



U.S. Department
of Transportation

Federal Transit
Administration

1993

Statistical Summaries

Grant Assistance Programs



FEBRUARY 1994

1993
GRANT ASSISTANCE PROGRAM
STATISTICAL SUMMARIES

PREPARED BY:

MS. JO TUCCI

RESOURCE MANAGEMENT DIVISION

OFFICE OF CAPITAL AND FORMULA ASSISTANCE

TELEPHONE: (202) 366-2053

REPRINT - MAY 1994

TABLE OF CONTENTS

FY 1993 SUMMARIES	PAGE
=====	----
INTRODUCTION	1
OTHER FTA PROGRAMS	3
GLOSSARY	7
FY 1993 PROGRAM APPROPRIATIONS	9
FTA APPROPRIATIONS\CONTRACT AUTHORITIES FY 1961-1994	10
FTA BUDGET AUTHORITIES FY 1961-1994	12
FTA PROGRAM APPROPRIATIONS GENERAL/TRUST FUNDS FY 1994	11
OBLIGATIONS - FY 1993	
=====	
FOR ALL PROGRAMS BY CATEGORY	13
FOR ALL PROGRAMS BY POPULATION GROUP	17
FOR CAPITAL AND PLANNING BY PROGRAM AND BY PURPOSE	18
FOR ALL PROGRAMS BY URBANIZED AREAS OVER 1 MILLION POP.	19
FOR ALL PROGRAMS BY STATES	21
SECTION 3 (DISCRETIONARY AND FORMULA)	
=====	
BY STATE AND BY CATEGORY	27
BUS - ALL URBANIZED AND RURAL AREAS (SUMMARY)	29
ALL URBANIZED AND RURAL AREAS BY BUS CATEGORY	33
FXD GUIDEWAY AND NEW SYSTEMS FOR UNDER 1 MIL. POP.	31
TYPE AND NO. OF BUSES ALL URBANIZED AND RURAL AREAS	33
SECTION 9 (FORMULA)	
=====	
BUS, FXD GUIDEWAY MOD, NEW SYSTEMS, PLANNING AND OPERATING	37 &
	39
SECTIONS 3 AND 9	
=====	
CAPITAL, PLANNING, OPERATING - URB. AREAS OVER 1 MIL. POP.	53
SECTIONS 8 AND 26(a)(2)	
=====	
PLANNING BY STATE	56
SECTION 16	
=====	
OBLIGATIONS FOR VEHICLES BY STATE	58
SECTION 18	
=====	
BY STATE AND BY CATEGORY	60
INTERCITY BUS BY CATEGORY	62
TYPE AND NO. OF BUSES BY STATE	63
RTAP	
=====	
BY STATE AND BY ACTIVITY	64

FLEXIBLE FUNDS TRANSFERRED FROM FHWA =====	PAGE -----
STP FUNDS, CMAQ FUNDS, OTHER FHWA FUNDS	67
RAILCARS AND FERRYBOATS =====	
NEW AND RENOVATED RAILCARS BY LOCATION AND TRANSIT AGENCY	71
FERRY BOATS AND RELATED EQUIPMENT	72
HISTORICAL INFORMATION =====	
LOCATIONS OF FTA ASSISTED NEW SYSTEMS AND EXTENSIONS	73
OBLIGATIONS - PRIOR FISCAL YEARS =====	
CAPITAL SUMMARIES	
BY PROGRAM - 1984-1993	77
BY CAPITAL CATEGORIES, PLANNING, AND OPERATING 1987-1993	78
BY CAPITAL PROGRAM 1985-1993	79
BY URB. AREAS OVER 1 MIL. POP. 1985-1993	85
BY CAPITAL CATEGORIES FOR 15 SELECTED CITIES 1985-1993	87
SECTION 3 (DISCRETIONARY AND FORMULA) =====	
NEW SYSTEMS 1970-1993	88
FOR URB. AREAS UNDER 1 MIL. POP. AND RURAL 1985-1993	91
FXD GUIDEWAY MOD & NEW SYSTEMS UNDER 1 MIL. POP. 1984-1993	95
RAIL MOD FOR ALL AREAS 1971-1983	97
SECTION 9 (FORMULA) =====	
OPERATING 1975-1993	83
SECTION 9 PLANNING =====	
BY URBANIZED AREAS OVER 1 MIL. POP. 1988-1993	98
SECTIONS 3 AND 9 =====	
CAPITAL AND OPERATING URB. AREAS OVER 1 MIL. POP. 1989-93	96
CAPITAL AND OPERATING BY STATE 1989-1993	101
NEW SYSTEMS FOR ALL URBANIZED AREAS FY 1984-1993	90
SECTIONS 3 AND 9 BUS, BUS MAINTENANCE, AND BUS OTHER =====	
BUS 1989-1993	110
BUS MAINTENANCE 1989-1993	112
BUS OTHER 1989-1993	114
SECTIONS 3 AND 9 FIXED GUIDEWAY MOD =====	
FXD GUIDEWAY MOD BY CITY 1988-1993	105
FXD GUIDEWAY MOD PERCENTAGE BY CITY 1988-1993	107
FXD GUIDEWAY MOD FOR URB. AREAS OVER 1 MIL. POP. 1989-1993	108
TRUST FUNDS AND GENERAL FUNDS =====	

SECTION 23 (INCLUDES PROGRAM MANAGEMENT OVERSIGHT) PAGE

=====

PROGRAM MANAGEMENT OVERSIGHT (PMO) BY PROGRAM 1984-1993 104

FLEXIBLE FUNDS TRANSFERRED FROM FHWA
=====

STP FUNDS, CMAQ FUNDS, OTHER FHWA FUNDS 1992 129
 TRANFERS FROM FHWA BY STATE 1992-1993 130

INTERSTATE SUBSTITUTE TRANSIT
=====

BY EACH URBANIZED AND RURAL AREA 1974 - 1993 116
 SUMMARIZED BY CAPITAL CATEGORY 1984-1993 118
 BY PROGRAM ELEMENT 1984-1993 120

INTERSTATE SUBSTITUTE TRANSIT AND FAUS
=====

BY STATE 1986-1993 122

SECTION 16
=====

BY STATE 1985-1993 134

SECTION 18
=====

BY STATE 1986-1993 124
 BY CATEGORY 1979-1993 125

SECTION 18 TRANSFERS
=====

FROM SECTION 9 1984-1993 131
 TO SECTION 9 1986-1993 133

RTAP
=====

BY STATE 1987-1993 127

U. S. TERRITORIES
=====

BY PROGRAM 1984-1993 128

VEHICLES

BY PROGRAM AND BY TYPE 1965-1993 136
 SECTIONS 3 AND 9 FOR ALL URB. AND RURAL AREAS 1989-1993 110
 SECTION 16 BY STATE 1987-1993 134
 SECTION 18 BY STATE 1988-1993 135

RAIL CARS

BY PROGRAM AND BY TYPE 1965-1993 138

FERRYBOATS AND RELATED EQUIPMENT	PAGE

OBLIGATIONS BY GRANTEE AND FISCAL YEAR FY 1984-1993	139
CUMULATIVE OBLIGATIONS FOR EACH GRANT RECIPIENT FY 1965-93	140
BUSWAYS (HOV)	

BY CITY AND LOCATION 1970-1993	141
NO. OF GRANTS AWARDED	

BY PROGRAM SINCE 1983	142

CONTENTS APPENDIX A

FY 1993 OBLIGATIONS

PAGE

		PAGE
FIGURE 1	FOR ALL PROGRAMS	14
FIGURE 1A	FOR ALL PROGRAMS BY POPULATION GROUPS	15
FIGURE 3	MAP OF STATES AND TOTAL GRANTS AWARDED	24
FIGURE 4	SECTION 3 BY CATEGORY	28
FIGURE 7	SECTION 9 CAPITAL AND OPERATING BY POPULATION GROUP	51
FIGURE 8	SECTION 9 CATEGORIES URB. AREAS OVER 1 MIL. POP.	54
FIGURE 11	SECTION 18 BY CATEGORIES	61

OBLIGATIONS FOR PRIOR FISCAL YEARS

FIGURE 20	FOR ALL CAPITAL PROGRAMS 1976-1993	80
FIGURE 21	FORMULA OPERATING (URBANIZED AREAS) GRANTS 1983-1993	84
FIGURE 22	CAPITAL PROGRAMS URB. AREAS OVER 1 MIL. POP. THRU 1993	86
FIGURE 24	SECTION 3 FOR NEW SYSTEMS 1983-1993	89
FIGURE 27	SECTIONS 3 AND 9 CAPITAL OVER 1 MIL. POP. 1989-1993	97
FIGURE 28	SECTION 9 PLANNING OVER 1 MIL. POP. 1988-1993	99
FIGURE 30	TOTAL SECTION 3 AND 9 BY STATE 1989-1993	102
FIGURE 32	SECTION 3 AND 9 FIXED GUIDEWAY 1988-1993	106
FIGURE 36	SECTION 3 AND SECTION 9 FOR BUSES 1989-1993	111
FIGURE 37	SECTION 3 AND 9 FOR BUS MAINTENANCE FACILITIES 1989-1993	113
FIGURE 39	INTERSTATE SUBSTITUTE TRANSIT 1982-1993	117
FIGURE 40	INTERSTATE SUBSTITUTE TRANSIT 1984-1993	119
FIGURE 40-1	INTERSTATE SUBSTITUTE TRANSIT BY PURPOSE 1984-1993	121
FIGURE 44	SECTION 18 OBLIGATIONS BY CATEGORY 1984-1993	126
FIGURE 48	TRANSFERS OF SECTIONS 9A AND 9 TO SECTION 18 1984-1993	132
FIGURE 52	VEHICLES FOR ALL PROGRAMS 1974-1993	137

INTRODUCTION

The fiscal year 1993 "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 \$4.4 billion for various grants in fiscal year 1993, the highest on record in FTA history. This is up \$873 million from the previous fiscal year. The steep rise 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 1993 reached \$469.2 million which exceeded last year's record level of transfers by \$165.4 million.

Of the total obligated in FY 1993, 78 percent was programmed for capital purposes, 20 percent for operating expenditures, and the remaining 2 percent for planning assistance. In line with the marked increases in capital obligations that are reflected in the data, the number of vehicles budgeted in FY 1993 climbed to a total of 5,239 superseded only in FY 1974 when the total bus count was 5,816 an all time high. These figures do not include vehicles for Sections 16 and 18.

Excluding Stark-Harris (II) grants, the urbanized areas with populations over 1 million received 74 percent of the total grants obligated. The data contained in this report applies only to the FTA programs briefly described below.

FTA Programs

SECTION 3 - Program that provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects.

SECTIONS 8 AND 26(a) - Program that provides funding for planning and research.

SECTION 9 - Formula program that provides funding for capital, planning and operating for urbanized areas (over 50,000 population).

SECTION 16 - Program allocated to the States for capital projects to meet special needs of elderly persons and persons with disabilities.

SECTION 18 - 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 - Substitution of transit capital and planning projects for Interstate Highway System projects.

Special Appropriation

Stark-Harris I and II - 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. The 1987 Surface Transportation and Uniform Relocation Assistance Act (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. 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. 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. 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. 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) 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 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 PROGRAM APPROPRIATIONS
FISCAL YEAR 1993

SECTION 3	1,725,000,000
SECTION 8	38,250,000
SECTIONS 26(A) AND (B)	42,500,000
SECTION 9	1,560,539,000
SECTION 16	48,636,000
SECTION 18	90,825,000
RTAP	4,250,000
INTERSTATE SUBSTITUTE	75,000,000
STARK-HARRIS II	170,000,000
ADMINISTRATION	38,550,000
UNIVERSITY TRANSP. CENTERS	6,000,000
TOTAL	3,799,550,000

TABLE B
FTA APPROPRIATIONS (INCLUDES LOAN AUTHORITY, UNRESTRICTED AUTHORITY, AND CONTRACT AUTHORITY)
FISCAL YEARS 1961-1994

FISCAL YEAR	SECTION 3	SECTION 8 (PLANNING)	SECTION 16 INNOV. 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
1961	17,500,000	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
1963	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1964	3,000,000	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	65,000,000	300,000	65,300,000
1966	135,000,000	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	130,000,000	735,000	130,735,000
1968	135,000,000	0	0	0	0	0	0	0	0	0	0	135,000,000	690,000	135,690,000
1969	169,147,000	5,000,000	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	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	29,000,000	0	0	0	596,675,000	3,325,000	600,000,000
1972	803,700,000	33,500,000	0	0	0	0	0	65,000,000	0	0	0	893,700,000	6,300,000	900,000,000
1973	863,708,000	37,600,000	0	0	0	0	0	96,250,000	0	0	0	1,005,650,000	6,542,000	1,012,192,000
1974	872,000,000	37,600,000	0	0	0	0	0	35,050,000	61,000,000	0	0	1,797,370,000	5,960,000	1,803,330,000
1975	1,330,110,000	36,610,000	19,900,000	0	0	0	0	45,050,000	632,000,000	0	0	2,349,700,000	10,300,000	2,360,000,000
1976	1,078,000,000	38,700,000	22,000,000	0	0	0	0	54,000,000	0	0	0	392,200,000	2,900,000	395,100,000
TQ	246,500,000	9,200,000	0	0	0	0	0	11,500,000	0	0	0	2,629,472,080	12,600,000	2,642,072,080
1977	1,228,000,000	43,200,000	22,000,000	0	0	0	0	70,000,000	570,072,080	0	0	3,007,760,493	20,000,000	3,027,760,493
1978	1,375,000,000	55,000,000	25,000,000	0	0	0	0	68,500,000	662,760,493	0	0	3,422,265,105	16,849,000	3,439,114,105
1979	1,175,000,000	55,000,000	20,000,000	0	0	0	0	70,300,000	623,765,105	0	0	3,685,375,000	17,884,000	3,703,259,000
1980	1,625,075,000	55,000,000	20,000,000	0	0	0	0	56,840,000	425,000,000	0	0	4,111,572,414	22,200,000	4,133,772,414
1981	2,095,000,000	45,000,000	25,000,000	0	0	0	0	49,600,000	615,032,414	0	0	4,389,372,414	24,388,000	4,413,760,414
1982	1,377,500,000	55,000,000	7,000,000	0	0	0	0	58,250,000	560,000,000	0	0	3,507,850,000	28,407,000	3,536,257,000
1983	1,404,650,000	50,000,000	10,000,000	0	0	0	0	54,800,000	412,000,000	260,000,000	0	4,449,400,000	29,400,000	4,478,800,000
1984	1,138,900,000	50,000,000	26,100,000	0	0	0	0	91,325,000	295,600,000	250,000,000	0	4,213,792,000	31,000,000	4,244,792,000
1985	1,018,800,000	50,000,000	26,200,000	0	0	0	0	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	0	0	0	0	71,770,350	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	0	0	0	0	16,652,000	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	0	17,400,000	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	0	12,217,000	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	0	10,000,000	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	0	9,970,000	160,000,000	64,700,000	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	0	8,000,000	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	0	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	0	46,124,000	45,000,000	200,000,000	6,000,000	4,543,117,000	39,457,000	4,582,574,000
TOTAL	29,975,292,000	1,062,481,000	622,456,000	69,285,000	125,000,000	9,178,750,000	1,292,907,565	1,156,435,000	6,487,150,092	2,149,704,000	38,915,000	73,837,930,092	550,756,000	74,388,686,092

* After Sequestration
** After Sequestration and Drug Assessment

1) Breakdown of Loan Authority, Unrestricted Authority and Contract Authority are provided on next table.

