Kendall Square, 55 Broadway, Suite 920, Cambridge, Massachusetts 02142.
telephone (617) 494-2055 fax (617) 494-2865

### Region 2

New York, New Jersey, and Virgin Islands.
FTA Region 2 Office, 26 Federal Plaza, Suite 2940, New York, New York 10278.
telephone (212) 264-8162 fax (212) 264-8973

## SOUTHEASTERN AREA

### Region 3

Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia.
FTA Region 3 Office, 1760 Market Street, Suite 500, Philadelphia, Pennsylvania 19103.
telephone (215) 656-6900 fax (215) 656-7260

### Region 4

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, and Tennessee.
FTA Region 4 Office, 1720 Peachtree Road, NW, Suite 400, Atlanta, Georgia 30309.
telephone (404) 347-3948 fax (404) 347-7849

## CENTRAL AREA

### Region 5

Illinois, Indiana, Minnesota, Michigan, Ohio, and Wisconsin.
FTA Region 5 Office, 55 East Monroe Street, Suite 1415, Chicago, Illinois 60603.
telephone (312) 353-2789 fax (312) 886-0351

MIDWESTERN AREA

Region 6

Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.
FTA Region 6 Office, 524 E. Lamar Boulevard, Suite 175, Arlington, Texas 76011.
telephone (817) 860-9663 fax (817) 860-9437

Region 7

Iowa, Kansas, Missouri, and Nebraska.
FTA Region 7 Office, 6301 Rockhill Road, Suite 303, Kansas City, Missouri 64131.
telephone (816) 523-0204 fax (816) 523-0927

Region 8

Arizona, Colorado, Montana, Nevada, North Dakota, South Dakota, Utah, and Wyoming.
FTA Region 8 Office, Columbine Place, 216 Sixteenth Street, Suite 650, Denver, Colorado 80202.
telephone (303) 844-3242 fax (303) 844-4217

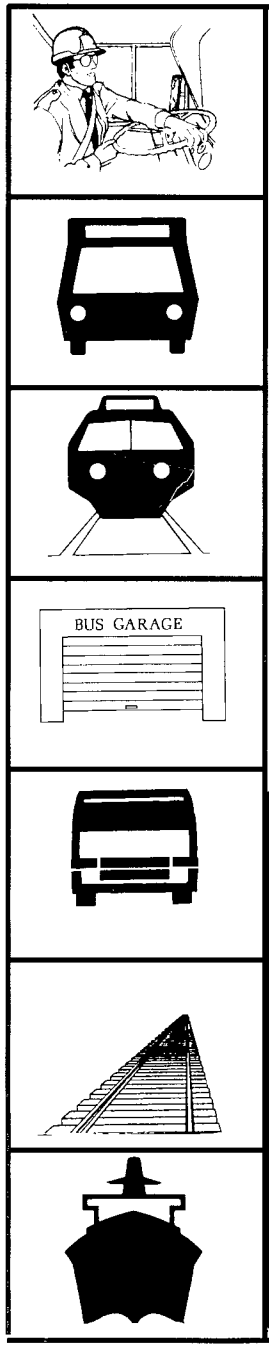
Region 9

California, Hawaii, Guam, American Samoa and North Marianas.
FTA Region 9 Office, 201 Mission Street, Suite 2210, San Francisco, California 94105.
telephone (415) 744-3133 fax (415) 744-2726

Region 10

Alaska, Idaho, Oregon and Washington.
FTA Region 10 Office, 915 Second Avenue, Suite 3142, Seattle, Washington 98174.
telephone (206) 220-7954 fax (206) 220-7959

# Distribution of FY 1994 FTA Grant Funds by Program and Purpose




$59 M for Section 16 (Elderly Persons and Persons with Disabilities) Vehicles and Related Equipment

$90 M for sections 8,26(a)(2) and 9 Planning Assistance

$125 M for Interstate Substitute Transit

$141 M for Section 18 and RTAP Rural Capital, Operating, Training, and Technical Assistance

$199 M for Stark-Harris (Washington, D.C. Metrorail)

$448 M for Sections 3 and 9 New Systems Implementation

$757 M for Section 9 Operating Assistance

$1.3 B for Sections 3 and 9 Bus and Bus Related Improvements

$1.4 B for Sections 3 and 9 Fixed Guideway Moderization

**$4.5 BILLION DOLLARS IN FTA GRANTS APPROVED IN FY 1994 FOR MASS TRANSPORTATION**

B = BILLION M = MILLION

U.S. Department
of Transportation

**Federal Transit
Administration**