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

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

TABLE B-1

BREAKOUT OF FY 1994 FTA APPROPRIATIONS BY PROGRAM

PROGRAM : : : : : : : : : : : :	GENERAL FUNDS =====	TRUST FUNDS =====	TOTAL \$: : : : : : : : : : : :
SECTION 3 DISCRETIONARY AND FORMULA : : : : :			
SECTION 3, BUS	0	357,000,000	357,000,000
SECTION 3 FIXED GUIDEWAY MOD	0	760,060,000	760,060,000
SECTION 3, NEW SYSTEMS	0	667,940,000	667,940,000
FORMULA : : : : :			
SECTION 9, URBAN FORMULA OPERATING	802,278,000	0	802,278,000
SECTION 9, URBAN FORMULA CAPITAL	426,276,709	997,998,071	1,424,274,780
SECTION 16, ELDERLY AND PERSONS WITH DISABILITIES	17,576,479	41,150,013	58,726,492
SECTION 18, NONURBAN FORMULA	38,784,812	90,802,916	129,587,728
TRANSIT PLANNING AND RESEARCH : : : : :			
SECTION 8, PLANNING	21,656,250	19,856,250	41,512,500
RTAP	2,406,250	2,206,250	4,612,500
SECTION 26(a), STATE PLANNING AND RESEARCH	4,421,240	4,053,760	8,475,000
SECTION 26(b), NATIONAL PLANNING AND RESEARCH	13,654,980	12,520,020	26,175,000
TRANSIT COOPERATIVE RESEARCH	4,421,240	4,053,760	8,475,000
NATIONAL TRANSIT INSTITUTE	1,565,040	1,434,960	3,000,000
UNIVERSITY TRANSPORTATION CENTERS : : : : :	3,238,000	2,762,000	6,000,000
INTERSTATE TRANSFER TRANSIT : : : : :	45,000,000	0	45,000,000
STARK-HARRIS, WASHINGTON D.C. METRO : : : : :	200,000,000	0	200,000,000
ADMINISTRATIVE EXPENSES : : : : :	21,295,000	18,162,000	39,457,000
TOTAL	1,602,574,000	2,980,000,000	4,582,574,000

TABLE B-2

BUDGET AUTHORITIES FOR FISCAL YEARS 1961 - 1994

FISCAL YEAR	GENERAL FUNDS	LOAN AUTHORITY	UNRESTRICTED AUTHORITY	CONTRACT AUTHORITY	TOTAL
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
TOTAL	42,659,288,092	55,500,000	924,000,000	30,714,898,000	74,353,686,092

* 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 1993 OBLIGATION SUMMARY FOR ALL PROGRAMS

FTA PROGRAM	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL CAPITAL	PLANNING	OPERATING	\$ GRAND TOTAL *
SECTION 3	293,321,400	665,992,906	786,618,831	1,745,933,137	0	0	1,745,933,137
SECTION 16	46,831,991	0	0	46,831,991	0	0	46,831,991
SECTION 8 & 26(a)	0	0	0	0	45,706,094	0	45,706,094
INTERSTATE SUBSTITUTE	4,987,141	52,842,362	17,858,740	75,688,243	987,950	0	76,676,193
SECTION 9	882,308,146	427,105,335	22,902,659	1,332,316,140	25,783,089	795,686,069	2,153,785,298
SECTION 18	67,720,076	0	0	67,720,076	675,684	64,667,734	133,063,494
RTAP **	0	0	0	0	4,769,539	0	4,769,539
STARK-HARRIS	0	0	169,150,000	169,150,000	0	0	169,150,000
TOTAL	1,295,168,754	1,145,940,603	996,530,230	3,437,639,587	77,922,356	860,353,803	4,375,915,746

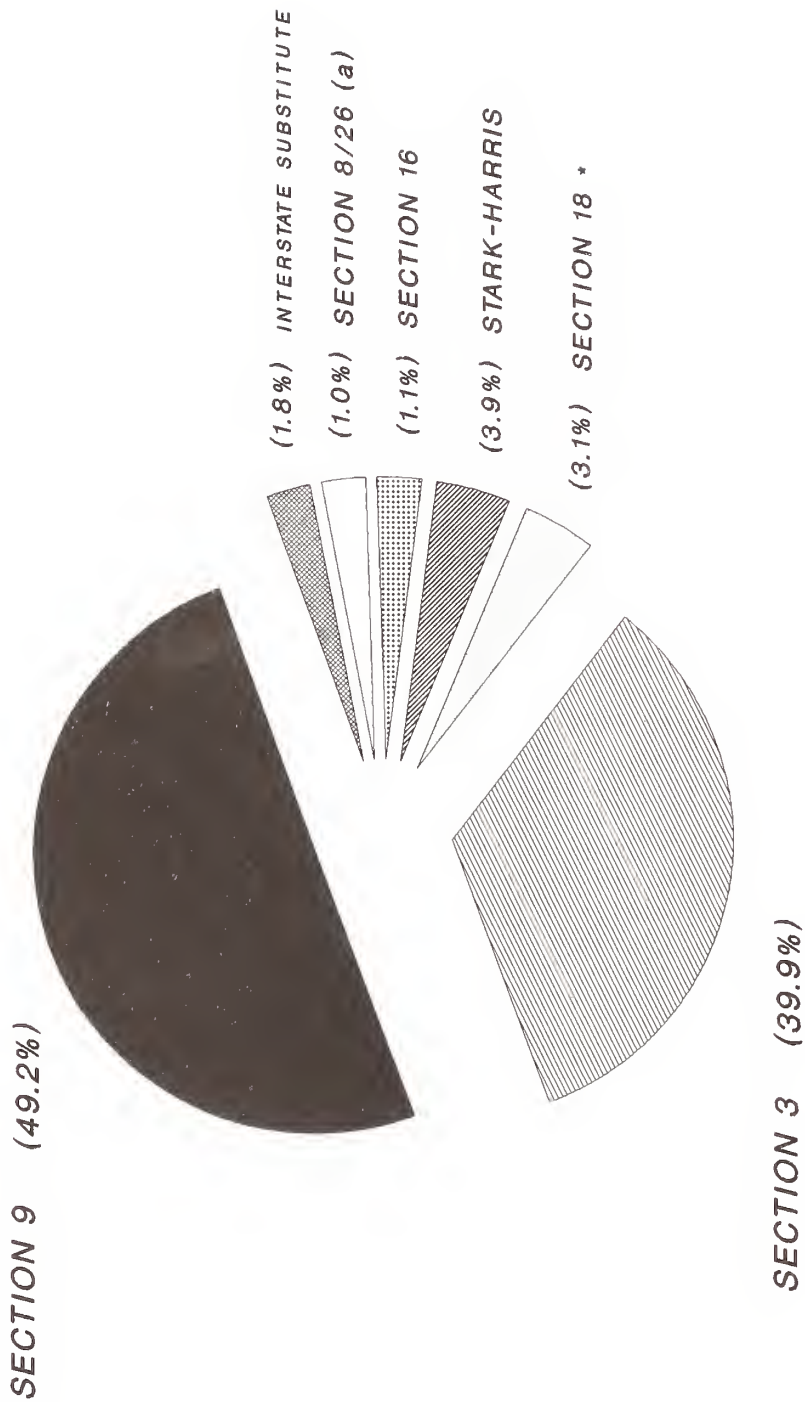
* DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

** RTAP INCLUDES TRAINING, TECHNICAL ASSISTANCE, RESEARCH AND SUPPORT SERVICES

NOTE: SECTION 18 CAPITAL INCLUDES PROJECT ADMINISTRATION AND STATE ADMINISTRATION; OPERATING INCLUDES INTERCITY PROGRAM RESERVE (4,109,420).

FY 1993
OBLIGATION SUMMARY FOR ALL PROGRAMS

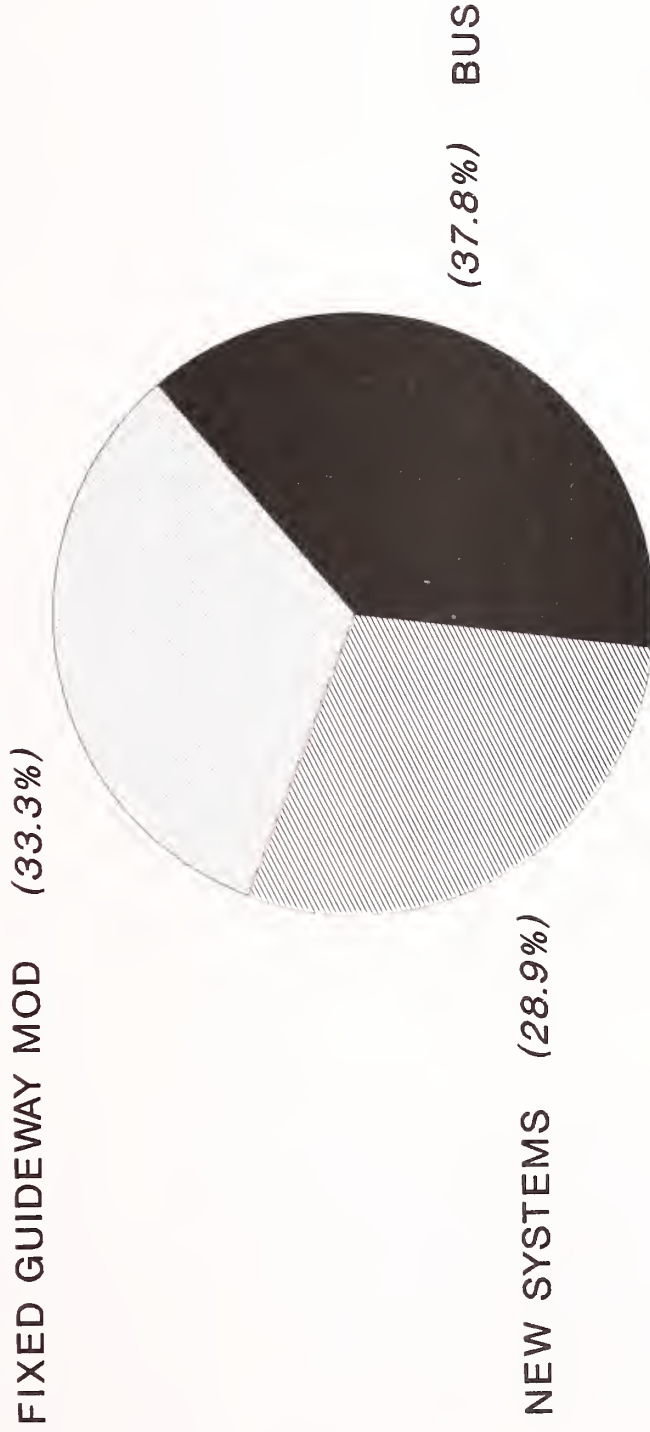
Figure 1



* Section 18 includes RTAP

FY 1993
CAPITAL OBLIGATIONS FOR ALL GRANTS
(BY CATEGORY)

Figure 1A



PLANNING IS NOT INCLUDED

FY 1993 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING
BY PROGRAM AND POPULATION GROUP

USE

URBANIZED AREAS =====	BUS	FIXED GUIDEWAY		NEW SYSTEMS	PLANNING	TOTAL CAPITAL AND PLANNING	OPERATING	\$ GRAND TOTAL
		MOD						
OVER A MILLION POPULATION								
SECTION 3	151,275,767	663,570,262	774,118,831	0	1,588,964,860	0	1,588,964,860	
SECT. 9 FORMULA	596,890,373	413,985,712	21,949,125	12,404,710	1,045,229,920	509,606,670	1,554,836,590	
INTERSTATE SUBSTITUTE	2,775,076	52,842,362	17,858,740	987,950	74,464,128	0	74,464,128	
STARK-HARRIS	0	0	169,150,000	0	169,150,000	0	169,150,000	
SECTION 8 AND	0	0	0	45,706,094	45,706,094	0	45,706,094	
SECTION 26(a)(2)								
SUB-TOTAL	750,941,216	1,130,398,336	983,076,696	59,098,754	2,923,515,002	509,606,670	3,433,121,672	
200,000 - 1 MILLION								
SECTION 3	76,604,083	2,422,644	12,500,000	0	91,526,727	0	91,526,727	
FORMULA	226,600,832	8,902,989	953,534	10,094,935	246,552,290	161,920,696	408,472,986	
INTERSTATE SUBSTITUTE	1,697,665	0	0	0	1,697,665	0	1,697,665	
SUB-TOTAL	304,902,580	11,325,633	13,453,534	10,094,935	339,776,682	161,920,696	501,697,378	
50,000 - 200,000								
SECTION 3	32,403,067	0	0	0	32,403,067	0	32,403,067	
SECT. 9 FORMULA	58,816,941	4,216,634	0	3,283,444	66,317,019	124,158,703	190,475,722	
INTERSTATE SUBSTITUTE	241,669	0	0	0	241,669	0	241,669	
SUB-TOTAL	91,461,677	4,216,634	0	3,283,444	98,961,755	124,158,703	223,120,458	
RURAL								
SECTION 3	33,038,483	0	0	0	33,038,483	0	33,038,483	
SECT. 18 FORMULA	67,720,076	0	0	675,684	68,395,760	64,667,734	133,063,494	
INTERSTATE SUBSTITUTE	272,731	0	0	0	272,731	0	272,731	
RTAP	0	0	0	4,769,539	4,769,539	0	4,769,539	
SUB-TOTAL	101,031,290	0	0	5,445,223	106,476,513	64,667,734	175,913,786	
SECTION 16	46,831,991	0	0	0	0	0	46,831,991	
GRAND TOTAL	1,295,168,754	1,145,940,603	996,530,230	77,922,356	3,515,561,943	860,353,803	4,375,915,746	

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 1993 SUMMARY OF CAPITAL AND PLANNING OBLIGATIONS BY PROGRAM AND PURPOSE

SECTION	# OF BUSES	BUS AMOUNT	BUS MAINTENANCE	BUS OTHER	NEW RAIL CARS	RENOVATED RAIL CARS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	TOTAL \$
3	1,167	191,051,147	63,293,758	195,021,495	86,022,392	26,510,033	665,992,906	786,618,831	0	1,901,978,137
9	3,996	532,080,822	77,695,877	272,531,447	13,000,000	10,738,040	427,105,335	22,902,659	25,783,089	1,358,099,229
INTERSTATE SUB.	76	4,688,910	272,731	25,500	0	0	52,842,362	17,858,740	987,950	76,676,193
STARK-HARRIS	0	0	0	0	0	0	0	169,150,000	0	169,150,000
SECTIONS 8 AND 26(a)(2)	0	0	0	0	0	0	0	0	45,706,094	45,706,094
SECTION 16	1,618	46,831,991	0	0	0	0	0	0	0	46,831,991
SECTION 18	664	41,209,784	0	26,510,292	0	0	0	0	675,684	68,395,760
TOTAL	7,521	815,862,654	141,262,366	494,088,734	99,022,392	37,248,073	1,145,940,603	996,530,230	73,152,817	3,666,837,404

THE OBLIGATIONS FOR NEW OR RENOVATED RAILCARS ARE ALSO INCLUDED IN THE FIXED GUIDEWAY MOD OR NEW SYSTEMS CATEGORIES.
PLEASE NOTE THAT \$156,045,000 OF HOUSTON'S SECTION 3 NEW SYSTEMS GRANT IS ALSO REFLECTED IN THE BUS CATEGORIES.

TABLE 2

07-Mar-94

CAPITAL, OPERATING, AND PLANNING GRANTS APPROVED IN FY 1993
URBANIZED AREAS OVER 1 MILLION POPULATION

(in regional order) URBANIZED AREA	CAPITAL				SECTION 9 OPERATING	TOTAL \$ OBLIGATED
	SECTION 3	* SECTION 9	* INTERSTATE SUBSTITUTE	TOTAL CAPITAL		
BOSTON, MA	37,963,124	37,825,148	1,015,631	76,803,903	18,207,518	95,011,421
NEW YORK, NY	266,657,686	255,485,730	40,504,901	562,648,317	107,167,955	669,816,272
NORTHEASTERN, NJ	164,611,758	75,061,668	0	239,673,426	24,936,526	264,609,952
SW CONNECTICUT	16,960,000	0	0	16,960,000	0	16,960,000
BALTIMORE, MD	41,616,688	6,978,868	17,858,740	66,454,296	9,697,773	76,152,069
NORFOLK-VIRG 8CH-NEWP NEWS, VA	0	6,866,600	0	6,866,600	4,422,402	11,289,002
PHILADELPHIA, PA-NJ	75,223,876	30,520,940	0	105,744,816	37,439,081	143,183,897
SO NEW JERSEY	6,000,000	0	0	6,000,000	0	6,000,000
PITTSBURGH, PA	43,384,260	10,385,824	0	53,770,084	9,470,930	63,241,014
WASHINGTON DC-MD-VA	21,758,420	27,752,100	0	49,510,520	16,070,000	65,580,520
WASHINGTON MD-DC-VA	0	11,121,000	0	11,121,000	763,949	11,884,949
WASHINGTON VA-DC-MD	0	920,000	0	920,000	0	920,000
ATLANTA, GA	27,411,288	23,963,345	0	51,374,633	7,103,931	58,478,564
FT. LAUDERDALE-HOLLYW-POMP BE, FL	4,639,938	3,630,987	0	8,270,925	7,318,069	15,588,994
MIAMI-HIALEAH, FL	50,091,061	13,277,461	0	63,368,522	8,359,000	71,727,522
SAN JUAN, PR	0	4,297,600	0	4,297,600	7,251,519	11,549,119
TAMPA-ST PETE-CLEARWATER, FL.	0	6,911,008	0	6,911,008	5,217,718	12,128,726
CHICAGO, IL	89,867,763	105,698,950	8,557,800	204,124,513	46,382,579	250,507,092
NORTHWESTERN IN	5,744,856	2,598,783	0	8,343,639	4,862,091	13,205,730
CINCINNATI, OH-KY	626,500	7,474,817	0	8,101,317	4,810,679	12,911,996
CLEVELAND, OH	11,788,387	13,046,163	2,775,076	27,609,626	9,352,934	36,962,560
DETROIT, MI	2,415,850	3,536,248	0	5,952,098	21,100,805	27,052,903
MILWAUKEE, WI	0	12,150,537	0	12,150,537	5,446,674	17,597,211
MINNEAPOLIS-ST. PAUL, MN	8,000,000	10,473,434	0	18,473,434	7,262,317	25,735,751
DALLAS-FT WORTH, TX	84,017,599	25,372,004	0	109,389,603	4,306,100	113,695,703
HOUSTON, TX	188,600,000	22,140,185	0	210,740,185	0	210,740,185
NEW ORLEANS, LA	2,354,728	1,335,880	0	3,690,608	6,349,000	10,039,608
SAN ANTONIO, TX	0	10,429,828	0	10,429,828	4,564,333	14,994,161
KANSAS CITY, MO-KS	0	587,359	0	587,359	4,451,011	5,038,370
ST. LOUIS, MO-IL	42,196,250	2,442,954	0	44,639,204	9,561,131	54,200,335
DENVER, CO	11,284,824	6,257,700	0	17,542,524	5,463,069	23,005,593
PHOENIX, AZ	0	27,619,884	0	27,619,884	9,392,192	37,012,076
LOS ANGELES-LONG BEACH, CA	109,175,000	147,205,740	0	256,380,740	58,076,374	314,457,114
RIVERSIDE-SAN BERNARDINO, CA	0	1,555,664	0	1,555,664	1,141,007	2,696,671
SACRAMENTO, CA	3,173,675	11,163,378	0	14,337,053	3,504,773	17,841,826
SAN DIEGO, CA	3,200,190	11,332,932	0	14,533,122	7,283,280	21,816,402
SAN FRANCISCO-OAKLAND, CA	199,147,781	44,691,875	2,764,030	246,603,686	15,798,766	262,402,452
SAN JOSE, CA	0	12,275,732	0	12,275,732	5,995,003	18,270,735
PORTLAND-VANCOUVER, OR-WA	69,173,358	9,645,286	987,950	79,806,594	4,922,928	84,729,522
PORTLAND-VANCOUVER, WA-OR	0	4,867,230	0	4,867,230	0	4,867,230
SEATTLE-EVERETT, WA	1,880,000	36,329,078	0	38,209,078	6,153,253	44,362,331
TOTAL	1,588,964,860	1,045,229,920	74,464,128	2,708,658,908	509,606,670	3,218,265,578

* INCLUDES PLANNING

NOTE: SECTION 8 PLANNING OBLIGATIONS ARE NOT INCLUDED. SECTION 8 FUNDS ARE APPORTIONED DIRECTLY TO THE STATES FOR DISTRIBUTION TO THE URBANIZED AREAS OVER 50,000 POPULATION.

STARK-HARRIS FUNDS FOR WASHINGTON D. C. METRO (\$169.2 MILLION ARE NOT INCLUDED.)

TABLE 3
 FY 1993 OBLIGATIONS FOR CAPITAL, PLANNING AND OPERATING GRANTS BY STATE
 [STARK-HARRIS FUNDING (\$169.2 MIL.) FOR WASH. D.C. METRO IS EXCLUDED.]

STATE	CAPITAL				SECTIONS 8 & 26(a)(2)			RTAP	TOTAL \$ OBLIGATED		
	SECTION 3	SECTION 9	SECTION 16	SECTION 18	INTERSTATE * SUBSTITUTE	TOTAL CAPITAL	SECTION 9 OPERATING			SECTION 18 OPERATING	
ALABAMA	0	7,987,528	844,032	1,942,230	0	10,773,790	416,335	7,568,540	1,652,160	89,977	20,500,802
ALASKA	0	1,195,200	167,262	2,125,437	0	3,487,899	286,428	1,521,625	464,168	111,877	5,871,997
AMERICAN SAMOA	0	0	0	24,081	0	24,081	0	0	0	0	24,081
ARIZONA	11,254,316	31,968,958	748,998	668,049	0	44,640,321	702,792	11,037,218	675,937	68,334	57,124,602
ARKANSAS	0	837,805	602,032	977,940	0	2,417,777	191,752	2,735,153	756,750	81,960	6,183,392
CALIFORNIA	318,071,646	261,633,094	4,392,269	3,548,694	2,764,030	590,409,733	7,491,279	110,031,129	1,498,424	128,004	709,558,569
COLORADO	12,355,800	7,980,580	516,566	309,190	0	21,162,136	626,592	9,812,673	582,540	66,651	32,250,592
CONNECTICUT	16,960,000	11,289,405	551,024	962,894	1,970,396	31,733,719	538,160	13,483,763	686,475	65,104	46,507,221
DELAWARE	0	428,000	231,677	0	0	659,677	85,188	1,932,314	238,788	107,448	3,023,415
DIST. OF COL.	14,110,772	27,752,100	230,267	0	0	42,093,139	243,013	16,070,000	0	100,145	58,506,297
FLORIDA	54,730,999	52,442,061	2,977,168	1,000,004	0	111,150,232	2,442,428	34,457,992	2,463,985	0	150,514,637
GEORGIA	27,411,288	26,077,045	1,082,347	2,562,148	0	57,132,828	861,532	12,216,395	310,000	108,451	70,629,206
GUAM	0	0	0	85,878	0	85,878	0	0	486,651	0	572,529
HAWAII	2,000,000	32,692,000	283,614	1,411,983	0	36,387,597	191,750	3,444,681	236,189	56,560	40,316,777
IDAHO	0	3,305,033	289,287	1,742,321	0	5,336,641	206,479	1,321,787	431,547	63,331	7,359,785
ILLINOIS	89,867,763	107,345,137	1,938,956	2,186,862	8,557,800	209,896,518	2,640,385	55,609,881	1,793,569	103,200	270,043,553
INDIANA	9,244,687	6,436,268	1,036,716	585,549	0	17,303,220	688,604	15,859,155	2,557,606	101,406	36,509,991
IOWA	1,017,500	924,210	644,144	153,850	241,669	2,981,373	208,033	4,079,690	1,665,281	83,065	9,017,442
KANSAS	3,254,318	999,568	546,615	97,200	0	4,897,701	239,729	2,971,993	1,324,854	76,504	9,510,781
KENTUCKY	0	14,492,615	810,588	390,508	0	15,693,711	299,184	6,559,012	2,421,891	93,753	25,067,551
LOUISIANA	2,354,728	2,729,925	813,081	120,000	0	6,017,734	540,748	10,391,547	1,658,127	173,797	18,781,953
MAINE	0	286,412	351,484	475,758	0	1,113,654	191,748	1,132,143	477,592	67,461	2,982,598
MARYLAND	44,867,728	18,466,878	816,733	75,210	17,858,740	82,085,289	1,086,083	11,815,934	1,202,139	71,800	96,261,245
MASSACHUSETTS	37,963,124	45,744,296	1,158,404	748,776	1,015,631	86,630,231	1,302,140	27,850,113	861,055	73,363	116,716,902
MICHIGAN	12,090,850	9,999,758	1,687,214	542,952	0	24,320,774	1,738,267	31,130,820	3,231,077	113,270	60,534,208

TABLE 3
 FY 1993 OBLIGATIONS FOR CAPITAL, PLANNING AND OPERATING GRANTS BY STATE
 (STARK-HARRIS FUNDING (\$169.2 MIL.) FOR WASH. D.C. METRO IS EXCLUDED.)

STATE	CAPITAL				SECTIONS 8 & 26(a)(2)			RTAP	TOTAL \$ OBLIGATED		
	SECTION 3	SECTION 9	SECTION 16	SECTION 18	INTERSTATE * SUBSTITUTE	TOTAL CAPITAL	PLANNING			SECTION 9 OPERATING	SECTION 18 OPERATING
MINNESOTA	9,589,646	11,985,497	827,673	3,296,951	0	25,699,767	682,243	8,937,544	1,646,357	86,408	37,052,319
MISSISSIPPI	217,008	1,357,800	586,048	676,436	0	2,837,292	191,748	2,540,255	1,319,180	85,530	6,974,005
MISSOURI	42,196,250	3,584,793	1,050,767	195,696	0	47,027,506	823,736	16,592,708	2,561,143	92,406	67,097,499
MONTANA	0	933,080	268,783	87,804	0	1,289,667	140,600	1,673,637	439,023	60,721	3,603,648
NEBRASKA	0	4,779,142	397,435	92,613	0	5,269,190	199,247	3,476,729	814,431	66,177	9,825,774
NEVADA	0	2,582,316	306,129	219,090	0	3,107,535	101,596	832,706	69,275	55,282	4,166,394
NEW HAMPSHIRE	0	420,400	291,460	521,791	0	1,233,651	191,748	1,420,794	334,553	63,984	3,244,730
NEW JERSEY	170,611,758	78,539,452	1,382,548	525,250	0	251,059,008	2,191,811	38,007,569	1,670,478	139,837	293,068,703
NEW MEXICO	1,287,352	2,276,454	354,455	1,306,500	0	5,224,761	191,752	2,059,960	742,806	65,599	8,284,878
NEW YORK	267,137,838	286,642,483	2,365,848	2,054,117	40,504,901	598,705,187	4,492,508	126,556,935	3,028,094	120,384	732,903,108
NORTH CAROLINA	7,728,274	2,665,964	1,225,325	4,608,315	0	16,227,878	549,844	11,492,659	0	124,769	28,395,150
NORTH DAKOTA	0	262,800	234,875	98,998	0	596,673	371,308	1,184,092	396,550	57,929	2,606,552
NORTHERN MAR.	0	0	0	105,429	0	105,429	0	0	0	0	105,429
OHIO	31,973,686	50,132,256	1,921,747	1,841,136	2,775,076	88,643,901	1,678,904	30,549,270	1,999,210	126,120	122,997,405
OKLAHOMA	0	2,447,298	705,104	2,131,178	0	5,283,580	302,476	4,270,054	1,498,897	82,124	11,437,131
OREGON	75,725,067	11,266,221	658,401	1,473,148	987,950	90,110,787	345,750	6,523,997	622,800	75,837	97,679,171
PENNSYLVANIA	119,100,136	44,669,235	2,415,856	719,696	0	166,904,923	2,241,856	49,934,858	4,321,256	269,176	223,672,069
PUERTO RICO	0	8,943,640	626,680	1,246,844	0	10,817,164	500,056	7,361,815	0	0	18,679,035
RHOEE ISLAND	3,312,000	3,702,384	317,336	159,720	0	7,491,440	0	4,689,349	0	53,251	12,234,040
SOUTH CAROLINA	0	1,639,269	682,924	1,405,000	0	3,727,193	311,908	4,111,666	668,951	87,422	8,907,140
SOUTH DAKOTA	0	223,424	250,375	302,118	0	775,917	170,572	961,364	225,557	59,665	2,193,075
TENNESSEE	14,638,335	8,602,597	989,220	1,044,721	0	25,274,873	516,296	7,954,342	1,329,004	98,308	35,172,823
TEXAS	298,271,567	73,614,900	2,493,726	2,745,504	0	377,125,697	3,063,276	21,589,066	2,520,383	303,206	404,601,628
UTAH	17,668,620	8,192,629	333,095	767,956	0	26,962,300	277,780	3,424,130	100,000	114,597	30,878,807

TABLE 3
 FY 1993 OBLIGATIONS FOR CAPITAL, PLANNING AND OPERATING GRANTS BY STATE
 [STARK-HARRIS FUNDING (\$169.2 MIL.) FOR WASH. D.C. METRO IS EXCLUDED.]

03-Mar-94

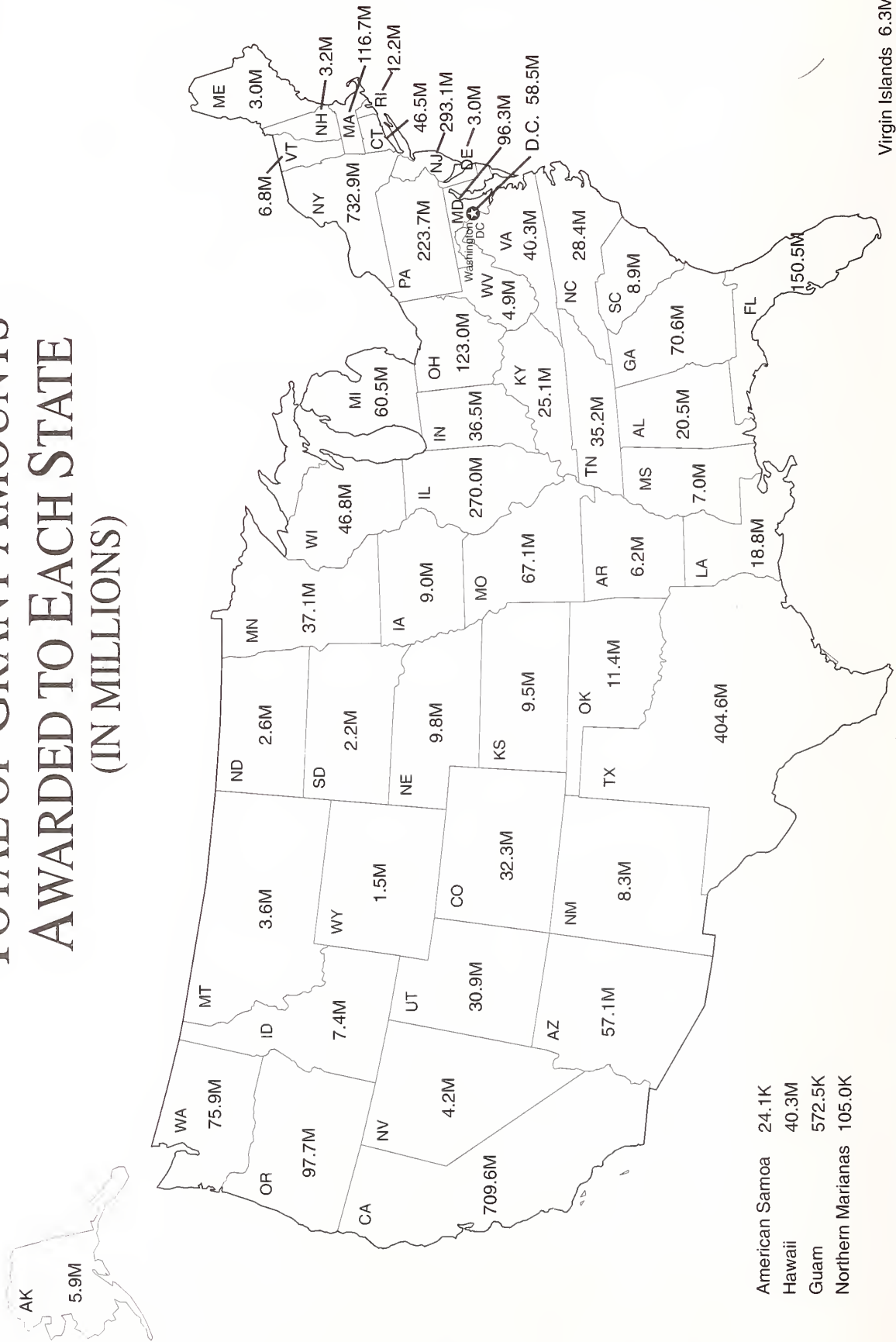
STATE	CAPITAL					SECTIONS 8 & 26(a)(2)			RTAP	TOTAL \$ OBLIGATED	
	SECTION 3	SECTION 9 *	SECTION 16	SECTION 18	INTERSTATE * SUBSTITUTE	TOTAL CAPITAL	PLANNING	SECTION 9 OPERATING			SECTION 18 OPERATING
VERMONT	0	1,527,528	0	4,363,337	0	5,890,865	191,748	340,001	352,643	58,641	6,833,898
VIRGIN ISLANDS	0	0	132,027	6,111,255	0	6,243,282	0	0	93,920	11,850	6,349,052
VIRGINIA	8,195,648	15,054,087	1,027,439	3,100,153	0	27,377,327	979,837	9,712,230	2,114,374	92,829	40,276,597
WASHINGTON	6,080,000	54,596,444	623,829	1,951,113	0	63,251,386	814,836	11,265,995	508,881	80,010	75,921,108
WEST VIRGINIA	0	475,286	510,022	264,975	0	1,250,283	191,750	2,371,125	988,881	75,517	4,877,556
WISCONSIN	14,644,433	14,268,937	944,209	2,076,055	0	31,933,634	671,455	11,713,631	2,343,530	100,332	46,762,582
WYOMING	0	299,120	188,177	165,347	0	652,644	100,804	503,947	171,332	56,167	1,484,894
TOTAL	1,745,933,137	1,368,699,312	46,831,991	68,395,760	76,676,193	3,306,536,393	45,706,094	785,085,986	60,558,314	4,769,539	4,202,656,326

* DOES NOT INCLUDE PROGRAM MANAGEMENT OVERSIGHT.
 NOTE: OBLIGATIONS OF \$4,109,420 FOR INTERCITY BUS PROGRAM RESERVE ARE NOT INCLUDED IN SECTION 18.
 SECTION 18 CAPITAL INCLUDES PROJECT ADMINISTRATION, STATE ADMINISTRATION, AND PLANNING. .
 SECTION 9 CAPITAL INCLUDES PLANNING.

FY 1993

Figure 3

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



American Samoa 24.1K
Hawaii 40.3M
Guam 572.5K
Northern Marianas 105.0K

Note: Stark-Harris Grants (\$169.2 M)
for Washington, D.C. not included

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 1993, the Section 3 obligations totaled \$1.7 billion, an unprecedented high for this program.

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 1993, the bus allocation was \$334.4 million which was 100% earmarked by Congress for specific projects. At least 5.5% of Section 3 funds must be used in non-urbanized areas. In FY 1993, the Section 3 obligation level for bus was \$293.3 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 1993, the Section 3 obligation level for fixed guideway modernization was \$666 million.

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 1993, the obligations for Section 3 new systems were \$786.6 million.

TABLE 4
 FY 1993
 SECTION 3 OBLIGATIONS
 BY STATE AND BY CATEGORY

(in regional order)

STATE	FIXED GUIDEWAY			TOTAL \$
	BUS	MOD	NEW SYSTEMS	
CONNECTICUT	0	16,960,000	0	16,960,000
MASSACHUSETTS	0	0	37,963,124	37,963,124
RHODE ISLAND	3,312,000	0	0	3,312,000
NEW JERSEY	25,754,318	106,619,925	38,237,515	170,611,758
NEW YORK	14,237,640	237,124,410	15,775,788	267,137,838
MARYLAND	21,899,796	13,042,932	9,925,000	44,867,728
PENNSYLVANIA	9,600,000	84,947,636	24,552,500	119,100,136
VIRGINIA	8,195,648	0	0	8,195,648
WASHINGTON DC	0	14,110,772	0	14,110,772
FLORIDA	19,724,433	4,716,628	30,289,938	54,730,999
GEORGIA	2,526,880	5,955,024	18,929,384	27,411,288
MISSISSIPI	217,008	0	0	217,008
NORTH CAROLINA	7,728,274	0	0	7,728,274
TENNESSEE	14,638,335	0	0	14,638,335
ILLINOIS	0	89,867,763	0	89,867,763
INDIANA	4,204,687	5,040,000	0	9,244,687
MICHIGAN	12,090,850	0	0	12,090,850
MISSOURI	0	2,000,000	40,196,250	42,196,250
OHIO	18,242,807	12,230,879	1,500,000	31,973,686
MINNESOTA	9,589,646	0	0	9,589,646
WISCONSIN	14,644,433	0	0	14,644,433
LOUISIANA	0	2,354,728	0	2,354,728
NEW MEXICO	1,287,352	0	0	1,287,352
TEXAS	27,111,568	0	271,159,999	298,271,567
IOWA	1,017,500	0	0	1,017,500
KANSAS	3,254,318	0	0	3,254,318
ARIZONA	11,254,316	0	0	11,254,316
COLORADO	12,355,800	0	0	12,355,800
UTAH	5,168,620	0	12,500,000	17,668,620
CALIFORNIA	32,513,462	69,338,851	216,219,333	318,071,646
HAWAII	2,000,000	0	0	2,000,000
OREGON	6,551,709	1,683,358	67,490,000	75,725,067
WASHINGTON	4,200,000	0	1,880,000	6,080,000
TOTAL	293,321,400	665,992,906	786,618,831	1,745,933,137

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

FY 1993
SECTION 3 OBLIGATIONS
(BY CATEGORY)

Figure 4

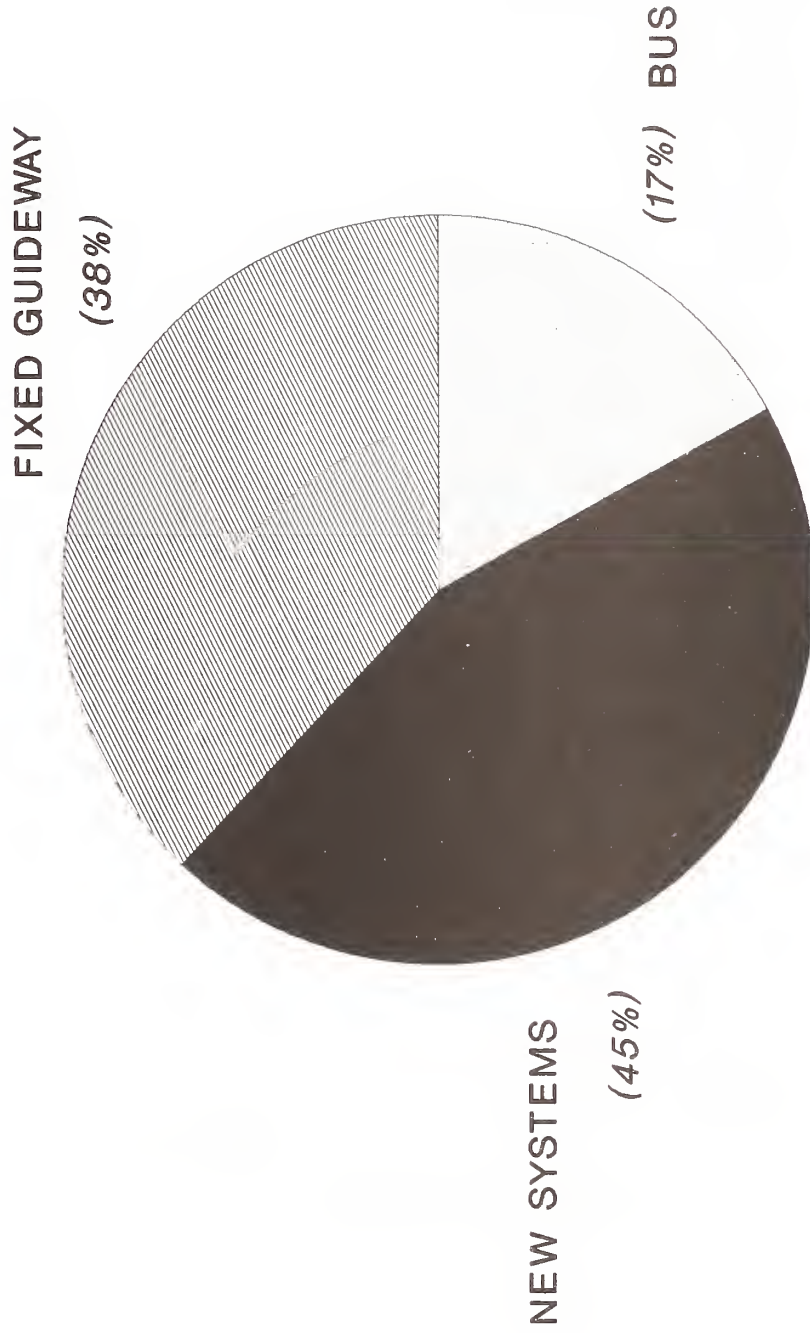


TABLE 5

50,000 - 200,000 POPULATION mmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmm	FY 1993 \$ AMOUNT mmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmmm
WILLIAMSPORT, PA	400,000
ANNAPOLIS, MD	1,028,000
CHARLOTTESVILLE, VA	548,000
ASHEVILLE, NC	3,799,386
GASTONIA, NC	129,565
GREENSBORO, NC	1,050,983
WILMINGTON, NC	48,000
WINSTON-SALEM, NC	213,289
HIGH POINT, NC	32,000
ROCKY MOUNT, NC	1,050,983
BATTLE CREEK, MI	179,703
BAY CITY, MI	787,500
JACKSON, MI	12,007
KALAMAZOO, MI	1,848,000
MUSKEGON, MI	898,858
SAGINAW, MI	1,160,000
ANDERSON, IN	527,331
BEDFORD, IN	66,444
EVANSVILLE, IN	632,797
LAFAYETTE, IN	1,220,771
MUNCIE, IN	843,730
APPLETON, WI	1,872,650
BELIOT, WI	243,220
GREEN BAY, WI	80,400
JANESVILLE, WI	259,860
KENOSHA, WI	223,950
LACROSSE, WI	1,181,600
OSHKOSH, WI	716,563
RACINE, WI	94,400
WAUSAU, WI	90,266
SHEBOYGAN, WI	211,250
SANTA FE, NM	1,287,352
CEDAR RAPIDS, IA	937,500
PALM SPRINGS, CA	2,175,000
EUGENE, OR	4,517,760
MEDFORD, OR	2,033,949
SUB-TOTAL	32,403,067
 RURAL AREAS - UNDER 50,000 POPULATION	
JOHNSONBURG, PA	92,000
STATE OF MARYLAND	2,223,040
STATE OF MISSISSIPPI (MADISON CO.)	217,008
STATE OF INDIANA	208,758
STATE OF MICHIGAN	4,617,572
STATE OF OHIO	1,344,715
STATE OF MINNESOTA	1,589,646
BRAZOS, TX	18,474,768
EAGLE CO. (AVON), CO.	1,070,976
LAKE TAHOE, CA	1,200,000
STATE OF HAWAII	2,000,000
SUB-TOTAL	33,038,483
GRAND TOTAL	293,321,400

TABLE 5-1

SECTION 3 FUNDS OBLIGATED IN FY 1993 FOR FIXED GUIDEWAY MODERNIZATION AND NEW SYSTEMS
 URBANIZED AREAS UNDER 1 MILLION POPULATION

(in regional order)

URBANIZED AREA	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL \$
BUFFALO, NY	480,152	0	480,152
DAYTON, OH	1,942,492	0	1,942,492
SALT LAKE CITY, UT	0	12,500,000	12,500,000
TOTAL	2,422,644	12,500,000	14,922,644

TABLE 6
 FY 1993 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	\$ AMOUNT	TOTAL OF BUSES
OVER 1 MILLION POP.												
NEW YORK, NY	23	7,729,004	0	0	0	0	0	0	0	6,508,636	14,237,640	23
NE JERSEY	106	22,500,000	0	0	0	0	0	0	0	3,254,318	25,754,318	106
BALTIMORE, MD	75	17,457,351	0	0	0	0	0	0	0	1,191,405	18,648,756	75
PHILADELPHIA, PA	0	0	0	0	0	0	0	0	0	0	9,108,000	0
WASHINGTON DC (VA)	0	0	0	0	0	0	0	0	0	7,647,648	7,647,648	0
MIAMI, FL	46	10,008,766	0	0	0	0	0	0	0	1,635,667	19,724,433	46
ATLANTA, GA	0	0	0	0	0	0	0	0	0	2,526,880	2,526,880	0
NW IN (GARY)	3	558,600	0	0	0	0	0	0	0	146,256	704,856	3
DETROIT, MI	17	2,415,850	0	0	0	0	0	0	0	0	2,415,850	17
CINCINNATI, OH	0	0	0	0	0	0	33	626,500	0	0	626,500	33
MINNEAPOLIS, MN	0	0	0	18	6,500,000	0	0	0	1,180,000	320,000	8,000,000	18
FT WORTH, TX	0	0	0	0	0	0	0	0	1,457,600	0	1,457,600	0
DENVER, CO	66	11,284,824	0	0	0	0	0	0	0	0	11,284,824	66
SACRAMENTO, CA	0	0	0	6	1,061,175	0	0	0	1,120,000	0	2,181,175	6
SAN FRANCISCO, CA	32	14,357,287	0	0	0	0	0	0	12,600,000	0	26,957,287	32
SUB-TOTAL	368	86,311,682	0	24	7,561,175	0	33	626,500	43,720,128	13,056,282	151,275,767	425
HOUSTON, TX *	40	4,000,000	0	0	0	0	0	0	116,187,500	35,857,500	156,045,000	40
TOTAL	408	90,311,682	0	24	7,561,175	0	33	626,500	159,907,628	48,913,782	307,320,767	465
200,000-1 MIL. POP.												
PROVIDENCE, RI	0	0	0	0	0	0	0	0	3,312,000	0	3,312,000	0
DURHAM, NC	0	0	0	0	0	0	1	23,200	978,268	91,600	1,093,068	1
RALEIGH, NC	0	0	0	0	0	0	12	311,000	0	0	311,000	12
CHATTANOOGA, TN	0	0	0	22	3,424,000	0	0	0	10,371,135	600,000	14,395,135	22
NASHVILLE, TN	0	0	0	0	0	0	0	0	243,200	0	243,200	0
FLINT, MI	0	0	0	0	0	0	7	171,360	0	0	171,360	7
MADISON, MI	44	7,744,340	0	0	0	0	0	0	952,974	972,960	9,670,274	44
COLUMBUS, OH	24	4,057,898	0	0	0	0	0	0	0	0	4,067,898	24
DAYTON, OH	30	12,203,694	0	0	0	0	0	0	0	0	12,203,694	30
CORPUS CHRISTI, TX	0	0	0	0	0	0	0	0	1,532,000	0	1,532,000	0
EL PASO, TX	25	5,393,120	0	4	254,080	0	0	0	0	0	5,647,200	29
DES MOINES, IA	0	0	0	0	0	0	0	0	80,000	0	80,000	0
WICHITA, KS	0	0	0	0	0	0	0	0	0	3,254,318	3,254,318	0
TUCSON, AZ	27	7,071,916	0	5	742,400	0	0	0	240,000	3,200,000	11,254,316	32
SALT LAKE CITY, UT	30	5,168,620	0	0	0	0	0	0	0	0	5,168,620	30
SPOKANE, WA	0	0	0	0	0	0	0	0	4,200,000	0	4,200,000	0
SUB-TOTAL	180	41,649,588	0	31	4,420,480	0	20	505,560	21,909,577	8,118,878	76,604,083	231

CONTINUED ON NEXT PAGE

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 \$ AMOUNT
WILLIAMSPORT, PA	0	0	0	0	0	0	0	0	0	400,000	400,000
ANNAPOLIS, MD	0	0	0	0	0	388,000	0	0	80,000	560,000	1,028,000
CHARLOTTESVILLE, VA	0	0	0	0	0	0	0	0	0	548,000	548,000
ASHEVILLE, NC	0	0	0	0	18	2,880,000	0	0	919,386	0	3,799,386
GASTONIA, NC	0	0	0	0	0	0	2	36,720	83,245	9,600	129,565
GREENSBORO, NC	0	0	0	0	0	0	0	0	1,050,983	0	1,050,983
WILMINGTON, NC	0	0	0	0	0	0	2	48,000	0	0	48,000
WINSTON-SALEM, NC	0	0	0	0	0	0	0	0	32,000	213,289	213,289
HIGH POINT, NC	0	0	0	0	0	0	0	0	90,983	16,000	32,000
ROCKY MT, NC	5	944,000	0	0	0	0	0	0	0	16,000	1,050,983
BATTLE CREEK, MI	0	0	0	0	0	99,703	0	0	0	80,000	179,703
BAY CITY, MI	0	0	0	0	0	787,500	0	0	0	0	787,500
JACKSON, MI	0	0	0	0	0	0	0	0	0	12,007	12,007
KALAHAZOO, MI	11	1,848,000	0	0	0	0	0	0	0	0	1,848,000
MUSKEGON, MI	5	800,000	0	0	0	98,858	0	0	0	0	898,858
SAGINAW, MI	4	520,000	0	0	0	0	0	0	640,000	0	1,160,000
ANDERSON, IN	0	0	4	527,331	0	0	0	0	0	0	527,331
8EFORD, IN	0	0	6	632,797	0	0	0	0	0	0	632,797
EVANSVILLE, IN	6	936,000	0	0	0	0	0	0	0	152,771	1,220,771
LAFAYETTE, IN	5	795,730	0	0	0	66,444	0	0	0	0	843,730
MUNCIE, IN	10	1,736,800	0	0	0	132,000	0	0	0	48,000	1,872,650
APPLETON, WI	1	160,000	0	0	0	0	0	15,200	62,260	5,760	243,220
BELDIT, WI	0	0	0	0	0	0	0	12,800	24,000	43,600	80,400
GREEN BAY, WI	0	0	0	0	0	0	0	7,200	252,660	0	259,860
JANESVILLE, WI	0	0	0	0	0	0	0	0	163,950	60,000	223,950
KENOSHA, WI	0	0	0	0	0	0	0	0	87,600	46,800	1,181,600
LACROSSE, WI	0	0	7	1,036,000	0	0	0	11,200	0	0	1,181,600
DSHKOSH, WI	8	652,000	0	0	0	0	0	0	64,563	0	716,563
RACINE, WI	0	0	0	0	0	0	0	0	38,400	56,000	94,400
WAUSAU, WI	0	0	0	0	0	0	0	0	30,666	59,600	90,266
SHEBOYGAN, WI	0	0	0	0	0	0	0	0	79,850	131,400	211,250
SANTA FE, NH	0	0	0	0	10	1,127,198	1	26,465	96,963	36,726	1,287,352
CEDAR RAPIDS, IA	9	2,175,000	0	0	0	0	0	0	937,500	0	937,500
PALM SPRINGS, CA	26	4,517,760	0	0	0	0	0	86,930	0	500,893	4,517,760
EUGENE, OR	0	0	0	0	11	1,446,126	2	0	0	0	2,033,949
MEDFORD, OR	90	15,085,290	17	2,196,128	61	7,025,829	10	237,315	4,870,859	2,987,646	32,403,067
SUB-TOTAL RURAL											
JOHNSBURG, PA	0	0	0	0	0	0	0	0	0	92,000	92,000
OCEAN CITY, PA	2	320,000	0	0	0	0	0	0	44,000	241,600	605,600
STATE OF MARYLAND	0	0	2	324,800	13	513,000	23	589,164	0	190,476	1,617,440
STATE OF MISSISSIPPI	0	0	0	0	0	0	0	0	217,008	0	217,008
STATE OF INDIANA	0	0	0	0	2	58,198	6	150,560	0	0	208,758
STATE OF MICHIGAN	0	0	0	0	76	3,520,965	5	86,399	632,754	377,454	4,617,572
STATE OF OHIO	7	1,320,846	7	268,800	0	0	0	0	0	158,922	1,344,715
STATE OF MINNESOTA	20	2,494,909	56	7,283,690	10	622,500	0	0	5,860,669	2,213,000	18,474,768
BRAZOS VALLEY, TX	6	1,070,976	0	0	0	0	0	0	0	0	1,070,976
EAGLE CO. CO	7	1,200,000	0	0	0	0	0	0	1,579,000	0	1,200,000
LAKE TAHOE, CA	0	0	0	0	0	0	0	0	0	0	0
HAWAII	42	6,406,731	65	7,877,290	122	5,740,122	61	1,407,457	8,333,431	3,273,452	33,038,483
SUB-TOTAL											
GRAND TOTAL	720	153,453,291	82	10,073,418	238	24,747,606	124	2,776,932	195,021,495	63,293,758	449,366,400

HOUSTON BUS OBLIGATIONS ARE INCLUDED IN GRANT FOR NEW SYSTEMS.
 NOTE: STANDARD BUSES FOR MIAMI ARE ARTICULATED; CHATTANOOGA SMALL BUSES ARE ELECTRIC; DAYTON STANDARD BUSES ARE TROLLEY ELECTRIC; COLUMBUS SMALL BUSES INCLUDE 3 SCHOOLBUSES AND VANS INCLUDE 12 SEDANS; MINNEAPOLIS STANDARD BUSES ARE SHUTTLE BUSES; BRAZOS STANDARD BUSES ARE TROLLEY STYLE; AND SAN FRANCISCO STANDARD BUSES ARE TROLLEY ARTICULATED.

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 1993, a total of \$2.2 billion was obligated. Of this amount \$1.3 billion or 62 percent was used for capital investments; \$796 million or 36 percent was used for operating purposes; and \$25 million or 2 percent for planning assistance. The level of obligations for operating assistance has settled at about the same levels for the past six years. Another point of interest worth noting related to the capital category, is that the number of vehicles budgeted for Section 9 grants jumped from 2,218 in FY 1992 to 3,996 in FY 1993 the highest ever.

As a group, the urbanized areas with populations over 1 million were the largest recipients. These areas received a total of \$1.5 billion same as last year or 72% of the Section 9 funds. Comparatively, the overall obligation level for 1993 was \$230.5 million more than the previous year. This is mainly due to the influx of \$420.8 million in "flexible funds" transferred from FHWA of which \$390.2 million was obligated. The program sources of these transfers are: Congestion Mitigation and Air Quality (CMAQ), \$292.8 million or 87.7 percent and Surface Transportation Program (STP), \$128 million or 12.3 percent.

TABLE 7

11-May-94

FY 1993 SECTION 9 OBLIGATIONS
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 AMOUNTS 405 URBANIZED AREAS
BUS PURCHASES	359,626,468	133,019,566	39,434,788	532,080,822
BUS MAINTENANCE FACILITY	43,045,216	31,556,798	3,093,863	77,695,877
BUS OTHER	194,218,689	62,024,468	16,288,290	272,531,447
FIXED GUIDEWAY MOD	413,985,712	8,902,989	4,216,634	427,105,335
NEW SYSTEMS	21,949,125	953,534	0	22,902,659
PLANNING	12,404,710	10,094,935	3,283,444	25,783,089
SUB-TOTAL	1,045,229,920	246,552,290	66,317,019	1,358,099,229
OPERATING	509,606,670	161,920,696	124,158,703	795,686,069
GRAND TOTAL	1,554,836,590	408,472,986	190,475,722	2,153,785,298

BUS PURCHASES	\$ BUS AMOUNTS	NUMBER OF BUSES	POPULATION GROUP
1,989 STANDARD	372,065,212	2,481	OVER 1 MILLION
217 MEDIUM	28,559,491	1,137	200,000-1 MILLION
572 SMALL	41,269,247	378	50,000-200,000
85 INTERCITY/COMMUTER	17,884,250	-----	
990 VANS	30,456,010	3,996	TOTAL BUSES
99 ARTICULATED	29,176,155		
44 TROLLEY	12,670,457		
3,996 TOTAL BUSES	532,080,822	TOTAL	

NEW SYSTEMS	\$ AMOUNTS	
MEMPHIS	152,000	
CHICAGO	73,125	
AKRON	788,574	
EL PASO	12,960	
LOS ANGELES	21,326,000	
PORTLAND	550,000	
	22,902,659	TOTAL

TABLE 7-1

FTA FY1993 USE OF SECTION 9 FORMULA FUNDS

Region	Urbanized Area (UZA) Name	Bus				Capital			New Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Rail Modernization	Total				
I	More Than 1,000,000 Population:											
	BOSTON, MA	0(0)	0	0	30,000	30,000	37,795,148	0	37,825,148	18,207,518	56,032,666	
	Subtotals - More Than 1,000,000 Population	0(0)	0	0	30,000	30,000	37,795,148	0	37,825,148	18,207,518	56,032,666	
I	200,000 to 1,000,000 Population:											
	BRIDGEPORT-MILFORD, CT	0(0)	649,122	0	0	649,122	0	0	649,122	1,805,535	2,454,657	
	HARTFORD-MIDDLETON, CT	4,454,400(25)	0	0	0	4,454,400	0	0	4,954,400	2,273,183	7,227,583	
	LAWRENCE-HAVERHILL, MA-NH (MA)	512,028(7)	2,427,972	192,000	0	3,132,000	0	0	3,212,000	1,173,875	4,385,875	
	LAWRENCE-HAVERHILL, MA-NH (NH)	0(0)	0	0	0	0	0	0	0	0	0	
	NEW HAVEN-MERIDEN, CT	772,800(24)	0	224,109	0	996,909	0	0	996,909	990,433	1,987,342	
	PROVIDENCE-PAWTUCKET, RI-MA (MA)	560,000(5)	0	48,000	0	608,000	840,000	0	1,508,000	595,963	2,103,963	
	PROVIDENCE-PAWTUCKET, RI-MA (RI)	0(0)	660,000	0	1,842,384	2,502,384	0	0	2,502,384	5,386,221	7,888,605	
	SPRINGFIELD, MA-CT (CT)	0(0)	239,374	0	0	239,374	0	0	239,374	95,240	334,614	
	SPRINGFIELD, MA-CT (MA)	462,204(5)	0	808,000	0	1,270,204	0	0	1,286,204	1,913,291	3,199,495	
	WORCESTER, MA-CT (CT)	0(0)	0	0	0	0	0	0	0	0	0	
	WORCESTER, MA-CT (MA)	542,400(19)	56,000	0	676,544	1,274,944	0	0	1,514,944	1,150,326	2,665,270	
	Subtotals - 200,000 to 1,000,000 Population	7,303,832(85)	4,032,468	3,791,037	15,127,337	840,000	840,000	896,000	16,863,337	15,384,067	32,247,404	
I	50,000 to 200,000 Population:											
	CONNECTICUT - GOVERNORS APPORTIONMENT	71,200(2)	120,000	2,400	0	193,600	0	0	193,600	1,129,392	1,322,992	
	MAINE - GOVERNORS APPORTIONMENT	49,500(3)	0	141,344	0	190,844	0	95,568	286,412	1,132,143	1,418,555	
	MASSACHUSETTS - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	83,000	83,000	4,809,140	4,892,140	
	NEW HAMPSHIRE - GOVERNORS APPORTIONMENT	352,400(10)	0	40,000	0	392,400	0	28,000	420,400	1,420,794	1,841,194	
	RHODE ISLAND - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	0	503,128	503,128	
	VERMONT - GOVERNORS APPORTIONMENT	0(0)	970,000	407,528	0	1,377,528	0	150,000	1,527,528	340,001	1,867,529	
	Subtotals - 50,000 to 200,000 Population	473,100(15)	1,090,000	591,272	2,154,372	840,000	840,000	356,568	2,510,940	9,334,598	11,845,538	
	Subtotals - Region I	7,776,932(100)	5,122,468	4,412,309	17,311,709	38,635,148	38,635,148	1,252,568	57,199,425	42,926,183	100,125,608	

Region	Urbanized Area (UZA) Name	Bus				Capital				New				
		Purchases	Qty	Maintenance Facilities	Other	Total Bus	Rail Modernization	Systems/Planning	Total Capital	Operating Assistance	Total Obligated			
II	More Than 1,000,000 Population:													
	NEW YORK, NY-NORTHEASTERN NJ (NJ)	1,600,000(30)		9,300,000	13,574,800	24,474,800	50,586,868	0	75,061,668	24,936,526	99,998,194			
	NEW YORK, NY-NORTHEASTERN NJ (NY)	12,251,937(78)		10,000	9,649,032	21,910,969	232,966,874	607,887	255,485,730	107,167,955	362,653,685			
	PHILADELPHIA, PA-NJ (NJ)	0(0)		0	0	0	0	0	0	10,289,451	10,289,451			
	Subtotals - More Than 1,000,000 Population	13,851,937(108)		9,310,000	23,223,832	46,385,769	283,553,742	607,887	330,547,398	142,393,932	472,941,330			
II	200,000 to 1,000,000 Population:													
	ALBANY-SCHENECTADY-TROY, NY	4,309,000(27)		40,000	1,924,000	6,273,000	0	532,000	6,805,000	4,227,945	11,032,945			
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (NJ)	0(0)		0	0	0	0	0	0	113,474	113,474			
	BRIDGEPORT-MILFORD, CT	0(0)		0	0	0	730,498	0	730,498	0	730,498			
	BUFFALO-NIAGARA FALLS, NY	5,808,000(35)		80,000	1,924,352	7,812,352	0	0	7,812,352	9,976,395	17,788,747			
	NEW HAVEN-MERIDEN, CT	0(0)		0	0	0	0	0	0	1,297,467	1,297,467			
	ROCHESTER, NY	0(0)		0	0	0	0	0	0	3,066,951	3,066,951			
	SYRACUSE, NY	5,807,876(40)		251,200	4,329,360	10,388,436	0	0	10,388,436	1,709,672	12,098,108			
	TRENTON, NJ-PA (NJ)	0(0)		0	0	0	0	0	0	2,542,473	2,542,473			
	WILMINGTON, DE-MD-NJ-PA (NJ)	0(0)		0	0	0	0	0	0	125,645	125,645			
	Subtotals - 200,000 to 1,000,000 Population	15,924,876(102)		371,200	8,177,712	24,473,788	730,498	532,000	25,736,286	23,060,022	48,796,308			
II	50,000 to 200,000 Population:													
	CONNECTICUT - GOVERNORS APPORTIONMENT	0(0)		0	0	0	3,365,502	160,000	3,525,502	5,892,513	9,418,015			
	NEW JERSEY - GOVERNORS APPORTIONMENT	0(0)		0	0	0	643,132	600,000	1,243,132	0	1,243,132			
	NEW YORK - GOVERNORS APPORTIONMENT	1,601,354(20)		120,000	571,012	2,292,366	173,600	0	2,465,966	4,408,016	6,873,982			
	Subtotals - 50,000 to 200,000 Population	1,601,354(20)		120,000	571,012	2,292,366	4,182,234	760,000	7,234,600	10,300,529	17,535,129			
	Subtotals - Region II	31,378,167(250)		9,801,200	31,972,556	73,151,923	288,466,474	1,899,887	363,518,284	175,754,483	539,272,767			

----- Capital -----

Region	Urbanized Area (UZA) Name	Bus				New				Total Capital	Operating Assistance	Total Obligated
		Purchases	Maintenance	Other	Total Bus	Modernization	Systems/Planning	Capital				
III	More Than 1,000,000 Population:											
	BALTIMORE, MD	0(0)	4,767,324	144,000	4,911,324	2,067,544	0	6,978,868	9,697,773	16,676,641		
	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	6,445,000(38)	144,000	215,600	6,804,600	0	62,000	6,866,600	4,422,402	11,289,002		
	PHILADELPHIA, PA-NJ (PA)	0(0)	5,985,867	8,152,292	14,138,159	16,382,781	0	30,520,940	27,149,630	57,670,570		
	PITTSBURGH, PA	620,000(15)	109,400	9,640,424	10,369,824	0	16,000	10,385,824	9,470,930	19,856,754		
	WASHINGTON, DC-MD-VA (DC)	16,557,100(100)	532,480	2,049,216	19,138,796	8,613,304	0	27,752,100	16,070,000	43,822,100		
	WASHINGTON, DC-MD-VA (MD)	0(0)	0	0	0	11,121,000	0	11,121,000	763,949	11,884,949		
	WASHINGTON, DC-MD-VA (VA)	913,400(5)	0	6,600	920,000	0	0	920,000	0	920,000		
	Subtotals - More Than 1,000,000 Population	24,535,500(158)	11,539,071	20,208,132	56,282,703	38,184,629	78,000	94,545,332	67,574,684	162,120,016		
III	200,000 to 1,000,000 Population:											
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (PA)	0(0)	0	64,000	64,000	0	40,000	104,000	3,519,000	3,623,000		
	HARRISBURG, PA	664,672(4)	0	289,016	953,688	0	0	953,688	1,117,403	2,071,091		
	NEWPORT NEWS-HAMPTON, VA	0(0)	0	0	0	0	0	0	0	0		
	RICHMOND, VA	0(0)	250,400	449,680	700,080	0	320,000	1,020,080	1,913,227	2,933,307		
	SCRANTON-WILKES BARRE, PA	1,522,066(10)	111,200	411,783	2,045,049	0	52,400	2,097,449	1,720,832	3,818,281		
	WILMINGTON, DE-MD-NJ-PA (DE)	0(0)	0	504,280	504,280	0	428,000	932,280	1,932,314	2,864,594		
	WILMINGTON, DE-MD-NJ-PA (MD)	0(0)	0	0	0	0	0	0	0	0		
	Subtotals - 200,000 to 1,000,000 Population	2,186,738(14)	361,600	1,718,759	4,267,097	0	840,400	5,107,497	10,202,776	15,310,273		
III	50,000 to 200,000 Population:											
	DELAWARE - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	0	0		
	DISTRICT OF COLUMBIA - GOVERNORS APPORTI	0(0)	0	0	0	0	0	0	0	0		
	MARYLAND - GOVERNORS APPORTIONMENT	351,010(3)	16,000	0	367,010	0	0	367,010	1,354,212	1,721,222		
	OHIO - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	150,274	150,274		
	PENNSYLVANIA - GOVERNORS APPORTIONMENT	785,899(5)	326,686	1,088,721	2,201,306	18,400	38,000	2,257,706	7,037,063	9,294,769		
	VIRGINIA - GOVERNORS APPORTIONMENT	5,886,100(32)	0	361,307	6,247,407	0	0	6,247,407	3,300,114	9,547,521		
	WEST VIRGINIA - GOVERNORS APPORTIONMENT	123,286(5)	0	312,000	435,286	0	0	435,286	2,070,851	2,506,137		
	Subtotals - 50,000 to 200,000 Population	7,146,295(45)	342,686	1,762,028	9,251,009	18,400	38,000	9,307,409	13,912,514	23,219,923		
	Subtotals - Region III	33,868,533(217)	12,243,357	23,688,919	69,800,809	38,203,029	956,400	108,960,238	91,689,974	200,650,212		

----- Capital -----

Region	Urbanized Area (UZA) Name	Bus				New			Total Capital	Operating Assistance	Total Obligated
		Purchases	Maintenance Facilities	Other	Total Bus	Rail Modernization	Systems/Planning	Total Capital			
IV	More Than 1,000,000 Population:										
	ATLANTA, GA	10,289,937(78)	0	2,987,808	13,277,745	9,145,600	1,540,000	23,963,345	7,103,931	31,067,276	
	FT. LAUDERDALE-HOLLYWOOD-POMPANO BCH, FL	1,864,000(16)	220,000	1,436,544	3,520,544	0	110,443	3,630,987	7,318,069	10,949,056	
	MIAMI-HIALEAH, FL	4,228,400(31)	811,200	5,464,192	10,503,792	1,977,669	796,000	13,277,461	8,359,000	21,636,461	
	SAN JUAN, PR	0(0)	1,600,000	2,697,600	4,297,600	0	0	4,297,600	7,251,519	11,549,119	
	TAMPA-ST. PETERSBURG-CLEARWATER, FL	5,881,600(39)	0	748,608	6,630,208	0	280,800	6,911,008	5,217,718	12,128,726	
	Subtotals - More Than 1,000,000 Population	22,263,937(164)	2,631,200	13,334,752	38,229,889	11,123,269	2,727,243	52,080,401	35,250,237	87,330,638	
IV	200,000 to 1,000,000 Population:										
	AUGUSTA, GA-SC (GA)	118,400(4)	0	85,352	203,752	0	34,712	238,464	871,714	1,110,178	
	BIRMINGHAM, AL	3,971,000(47)	145,600	753,080	4,869,680	0	0	4,869,680	2,814,630	7,684,310	
	CHARLESTON, SC	249,668(2)	0	80,000	329,668	0	230,000	559,668	1,066,536	1,626,204	
	CHARLOTTE, NC	0(0)	0	0	0	0	0	0	1,285,729	1,285,729	
	CHATTANOOGA, TN-GA (TN)	0(0)	200,000	716,000	916,000	352,364	96,000	1,364,364	969,262	2,333,626	
	COLUMBIA, SC	0(0)	0	60,440	60,440	0	75,000	135,440	1,088,820	1,224,260	
	COLUMBUS, GA-AL (GA)	198,000(2)	0	207,696	405,696	0	44,740	450,436	1,171,868	1,622,304	
	DAYTONA BEACH, FL	352,000(2)	0	36,827	388,827	0	0	388,827	947,759	1,336,586	
	DURHAM, NC	0(0)	0	160,000	160,000	0	0	160,000	1,506,868	1,666,868	
	FAYETTEVILLE, NC	524,960(7)	0	113,788	638,748	0	118,400	757,148	935,000	1,692,148	
	FORT MYERS-CAPE CORAL, FL	312,000(3)	80,000	200,046	592,046	0	0	592,046	656,990	1,249,036	
	GREENVILLE, SC	66,504(8)	0	370,000	436,504	0	50,000	486,504	739,875	1,226,379	
	JACKSON, MS	183,000(5)	180,000	0	363,000	0	220,000	583,000	1,406,160	1,989,160	
	JACKSONVILLE, FL	1,756,816(13)	80,000	736,000	2,572,816	0	0	2,572,816	2,001,862	4,574,678	
	KNOXVILLE, TN	345,157(3)	0	150,248	495,405	0	100,000	595,405	889,235	1,484,640	
	LEXINGTON-FAYETTE, KY	0(0)	0	120,720	120,720	0	0	120,720	1,149,442	1,270,162	
	LOUISVILLE, KY-IN (KY)	8,940,800(49)	774,400	3,500,045	13,215,245	0	400,000	13,615,245	3,853,797	17,469,042	
	MELBOURNE-PALM BAY, FL	771,200(10)	0	301,872	1,073,072	0	68,000	1,141,072	920,526	2,061,598	
	MEMPHIS, TN-AR-MS (TN)	2,400,000(16)	336,000	552,000	3,288,000	0	152,000	3,440,000	3,571,657	7,011,657	
	MOBILE, AL	750,000(3)	0	1,085,200	1,835,200	0	0	1,835,200	1,642,515	3,477,715	
	MONTGOMERY, AL	0(0)	0	0	0	0	0	0	1,110,294	1,110,294	
	NASHVILLE, TN	1,727,228(30)	0	882,000	2,609,228	0	196,000	2,805,228	1,655,962	4,461,190	
	ORLANDO, FL	8,339,076(64)	745,840	1,672,000	10,756,916	0	160,000	10,916,916	2,050,992	12,967,908	
	PENSACOLA, FL	0(0)	0	143,200	143,200	0	5,600	148,800	749,610	898,410	
	RALEIGH, NC	419,732(2)	212,276	1,055,804	1,687,812	0	61,004	1,748,816	2,039,148	3,787,964	
	SARASOTA-BRADENTON, FL	1,270,000(12)	0	58,788	1,328,788	0	0	1,328,788	1,904,000	3,232,788	
	ST. PETERSBURG, FL	0(0)	0	0	0	0	0	0	0	0	

Region	Urbanized Area (UZA) Name	Capital										Total Capital	Operating Assistance	Total Obligated		
		Bus Purchases	Bus Maintenance Facilities	Bus Other	Total Bus	Rail Modernization	New Systems/Planning	Total Capital								
IV	200,000 to 1,000,000 Population:															
	WEST PALM BCH-BOCA RATON-DELRAY BCH, FL	1,893,600(19)	0	295,976	2,189,576	6,980,127	575,557	9,745,260	1,639,328	11,384,588						
	Subtotals - 200,000 to 1,000,000 Population	34,589,141(301)	2,754,116	13,337,082	50,680,339	7,332,491	2,587,013	60,599,843	40,639,579	101,239,422						
IV	50,000 to 200,000 Population:															
	ALABAMA - GOVERNORS APPORTIONMENT	1,112,700(20)	0	131,948	1,244,648	0	0	1,244,648	1,930,350	3,174,998						
	FLORIDA - GOVERNORS APPORTIONMENT	1,363,600(26)	101,600	226,880	1,692,080	0	96,000	1,788,080	2,692,138	4,480,218						
	GEORGIA - GOVERNORS APPORTIONMENT	1,320,000(8)	0	185,264	1,505,264	0	0	1,505,264	3,248,133	4,753,397						
	KENTUCKY - GOVERNORS APPORTIONMENT	251,312(2)	0	58,800	310,112	0	14,400	324,512	528,814	853,326						
	MISSISSIPPI - GOVERNORS APPORTIONMENT	400,000(4)	0	322,800	722,800	0	52,000	774,800	1,134,095	1,908,895						
	NORTH CAROLINA - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	5,725,914	5,725,914						
	PUERTO RICO - GOVERNORS APPORTIONMENT	916,000(13)	0	3,690,040	4,606,040	0	40,000	4,646,040	110,296	4,756,336						
	SOUTH CAROLINA - GOVERNORS APPORTIONMENT	259,224(7)	0	0	259,224	0	40,000	299,224	1,223,904	1,523,128						
	TENNESSEE - GOVERNORS APPORTIONMENT	0(0)	98,400	266,400	364,800	0	32,800	397,600	816,726	1,214,326						
	VIRGINIA - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	76,487	76,487						
	Subtotals - 50,000 to 200,000 Population	5,622,836(80)	200,000	4,882,132	10,704,968	0	275,200	10,980,168	17,486,857	28,467,025						
	Subtotals - Region IV	62,475,914(545)	5,585,316	31,553,966	99,615,196	18,455,760	5,589,456	123,660,412	93,376,673	217,037,085						

Region	Urbanized Area (UA) Name	Capital										Total Obligated			
		Bus Purchases	Bus Maintenance	Bus Other	Total Bus	Rail Modernization	New Systems/ Planning	Total Capital	Operating Assistance						
V	More Than 1,000,000 Population:														
	CHICAGO, IL-IN (IL)	66,688,163(657)	961,600	9,097,825	76,747,588	28,466,537	484,825	105,698,950	46,382,579	152,081,529					
	CHICAGO, IL-IN (IN)	531,200(5)	32,000	363,583	926,783	1,368,000	304,000	2,598,783	4,862,091	7,460,874					
	CINCINNATI,OH-KY (OH)	1,213,738(9)	272,800	4,128,279	5,614,817	1,600,000	260,000	7,474,817	4,810,679	12,285,496					
	CLEVELAND, OH	2,388,579(33)	0	10,657,584	13,046,163	0	0	13,046,163	9,352,934	22,399,097					
	DETROIT, MI	3,458,864(22)	53,384	0	3,512,248	0	24,000	3,536,248	21,100,805	24,637,053					
	MILWAUKEE, WI	7,852,600(52)	0	3,859,937	11,712,537	0	438,000	12,150,537	5,446,674	17,597,211					
	MINNEAPOLIS-ST. PAUL, MN	7,186,767(28)	0	3,286,667	10,473,434	0	0	10,473,434	7,262,317	17,735,751					
	Subtotals - More Than 1,000,000 Population	89,319,911(806)	1,319,784	31,393,875	122,033,570	31,434,537	1,510,825	154,978,932	99,218,079	254,197,011					
V	200,000 to 1,000,000 Population:														
	AKRON, OH	1,355,200(28)	0	314,800	1,670,000	0	869,374	2,539,374	2,297,110	4,836,484					
	ANN ARBOR, MI	2,416,000(16)	0	248,000	2,664,000	0	60,000	2,724,000	976,723	3,700,723					
	CANTON, OH	0(0)	0	64,000	64,000	0	25,000	89,000	1,064,091	1,153,091					
	COLUMBUS, OH	388,000(11)	212,000	4,481,200	5,081,200	0	1,200,000	6,281,200	4,336,446	10,617,646					
	DAYTON, OH	8,779,982(22)	0	3,978,297	12,758,279	0	0	12,758,279	2,885,565	15,643,844					
	FLINT, MI	0(0)	0	271,376	271,376	0	0	271,376	1,509,235	1,780,611					
	FORT WAYNE, IN	0(0)	0	0	0	0	72,664	72,664	1,076,163	1,148,827					
	GRAND RAPIDS, MI	0(0)	540,564	484,500	1,025,064	0	213,830	1,238,894	1,588,723	2,827,617					
	INDIANAPOLIS, IN	738,576(26)	0	568,116	1,306,692	0	160,000	1,466,692	3,773,399	5,240,091					
	LANSING-EAST LANSING, MI	0(0)	10,272	277,074	287,346	0	48,000	335,346	1,147,893	1,483,239					
	LORAIN-ELYRIA, OH	248,000(7)	0	28,800	276,800	0	181,600	458,400	581,007	1,039,407					
	MADISON, WI	0(0)	0	0	0	0	0	0	984,441	984,441					
	PEORIA, IL	317,520(7)	0	0	317,520	0	13,000	330,520	1,541,225	1,871,745					
	ROCKFORD, IL	57,280(2)	0	24,640	81,920	0	0	81,920	962,088	1,044,008					
	SOUTH BEND-MISHAWAKA, IN-MI (IN)	188,800(7)	0	717,160	905,960	0	40,000	945,960	2,166,047	3,112,007					
	TOLEDO, OH-MI (OH)	5,556,409(38)	0	947,193	6,503,602	0	132,000	6,635,602	2,225,169	8,860,771					
	YOUNGSTOWN-WARREN, OH	0(0)	0	0	0	0	40,000	40,000	1,355,656	1,395,656					
	Subtotals - 200,000 to 1,000,000 Population	20,045,767(164)	762,836	12,405,156	33,213,759	0	3,055,468	36,269,227	30,470,981	66,740,208					
V	50,000 to 200,000 Population:														
	ILLINOIS - GOVERNORS APPORTIONMENT	0(0)	232,000	68,987	300,987	0	0	300,987	6,872,530	7,173,517					
	INDIANA - GOVERNORS APPORTIONMENT	1,011,136(13)	33,950	268,456	1,313,542	0	111,627	1,425,169	4,095,568	5,520,737					
	KENTUCKY - GOVERNORS APPORTIONMENT	0(0)	0	16,000	16,000	0	0	16,000	197,000	213,000					

Region	Urbanized Area (UA) Name	Capital										Total Obligated			
		Bus Purchases	Bus Maintenance Facilities	Bus Other	Total Bus	Rail Modernization	New Systems/Planning	Total Capital	Operating Assistance	Total					
V	50,000 to 200,000 Population:														
	MICHIGAN - GOVERNORS APPORTIONMENT	512,868(9)	21,456	939,424	1,473,748	0	88,000	1,561,748	4,825,328	6,387,076					
	MINNESOTA - GOVERNORS APPORTIONMENT	1,280,000(8)	0	209,267	1,489,267	0	0	1,489,267	1,378,069	2,867,336					
	OHIO - GOVERNORS APPORTIONMENT	373,850(2)	0	553,600	927,450	0	235,200	1,162,650	2,712,127	3,874,777					
	WEST VIRGINIA - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	40,000	40,000	150,000	190,000					
	WISCONSIN - GOVERNORS APPORTIONMENT	2,118,400(32)	0	0	2,118,400	0	0	2,118,400	5,282,516	7,400,916					
	Subtotals - 50,000 to 200,000 Population	5,296,254(64)	287,406	2,055,734	7,639,394	0	474,827	8,114,221	25,513,138	33,627,359					
	Subtotals - Region V	114,661,932(1034)	2,370,026	45,854,765	162,886,723	31,434,537	5,041,120	199,362,380	155,202,198	354,564,578					

----- Capital -----

Region	Urbanized Area (UZA) Name	Bus				New				Total Capital	Operating Assistance	Total Obligated
		Purchases	Maintenance	Other	Total Bus	Systems/Planning	Rail Modernization	Total Capital				
VI	More Than 1,000,000 Population:											
	DALLAS-FT. WORTH, TX	12,000,004(172)	0	13,372,000	25,372,004	0	0	0	25,372,004	4,306,100	29,678,104	
	HOUSTON, TX	18,769,434(65)	0	3,370,751	22,140,185	0	0	0	22,140,185	0	22,140,185	
	NEW ORLEANS, LA	0(0)	0	933,480	933,480	0	402,400	0	1,335,880	6,349,000	7,684,880	
	SAN ANTONIO, TX	2,637,775(67)	2,958,136	4,833,917	10,429,828	0	0	0	10,429,828	4,564,333	14,994,161	
	Subtotals - More Than 1,000,000 Population	33,407,213(304)	2,958,136	22,510,148	58,875,497	0	402,400	0	59,277,897	15,219,433	74,497,330	
VI	200,000 to 1,000,000 Population:											
	ALBUQUERQUE, NM	1,057,308(5)	0	1,026,027	2,083,335	0	0	0	2,083,335	1,539,651	3,622,986	
	AUSTIN, TX	2,032,160(32)	58,640	1,653,411	3,744,211	0	132,000	0	3,876,211	1,465,230	5,341,441	
	BATON ROUGE, LA	0(0)	0	266,400	266,400	0	200,000	0	466,400	1,276,677	1,743,077	
	CORPUS CHRISTI, TX	2,309,844(14)	0	0	2,309,844	0	0	0	2,309,844	0	2,309,844	
	EL PASO, TX-NM (TX)	2,653,450(25)	0	3,239,088	5,892,538	0	204,960	0	6,097,498	1,774,567	7,872,065	
	LITTLE ROCK-NORTH LITTLE ROCK, AR	280,600(8)	0	198,072	478,672	0	50,000	0	528,672	1,513,158	2,041,830	
	MCALLEN-EDINBURG-MISSION, TX	0(0)	0	0	0	0	0	0	0	0	0	
	OKLAHOMA CITY, OK	376,000(5)	0	290,000	666,000	0	656,170	0	1,322,170	2,291,931	3,614,101	
	SHREVEPORT, LA	200,920(3)	40,000	512,725	753,645	0	0	0	753,645	1,042,914	1,796,559	
	TULSA, OK	0(0)	14,400	607,768	622,168	0	395,920	0	1,018,088	1,749,773	2,767,861	
	Subtotals - 200,000 to 1,000,000 Population	8,910,282(92)	113,040	7,793,491	16,816,813	0	1,639,050	0	18,455,863	12,653,901	31,109,764	
VI	50,000 to 200,000 Population:											
	ARKANSAS - GOVERNORS APPORTIONMENT	207,613(3)	0	33,520	241,133	0	68,000	0	309,133	1,221,995	1,531,128	
	LOUISIANA - GOVERNORS APPORTIONMENT	79,200(2)	0	68,800	148,000	0	26,000	0	174,000	1,722,956	1,896,956	
	NEW MEXICO - GOVERNORS APPORTIONMENT	0(0)	0	139,632	139,632	0	53,487	0	193,119	520,309	713,428	
	OKLAHOMA - GOVERNORS APPORTIONMENT	86,400(3)	0	0	86,400	0	20,640	0	107,040	228,350	335,390	
	TEXAS - GOVERNORS APPORTIONMENT	1,166,384(15)	156,000	1,647,101	2,969,485	16,000	403,845	0	3,389,330	9,478,836	12,868,166	
	Subtotals - 50,000 to 200,000 Population	1,539,597(23)	156,000	1,889,053	3,584,650	16,000	571,972	0	4,172,622	13,172,446	17,345,068	
	Subtotals - Region VI	43,857,092(419)	3,227,176	32,192,692	79,276,960	16,000	2,613,422	0	81,906,382	41,045,780	122,952,162	

----- Capital -----

Region	Urbanized Area (UZA) Name	Bus				New				Total Capital	Operating Assistance	Total Obligated
		Purchases	Maintenance	Other	Total	Systems/Planning	Rail Modernization	Bus	Total			
VII	More Than 1,000,000 Population:											
	KANSAS CITY, KS-MO (MO)	0(0)	0	239,319	239,319	0	0	348,040	587,359	4,451,011	5,038,370	
	ST. LOUIS, IL-MO (MO)	1,894,024(26)	0	228,930	2,122,954	0	0	320,000	2,442,954	9,561,131	12,004,085	
	Subtotals - More Than 1,000,000 Population	1,894,024(26)	0	468,249	2,362,273	0	0	668,040	3,030,313	14,012,142	17,042,455	
VII	200,000 to 1,000,000 Population:											
	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL (IA)	34,400(1)	0	32,000	66,400	0	0	116,000	182,400	1,257,993	1,440,393	
	DES MOINES, IA	0(0)	220,000	52,960	272,960	0	0	114,166	387,126	1,084,968	1,472,094	
	OMAHA, NE-IA (NE)	4,339,330(28)	0	0	4,339,330	0	0	0	4,339,330	2,350,529	6,689,859	
	WICHITA, KS	0(0)	0	452,748	452,748	0	0	95,348	548,096	2,050,535	2,598,631	
	Subtotals - 200,000 to 1,000,000 Population	4,373,730(29)	220,000	537,708	5,131,438	0	0	325,514	5,456,952	6,744,025	12,200,977	
VII	50,000 to 200,000 Population:											
	ILLINOIS - GOVERNORS APPORTIONMENT	401,504(3)	0	0	401,504	0	0	0	401,504	406,691	808,195	
	IOWA - GOVERNORS APPORTIONMENT	61,000(1)	77,895	298,484	437,379	0	0	0	437,379	2,321,808	2,759,187	
	KANSAS - GOVERNORS APPORTIONMENT	133,000(4)	0	0	133,000	0	0	23,153	156,153	921,458	1,077,611	
	MISSOURI - GOVERNORS APPORTIONMENT	269,583(5)	9,600	87,112	366,295	0	0	82,000	448,295	2,182,988	2,631,283	
	NEBRASKA - GOVERNORS APPORTIONMENT	0(0)	57,785	397,200	454,985	0	0	30,612	485,597	1,177,116	1,662,713	
	SOUTH DAKOTA - GOVERNORS APPORTIONMENT	0(0)	3,520	0	3,520	0	0	0	3,520	7,111	10,631	
	Subtotals - 50,000 to 200,000 Population	865,087(13)	148,800	782,796	1,796,683	0	0	135,765	1,932,448	7,017,172	8,949,620	
	Subtotals - Region VII	7,132,841(68)	368,800	1,788,753	9,290,394	0	0	1,129,319	10,419,713	27,773,339	38,193,052	

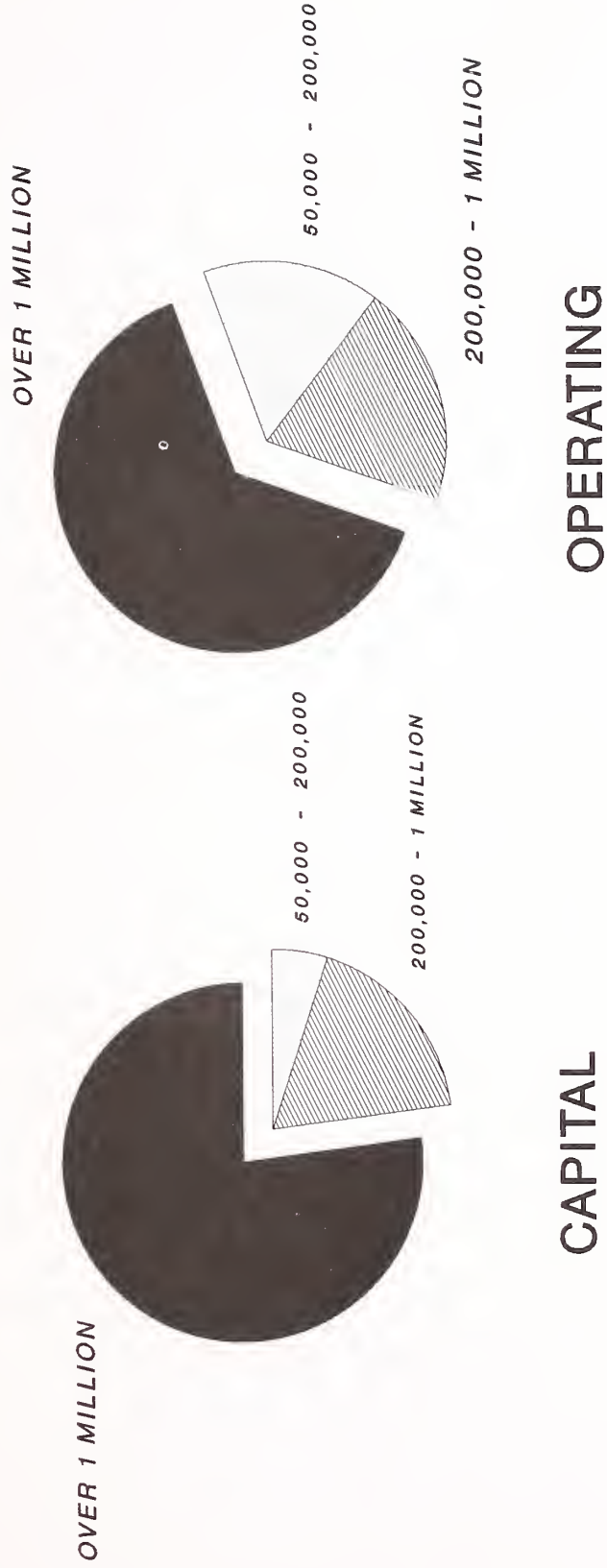
Region	Urbanized Area (UZA) Name	Bus				Capital			New Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
		Bus Purchases Qty	Maintenance Facilities	Bus Other	Total Bus	Total Bus Modernization	Total Capital					
VIII	More Than 1,000,000 Population:											
	DENVER, CO	5,450,810(27)	0	806,890	6,257,700	0	6,257,700	0	6,257,700	5,463,069	11,720,769	
	PHOENIX, AZ	16,226,430(153)	1,000,676	9,517,190	26,744,296	0	27,619,884	0	27,619,884	9,392,192	37,012,076	
	Subtotals - More Than 1,000,000 Population	21,677,240(180)	1,000,676	10,324,080	33,001,996	0	33,877,584	0	33,877,584	14,855,261	48,732,845	
VIII	200,000 to 1,000,000 Population:											
	COLORADO SPRINGS, CO	288,000(8)	0	289,400	577,400	0	577,400	0	577,400	962,195	1,539,595	
	LAS VEGAS, NV	1,412,880(29)	23,436	291,720	1,728,036	0	1,728,036	0	1,728,036	0	1,728,036	
	OGDEN, UT	900,642(11)	0	14,185	914,827	0	914,827	0	914,827	691,498	1,606,325	
	PROVO-OREM, UT	0(0)	0	0	0	0	0	0	0	0	0	
	RENO, NV	0(0)	0	826,280	826,280	0	854,280	0	854,280	832,706	1,686,986	
	SALT LAKE CITY, UT	6,731,158(60)	0	172,800	6,903,958	0	7,053,958	0	7,053,958	2,425,722	9,479,680	
	TUCSON, AZ	2,998,800(36)	600,000	679,274	4,278,074	0	4,349,074	0	4,349,074	1,645,026	5,994,100	
	Subtotals - 200,000 to 1,000,000 Population	12,331,480(144)	623,436	2,273,659	15,228,575	0	15,477,575	0	15,477,575	6,557,147	22,034,722	
VIII	50,000 to 200,000 Population:											
	ARIZONA - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	0	0	0	0	0	
	COLORADO - GOVERNORS APPORTIONMENT	961,117(10)	80,000	58,327	1,099,444	0	1,145,480	0	1,145,480	3,387,409	4,532,889	
	MINNESOTA - GOVERNORS APPORTIONMENT	0(0)	0	16,640	16,640	0	22,796	0	22,796	322,428	345,224	
	MONTANA - GOVERNORS APPORTIONMENT	776,000(5)	30,600	126,480	933,080	0	933,080	0	933,080	1,673,637	2,606,717	
	NORTH DAKOTA - GOVERNORS APPORTIONMENT	172,800(4)	0	74,000	246,800	0	262,800	0	262,800	1,158,822	1,421,622	
	SOUTH DAKOTA - GOVERNORS APPORTIONMENT	132,000(4)	8,480	82,944	223,424	0	223,424	0	223,424	961,364	1,184,788	
	UTAH - GOVERNORS APPORTIONMENT	212,800(2)	0	11,044	223,844	0	223,844	0	223,844	306,910	530,754	
	WYOMING - GOVERNORS APPORTIONMENT	204,000(5)	0	81,600	285,600	0	299,120	0	299,120	503,947	803,067	
	Subtotals - 50,000 to 200,000 Population	2,458,717(30)	119,080	451,035	3,028,832	0	3,110,544	0	3,110,544	8,314,517	11,425,061	
	Subtotals - Region VIII	36,467,437(354)	1,743,192	13,048,774	51,259,403	0	52,465,703	0	52,465,703	29,726,925	82,192,628	

Region	Urbanized Area (UA) Name	Bus				Capital						
		Purchases	Maintenance	Bus Other	Total Bus	Total Bus Modernization	New Systems/Planning	Total Capital	Operating Assistance	Total Obligated		
IX	More Than 1,000,000 Population:											
	LOS ANGELES, CA	82,021,200(381)	11,928,800	31,929,740	125,879,740	0	21,326,000	147,205,740	58,076,374	205,282,114		
	RIVERSIDE-SAN BERNARDINO, CA	1,456,800(17)	0	98,864	1,555,664	0	0	1,555,664	1,141,007	2,696,671		
	SACRAMENTO, CA	5,131,409(23)	975,700	3,788,536	9,895,645	1,267,733	0	11,163,378	3,504,773	14,668,151		
	SAN DIEGO, CA	0(0)	0	6,753,080	6,753,080	660,000	3,919,852	11,332,932	7,283,280	18,616,212		
	SAN FRANCISCO-OAKLAND, CA	17,679,146(81)	1,381,849	15,904,880	34,965,875	9,726,000	0	44,691,875	15,798,766	60,490,641		
	SAN JOSE, CA	8,675,732(55)	0	3,600,000	12,275,732	0	0	12,275,732	5,995,003	18,270,735		
	Subtotals - More Than 1,000,000 Population	114,964,287(557)	14,286,349	62,075,100	191,325,736	11,653,733	25,245,852	228,225,321	91,799,203	320,024,524		
IX	200,000 to 1,000,000 Population:											
	BAKERSFIELD, CA	224,000(4)	280,000	1,219,440	1,723,440	0	0	1,723,440	955,380	2,678,820		
	FRESNO, CA	5,004,400(34)	0	1,586,600	6,591,000	0	208,000	6,799,000	1,448,232	8,247,232		
	HONOLULU, HI	7,341,600(42)	20,800,000	1,492,000	29,633,600	0	400,000	30,033,600	3,444,681	33,478,281		
	MODESTO, CA	682,400(4)	0	915,128	1,597,528	0	0	1,597,528	1,960,714	3,558,242		
	OXNARD-VENTURA, CA	4,451,500(20)	783,750	106,200	5,341,450	0	139,200	5,480,650	1,364,990	6,845,640		
	STOCKTON, CA	3,753,600(20)	54,352	207,748	4,015,700	0	176,824	4,192,524	1,326,236	5,518,760		
	Subtotals - 200,000 to 1,000,000 Population	21,457,500(124)	21,918,102	5,527,116	48,902,718	0	924,024	49,826,742	10,500,233	60,326,975		
IX	50,000 to 200,000 Population:											
	CALIFORNIA - GOVERNORS APPORTIONMENT	7,869,860(48)	209,538	1,912,083	9,991,481	0	126,400	10,117,881	14,673,124	24,791,005		
	HAWAII - GOVERNORS APPORTIONMENT	2,658,400(8)	0	0	2,658,400	0	0	2,658,400	0	2,658,400		
	SEASIDE-MONTEREY, CA	0(0)	0	0	0	0	0	0	0	0		
	Subtotals - 50,000 to 200,000 Population	10,528,260(56)	209,538	1,912,083	12,649,881	0	126,400	12,776,281	14,673,124	27,449,405		
	Subtotals - Region IX	146,950,047(737)	36,413,989	69,514,299	252,878,335	11,653,733	26,296,276	290,828,344	116,972,560	407,800,904		

Region	Urbanized Area (UZA) Name	Bus				Capital			New			Total Obligated
		Purchases	Maintenance Facilities	Other	Total Bus	Total Bus Modernization	Total Capital	Systems/Planning	Operating Assistance			
X	More Than 1,000,000 Population:											
	PORTLAND-VANCOUVER, OR-WA (OR)	3,748,711(21)	0	5,105,921	8,854,632	240,654	9,645,286	550,000	4,922,928	14,568,214		
	PORTLAND-VANCOUVER, OR-WA (WA)	3,092,630(23)	0	1,734,600	4,827,230	0	4,827,230	40,000	0	4,867,230		
	SEATTLE, WA	30,871,078(134)	0	3,810,000	34,681,078	0	36,329,078	1,648,000	6,153,253	42,482,331		
	Subtotals - More Than 1,000,000 Population	37,712,419(178)	0	10,650,521	48,362,940	240,654	50,841,594	2,238,000	11,076,181	61,917,775		
X	200,000 to 1,000,000 Population:											
	ANCHORAGE, AK	415,200(24)	0	780,000	1,195,200	0	1,195,200	0	1,521,625	2,716,825		
	SPOKANE, WA	2,046,735(19)	0	0	2,046,735	0	2,046,735	0	1,105,517	3,152,252		
	TACOMA, WA	3,434,285(39)	400,000	5,682,748	9,517,033	0	9,517,033	0	3,080,823	12,597,856		
	Subtotals - 200,000 to 1,000,000 Population	5,896,220(82)	400,000	6,462,748	12,758,968	0	12,758,968	0	5,707,965	18,466,933		
X	50,000 to 200,000 Population:											
	IDAHO - GOVERNORS APPORTIONMENT	2,701,920(18)	420,353	69,760	3,192,033	0	3,255,033	63,000	1,371,787	4,626,820		
	OREGON - GOVERNORS APPORTIONMENT	485,000(2)	0	601,385	1,086,385	0	1,086,385	0	2,135,619	3,222,004		
	WASHINGTON - GOVERNORS APPORTIONMENT	716,368(12)	0	720,000	1,436,368	0	1,836,368	400,000	926,402	2,762,770		
	Subtotals - 50,000 to 200,000 Population	3,903,288(32)	420,353	1,391,145	5,714,786	0	6,177,786	463,000	4,433,808	10,611,594		
	Subtotals - Region X	47,511,927(292)	820,353	18,504,414	66,836,694	240,654	69,778,348	2,701,000	21,217,954	90,996,302		
	Grand Totals	532,080,822(3996)	77,695,877	272,531,447	882,308,146	427,105,335	1,358,099,229	48,685,748	795,686,069	2,153,785,298		

FY 1993 SECTION 9 OBLIGATIONS
CAPITAL AND OPERATING
(BY POPULATION GROUP)

Figure 7



CAPITAL INCLUDES PLANNING

SECTION 3 (CAPITAL) AND SECTION 9 FORMULA OBLIGATIONS
BY CATEGORY
FOR URBANIZED AREAS OVER 1 MILLION POPULATION - FY 1993

URBANIZED AREA	SECTION 3			SECTION 9			TOTAL CAPITAL AND PLANNING	SECTION 9 OPERATING	GRAND TOTAL \$	
	BUS	FIXED GUIDEWAY	NEW SYSTEMS	BUS	FIXED GUIDEWAY	NEW SYSTEMS				
BOSTON, MA	0	0	37,963,124	30,000	37,795,148	0	0	37,825,148	13,207,518	93,995,790
NEW YORK, NY	14,237,640	236,644,258	15,775,788	21,910,969	232,966,874	0	607,807	255,485,730	107,167,955	629,311,371
NORTHEASTERN, NJ	25,754,318	100,619,925	38,237,515	164,611,758	24,474,800	50,586,868	0	75,061,668	24,936,526	264,609,952
SW CONNECTICUT	0	16,960,000	0	16,960,000	0	0	0	0	0	16,960,000
BALTIMORE, MD	18,648,756	13,042,932	9,925,000	4,911,324	2,067,544	0	0	6,978,868	9,697,773	58,293,329
NORF-VA BCH-NEWP NEWS,VA	9,108,000	66,115,876	0	6,804,600	0	0	62,000	6,866,600	4,422,402	11,289,002
PHILADELPHIA, PA	0	6,000,000	0	75,223,876	14,133,159	16,382,781	0	30,520,940	37,439,081	143,183,897
SO NEW JERSEY	0	18,831,760	24,552,500	43,384,260	10,369,824	0	16,000	10,385,824	9,470,930	63,241,014
PITTSBURGH, PA	7,647,648	14,110,772	0	21,758,420	19,138,796	8,613,304	0	27,752,100	16,070,000	65,580,520
WASHINGTON DC MO	0	0	0	0	11,121,000	0	0	11,121,000	763,949	11,884,949
VA	0	0	0	920,000	0	0	0	920,000	0	920,000
ATLANTA, GA	2,526,880	5,955,024	18,929,384	27,411,288	13,277,745	9,145,600	1,540,000	23,963,345	7,103,931	58,478,564
FT LAUD-HOLLYW-POMP BE,FL	0	0	0	4,639,938	3,520,544	0	110,443	3,630,987	7,318,069	15,588,994
MIAMI-HIALEAH, FL	19,724,433	4,716,628	25,650,000	50,091,061	10,503,792	1,977,669	796,000	13,277,461	8,359,000	71,727,522
SAN JUAN, PR	0	0	0	4,297,600	0	0	0	4,297,600	7,251,519	11,549,119
TAMPA-ST PETE-CLEARWAT,FL	0	0	0	6,630,208	0	0	280,800	6,911,008	5,217,718	12,128,726
CHICAGO, IL	0	89,867,763	0	89,867,763	76,747,588	23,466,537	411,700	105,698,950	46,382,579	241,949,292
NW INDIANA	704,856	5,040,000	0	5,744,856	926,783	1,368,000	304,000	2,598,783	4,862,091	13,205,730
CINCINNATI, OH-KY	626,500	0	0	626,500	5,614,817	1,600,000	260,000	7,474,817	4,810,679	12,911,996
CLEVELAND, OH	0	10,288,387	1,500,000	11,788,387	13,046,163	0	0	13,046,163	9,352,934	34,187,484
DETROIT, MI	2,415,850	0	0	2,415,850	3,512,248	0	24,000	3,536,248	21,100,805	27,052,903
MILWAUKEE, WI	0	0	0	11,712,537	0	0	438,000	12,150,537	5,446,674	17,597,211
MINNEAPOLIS-ST PAUL, MN	8,000,000	0	0	8,000,000	10,473,434	0	0	10,473,434	7,262,317	25,735,751
DALLAS-FT WORTH, TX	1,457,600	0	82,559,999	84,017,599	25,372,004	0	0	25,372,004	4,306,100	113,695,703
HOUSTON, TX *	156,045,000	0	188,600,000	344,645,000	22,140,185	0	0	22,140,185	6,349,000	366,785,185
NEW ORLEANS, LA	0	2,354,728	0	2,354,728	933,480	0	402,400	1,335,880	10,039,608	10,039,608
SAN ANTONIO, TX	0	0	0	0	10,429,828	0	0	10,429,828	4,564,333	14,994,161
KANSAS CITY, MO-IL	0	0	0	0	239,319	0	348,040	587,359	4,451,011	5,038,370
ST. LOUIS, MO-IL	0	2,000,000	40,196,250	42,196,250	2,122,954	0	320,000	2,442,954	9,561,131	54,200,335
DENVER, CO	11,284,824	0	0	11,284,824	6,257,700	0	0	6,257,700	5,463,069	23,005,593
PHOENIX, AZ	0	0	0	0	26,744,296	0	875,583	27,619,884	9,392,192	37,012,076
LOS ANGELES-LONG BEACH,CA	0	0	109,175,000	109,175,000	125,879,740	0	21,326,000	147,205,740	58,076,374	314,457,114
RIVERSIDE-SAN BERNARDO, CA	0	0	0	0	1,555,664	0	0	1,555,664	1,141,007	2,696,671
SACRAMENTO, CA	2,181,175	0	992,500	3,173,675	9,895,645	1,267,733	0	11,163,378	3,504,773	17,841,826
SAN DIEGO, CA	0	2,700,190	500,000	3,200,190	6,753,080	660,000	3,919,852	11,352,932	7,283,280	21,816,402
SAN FRANCISCO-OAKLAND,CA	26,957,287	66,638,661	105,551,833	199,147,781	34,965,875	9,726,000	0	44,691,875	15,798,766	259,638,422
SAN JOSE, CA	0	0	0	0	12,275,732	0	0	12,275,732	5,995,003	18,270,735
PORTLAND, OR-WA (OR)	0	1,683,358	67,490,000	69,173,358	8,854,632	240,654	550,000	9,645,286	4,922,928	83,741,572
PORTLAND, OR-WA (WA)	0	0	0	0	4,827,230	0	40,000	4,867,230	0	4,867,230
SEATTLE-EVERETT, WA	0	0	1,880,000	1,880,000	34,681,078	0	1,648,000	36,329,078	6,153,253	44,362,331
TOTAL	307,320,767	663,570,262	774,118,831	1,745,009,860	596,890,373	413,985,712	12,404,710	1,045,229,920	509,606,670	3,299,846,450

* HOUSTON BUS OBLIGATIONS ARE ALSO INCLUDED IN HOUSTON NEW SYSTEMS OBLIGATIONS.

SECTIONS 8 AND 26 (a)(2)

FTA continues to carry out the Federal mandate 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 provides financial assistance to states by formula allocation for distribution to their Metropolitan Planning Organizations (MPOs) to support the preparation of transportation plans and cost-effective Transportation Improvement Programs (TIPS), which guide the use of Federal capital assistance resources. The plans and programs reflect a variety of state and local objectives.

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) funds used for planning) may support such activities as:

- a. Studies related to planning management, operations, cost effectiveness, financing, and various impacts of transit projects;
- b. Preparation of engineering and architectural surveys, plans, specifications, and environmental impacts;
- c. Evaluation of previously funded projects;
- d. Activities preliminary to the construction or improved operation of public mass transportation systems, facilities, or equipment.

TABLE 9

SECTIONS 8 AND 26(a)(2) PLANNING OBLIGATIONS
FOR FY 1993 BY STATE

STATE	SECTION 8 =====	SECT. 26(a)(2) =====	TOTAL \$ =====
ALABAMA	331,483	84,852	416,335
ALASKA	212,472	73,956	286,428
ARIZONA	580,308	122,484	702,792
ARKANSAS	153,000	38,752	191,752
CALIFORNIA	6,316,878	1,174,401	7,491,279
COLORADO	516,936	109,656	626,592
CONNECTICUT	424,913	113,247	538,160
DELAWARE	85,188	0	85,188
DISTRICT OF COLUMBIA	204,263	38,750	243,013
FLORIDA	1,973,075	469,353	2,442,428
GEORGIA	711,164	150,368	861,532
HAWAII	153,000	38,750	191,750
IDAHO	167,729	38,750	206,479
ILLINOIS	2,249,380	391,005	2,640,385
INDIANA	564,428	124,176	688,604
IOWA	164,633	43,400	208,033
KANSAS	192,755	46,974	239,729
KENTUCKY	240,300	58,884	299,184
LOUISIANA	438,000	102,748	540,748
MAINE	153,000	38,748	191,748
MARYLAND	920,920	165,163	1,086,083
MASSACHUSETTS	1,083,996	218,144	1,302,140
MICHIGAN	1,470,219	268,048	1,738,267
MINNESOTA	572,904	109,339	682,243
MISSISSIPPI	153,000	38,748	191,748
MISSOURI	695,407	128,329	823,736
MONTANA	101,848	38,752	140,600
NEBRASKA	160,497	38,750	199,247
NEVADA	59,580	42,016	101,596
NEW HAMPSHIRE	153,000	38,748	191,748
NEW JERSEY	1,886,082	305,729	2,191,811
NEW MEXICO	153,000	38,752	191,752
NEW YORK	3,841,528	650,980	4,492,508
NORTH CAROLINA	433,960	115,884	549,844
NORTH DAKOTA	287,752	83,556	371,308
OHIO	1,371,909	306,995	1,678,904
OKLAHOMA	240,019	62,457	302,476
OREGON	280,262	65,488	345,750
PENNSYLVANIA	1,909,473	332,383	2,241,856
PUERTO RICO	402,048	98,008	500,056
RHODE ISLAND	0	0	0
SOUTH CAROLINA	246,116	65,792	311,908
SOUTH DAKOTA	131,820	38,752	170,572
TENNESSEE	414,008	102,288	516,296
TEXAS	2,538,828	524,448	3,063,276
UTAH	216,940	60,840	277,780
VERMONT	153,000	38,748	191,748
VIRGINIA	803,224	176,613	979,837
WASHINGTON	666,584	148,252	814,836
WEST VIRGINIA	153,000	38,750	191,750
WISCONSIN	557,791	113,664	671,455
WYOMING	56,000	44,804	100,804
TOTAL	37,947,620	7,758,474	45,706,094

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, except vehicle-related equipment needed to meet Americans with Disabilities Act (ADA) and Clean Air Act Amendment (CAAA) requirements are fundable 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 will be 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 1993 SECTION 16 OBLIGATIONS BY STATE

STATE	OBLIGATION \$ AMOUNT	NO. OF RECIPIENTS	VEHICLES WITH LIFTS OR RAMPS	NO. OF VEHICLES
ALABAMA	844,032	33	13	33
ALASKA	167,262	4	5	6
AMERICAN SAMOA	0	0	0	0
ARIZONA	748,998	22	22	22
ARKANSAS	602,032	24	14	24
CALIFORNIA	4,392,269	50	90	90
COLORADO *	516,566	8	10	10
CONNECTICUT *	551,024	16	22	22
DELAWARE	231,677	6	6	6
DISTRICT OF COLUMBIA	230,267	10	4	10
FLORIDA	2,977,168	59	52	117
GEORGIA	1,082,347	16	20	46
GUAM *	0	0	0	0
HAWAII	283,614	9	6	9
IDAHO	289,287	6	6	6
ILLINOIS	1,938,956	27	28	42
INDIANA	1,036,716	34	36	43
IOWA ***	644,144	0	0	0
KANSAS	546,615	19	12	24
KENTUCKY	810,588	16	50	50
LOUISIANA	813,081	28	28	28
MAINE	351,484	8	11	11
MARYLAND	816,733	30	19	30
MASSACHUSETTS	1,158,404	17	32	34
MICHIGAN **	1,687,214	24	31	38
MINNESOTA	827,673	29	29	29
MISSISSIPPI	586,048	14	11	24
MISSOURI	1,050,767	41	8	54
MONTANA	268,783	10	9	9
NEBRASKA	397,435	16	15	21
NEVADA	306,129	12	12	12
NEW HAMPSHIRE	291,460	12	7	12
NEW JERSEY	1,382,548	32	33	33
NEW MEXICO	354,455	15	15	17
NEW YORK *	2,365,848	42	50	67
NORTH CAROLINA	1,225,325	22	30	68
NORTH DAKOTA	234,875	7	7	7
NORTHERN MARIANAS *	0	0	0	0
OHIO *	1,921,747	76	71	75
OKLAHOMA	705,104	21	23	27
OREGON	658,401	12	16	16
PENNSYLVANIA	2,415,856	36	69	69
PUERTO RICO	626,680	17	17	17
RHODE ISLAND	317,336	6	10	10
SOUTH CAROLINA	682,924	34	15	31
SOUTH DAKOTA	250,375	8	6	9
TENNESSEE	989,220	41	16	56
TEXAS	2,493,726	46	28	98
UTAH	333,095	10	10	10
VERMONT *	0	0	0	0
VIRGIN ISLANDS	132,027	3	3	3
VIRGINIA	1,027,439	24	16	42
WASHINGTON *	623,829	7	16	16
WEST VIRGINIA	510,022	20	20	20
WISCONSIN	944,209	21	39	58
WYOMING	188,177	7	7	7
TOTAL	46,831,991	1,107	1,125	1,618

* SECTION 16 FUNDS TRANSFERRED TO SECTION 18 AND OBLIGATED IN FY 1993:
 CONNECTICUT 119,225, VERMONT 214,054, NEW YORK 784,000, OHIO 100,000,
 COLORADO 73,547, GUAM 130,535, NO. MARIANAS 51,520, AND WASHINGTON 301,844.

** FLEXIBLE FUNDS OF 22,400 ARE INCLUDED IN MICHIGAN OBLIGATIONS.

*** IOWA - CONTRACTED SERVICES

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 Sections 9 and 18. In fiscal year 1993, \$90.8 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 Section 9 funds for cities under 200,000. Under ISTEA, flexible funds may also be transferred to Section 18, and in FY 1993, \$24.3 million was transferred.

FTA apportions Section 18 funds 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.

Section 18 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.

A provision of the ISTEA requires each state to spend a percentage of its apportionment (5% in FY 92, 10% in FY 93, and 15% in FY 94 and thereafter) 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. FTA allocates funds to the states using the population based Section 18 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 FUNDS OBLIGATED IN FY 1993 BY STATE AND BY PURPOSE

STATE	NO. OF SUB- RECIPIENTS	CAPITAL	OPERATING	PROJECT ADMIN	STATE ADMIN	INTERCITY BUS	TOTAL \$ OBLIGATIONS
ALABAMA	33	0	1,652,160	1,614,832	327,398	218,264	3,812,654
ALASKA	7	1,898,522	464,168	145,093	48,822	33,000	2,589,605
AMERICAN SAMOA	1	24,081	0	0	0	0	24,081
ARIZONA	14	185,499	575,837	332,402	150,148	100,100	1,343,986
ARKANSAS	9	0	673,750	634,958	261,742	174,495	1,744,945
CALIFORNIA	70	2,483,984	1,498,424	0	638,826	425,884	5,047,118
COLORADO	17	0	582,540	236,460	72,730	90,910	982,640
CONNECTICUT	9	799,200	686,475	0	163,694	82,464	1,731,833
DELAWARE	1	0	238,788	0	0	0	238,788
FLORIDA	42	1,000,004	2,463,985	0	0	273,780	3,737,769
GEORGIA	74	1,893,456	310,000	190,000	478,692	319,128	3,191,276
GUAM	1	0	486,651	0	85,878	0	572,529
HAWAII	4	1,321,860	236,189	54,306	0	35,817	1,648,172
IDAHO	9	1,064,546	359,287	273,665	404,110	72,260	2,173,868
ILLINOIS	25	0	1,334,574	2,001,862	185,000	458,995	3,980,431
INDIANA	19	334,896	2,557,606	0	250,653	0	3,143,155
IOWA	30	0	1,483,368	0	153,850	181,913	1,819,131
KANSAS	100	0	1,249,854	0	52,500	144,707	1,447,061
KENTUCKY	21	103,848	2,223,011	96,660	150,000	238,880	2,812,399
LOUISIANA	37	0	1,658,127	0	120,000	197,569	1,975,696
MAINE	13	0	382,257	332,756	143,002	95,335	953,350
MARYLAND	20	0	1,202,139	60,210	15,000	0	1,277,349
MASSACHUSETTS	13	289,472	861,055	140,416	191,332	127,556	1,609,831
MICHIGAN	64	360,232	3,058,357	0	10,000	345,440	3,774,029
MINNESOTA	56	2,800,000	1,646,357	0	298,170	198,781	4,943,308
MISSISSIPPI	12	63,664	1,148,474	417,616	171,878	193,984	1,995,616
MISSOURI	32	75,696	2,561,143	0	120,000	0	2,756,839
MONTANA	12	0	439,023	0	87,804	58,538	585,365
NEBRASKA	57	0	756,931	0	32,933	129,180	919,044
NEVADA	4	53,836	0	0	43,254	191,275	288,365
NEW HAMPSHIRE	7	1,200	291,414	372,852	114,527	76,351	856,344
NEW JERSEY	17	158,012	1,670,478	130,364	236,874	173,020	2,368,748
NEW MEXICO	15	688,512	633,138	479,512	0	248,144	2,049,306
NEW YORK	49	1,477,700	3,028,094	0	576,417	384,280	5,466,491
NORTH CAROLINA	34	2,317,888	0	1,678,100	612,327	408,218	5,016,533
NORTH DAKOTA	27	28,000	354,050	52,900	17,298	43,300	495,548
NORTHERN MARIANAS	1	89,629	0	0	15,800	0	105,429
OHIO	33	1,217,745	1,999,210	0	623,391	415,594	4,255,940
OKLAHOMA	14	541,568	1,390,597	1,133,240	400,000	276,645	3,742,050
OREGON	30	857,080	622,800	188,490	294,418	141,065	2,103,853
PENNSYLVANIA	29	0	3,961,256	0	559,696	520,000	5,040,952
PUERTO RICO	3	1,039,044	0	0	207,800	138,540	1,385,384
RHODE ISLAND	1	0	0	156,720	3,000	17,748	177,468
SOUTH CAROLINA	12	217,668	668,951	880,860	306,472	204,316	2,278,267
SOUTH DAKOTA	13	0	172,789	262,118	40,000	52,768	527,675
TENNESSEE	11	261,252	1,329,004	783,469	0	263,748	2,637,473
TEXAS	36	631,327	2,520,383	1,664,177	450,000	556,844	5,822,731
UTAH	5	574,364	100,000	0	130,191	63,401	867,956
VERMONT	7	3,675,588	352,643	179,144	508,605	0	4,715,980
VIRGIN ISLANDS	2	5,996,697	93,920	107,500	7,058	0	6,205,175
VIRGINIA	12	3,100,153	1,880,537	0	0	233,837	5,214,527
WASHINGTON	19	1,787,266	345,034	0	163,847	163,847	2,459,994
WEST VIRGINIA	12	56,000	988,881	0	208,975	139,317	1,393,173
WISCONSIN	38	1,728,494	2,095,623	0	235,977	359,491	4,419,585
WYOMING	4	11,801	171,332	86,588	33,290	33,668	336,679
TOTAL	1,237	41,209,784	57,460,664	14,687,270	10,403,379	9,302,397	133,063,494

PLEASE NOTE THAT THE OBLIGATIONS INCLUDE SECTION 16 TRANSFERS FROM THE FOLLOWING STATES AND TERRITORIES:
 COLORADO 73,547; CONNECTICUT 119,225; GUAM 130,535; NEW YORK 784,000; NO. MARIANAS 51,520; OHIO 100,000;
 VERMONT 214,054; WASHINGTON 301,844. OBLIGATIONS DERIVED FROM THE TRANSFER OF RTAP FUNDS ARE: GUAM 12,419;
 AND NO. MARIANAS 10,787.

FY 1993
SECTION 18 OBLIGATIONS
(BY CATEGORY)

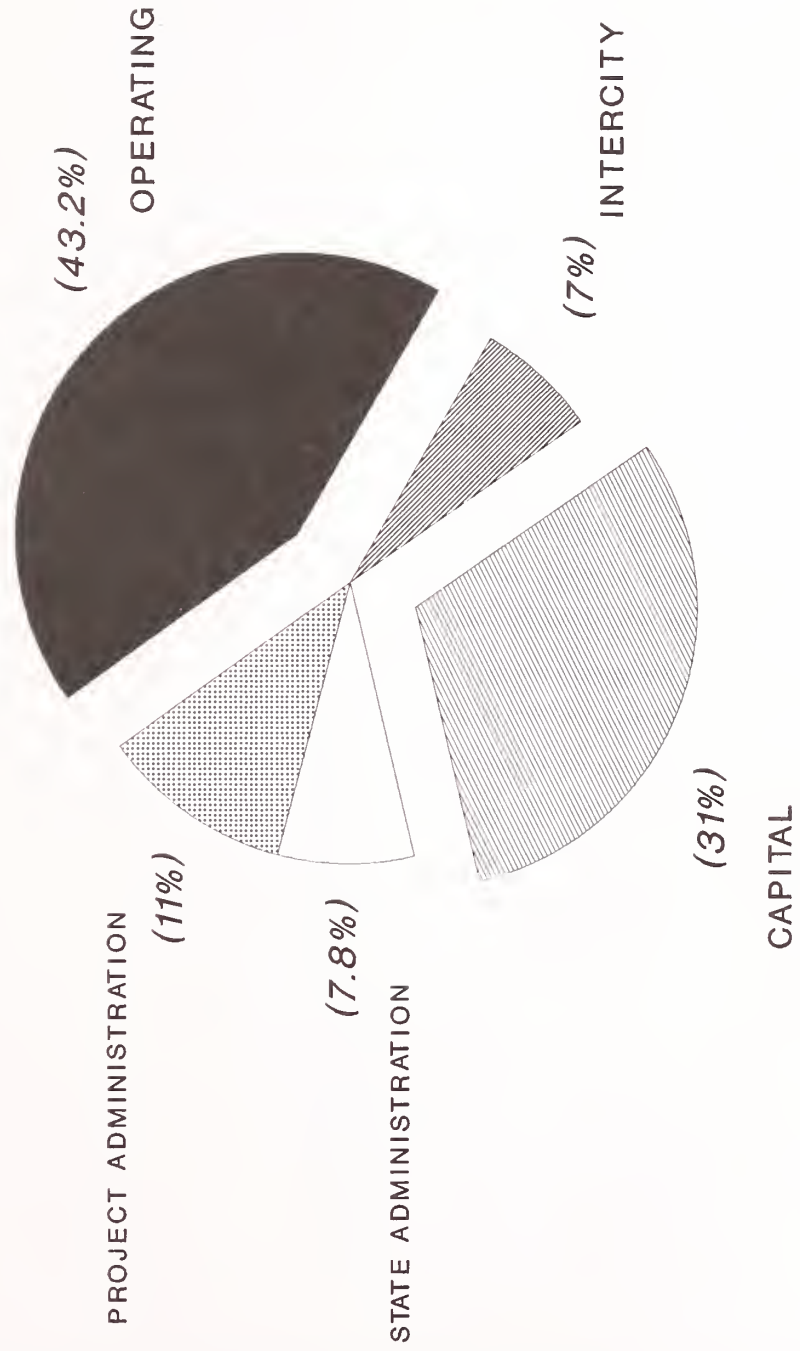


Figure 11

TABLE 11-1

SECTION 18 FUNDS OBLIGATED IN FY 1993 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL \$ OBLIGATIONS
ALABAMA	0	0	0	0	0	218,264	218,264
ALASKA	0	0	33,000	0	0	0	33,000
ARIZONA	0	100,100	0	0	0	0	100,100
ARKANSAS	31,240	83,000	0	50,000	0	10,255	174,495
CALIFORNIA	425,884	0	0	0	0	0	425,884
COLORADO	0	0	0	0	0	90,910	90,910
CONNECTICUT	0	0	0	0	0	82,464	82,464
FLORIDA	0	0	0	0	0	273,780	273,780
GEORGIA	0	0	0	0	0	319,128	319,128
HAWAII	0	0	0	35,817	0	0	35,817
IDAHO	0	72,260	0	0	0	0	72,260
ILLINOIS	0	458,995	0	0	0	0	458,995
IOWA	0	181,913	0	0	0	0	181,913
KANSAS	44,700	75,000	0	0	0	25,007	144,707
KENTUCKY	40,000	198,880	0	0	0	0	238,880
LOUISIANA	0	0	0	0	0	197,569	197,569
MAINE	0	95,335	0	0	0	0	95,335
MASSACHUSETTS	0	0	127,556	0	0	0	127,556
MICHIGAN	172,720	172,720	0	0	0	0	345,440
MINNESOTA	0	0	198,781	0	0	0	198,781
MISSISSIPPI	0	170,706	23,278	0	0	0	193,984
MONTANA	0	0	0	0	0	58,538	58,538
NEBRASKA	43,200	57,500	0	16,480	0	12,000	129,180
NEVADA	40,000	69,275	0	82,000	0	0	191,275
NEW HAMPSHIRE	25,448	43,139	0	7,764	0	0	76,351
NEW JERSEY	0	0	0	0	0	173,020	173,020
NEW MEXICO	73,320	109,668	0	65,156	0	0	248,144
NEW YORK	0	0	0	0	0	384,280	384,280
NORTH CAROLINA	0	0	0	0	0	408,218	408,218
NORTH DAKOTA	800	42,500	0	0	0	0	43,300
OHIO	0	0	0	0	0	415,594	415,594
OKLAHOMA	0	108,300	0	56,370	0	111,975	276,645
OREGON	76,000	0	36,000	0	21,160	7,905	141,065
PENNSYLVANIA	0	360,000	160,000	0	0	0	520,000
PUERTO RICO	0	0	0	0	0	138,540	138,540
RHODE ISLAND	0	0	0	0	0	17,748	17,748
SOUTH CAROLINA	0	0	0	0	0	204,316	204,316
SOUTH DAKOTA	0	52,768	0	0	0	0	52,768
TENNESSEE	0	0	0	0	0	263,748	263,748
TEXAS	0	0	0	0	0	556,844	556,844
UTAH	0	0	63,401	0	0	0	63,401
VIRGINIA	0	233,837	0	0	0	0	233,837
WASHINGTON	0	163,847	0	0	0	0	163,847
WEST VIRGINIA	0	0	0	0	0	139,317	139,317
WISCONSIN	111,584	247,907	0	0	0	0	359,491
WYOMING	0	0	33,668	0	0	0	33,668
TOTAL	1,084,896	3,097,650	675,684	313,587	21,160	4,109,420	9,302,397

NOTE: THE STATES ARE STILL IN THE PROCESS OF IMPLEMENTING THE NEW INTECITY BUS PROGAM WHICH WAS JUST LEGISLATED IN FY 1992. THIS ACCOUNTS MAINLY FOR WHY 45% OF THE FUNDS ARE IDENTIFIED AS PROGRAM RESERVE.

TABLE 12

	STANDARD BUS	MEDIUM BUS	SMALL BUSES	TROLLEY STYLE BUS	COMMUTER/ INTERCITY BUS	VANS	STATION WAGONS & SEDANS	FY 1993 VEHICLE TOTAL
ALASKA	0	8	1	0	0	4	0	13
ARIZONA	0	0	2	0	0	2	0	4
ARKANSAS	0	0	1	0	0	0	0	1
CALIFORNIA	7	4	25	0	0	3	0	39
CONNECTICUT	0	3	3	0	0	4	0	10
FLORIDA	0	10	0	0	0	18	6	34
GEORGIA	0	0	0	0	0	86	0	86
HAWAII	0	0	0	0	29	0	0	29
IDAHO	3	5	9	0	0	5	0	22
INDIANA	1	0	3	0	0	4	0	8
KANSAS	0	0	0	0	0	1	0	1
MASSACHUSETTS	0	0	5	0	0	3	0	8
MICHIGAN	0	0	0	0	0	2	0	2
MINNESOTA	10	0	18	0	0	0	0	28
MISSOURI	0	0	0	0	0	5	0	5
NEBRASKA	0	0	0	0	0	2	0	2
NEVADA	0	0	0	0	1	0	0	1
NEW HAMPSHIRE	0	0	0	0	0	1	0	1
NEW JERSEY	0	0	4	0	0	0	0	4
NEW MEXICO	0	0	4	0	0	8	0	12
NEW YORK	0	2	17	0	0	0	0	19
NORTH CAROLINA	0	0	16	1	0	87	0	104
NORTH DAKOTA	0	0	0	0	0	1	0	1
NORTHERN MARIANAS	0	0	0	0	0	5	0	5
OHIO	0	0	0	0	0	33	7	40
OKLAHOMA	0	0	3	0	0	17	1	21
OREGON	4	0	2	0	0	3	0	9
SOUTH CAROLINA	2	0	0	0	0	0	2	4
TENNESSEE	0	0	0	0	0	27	0	27
TEXAS	0	0	1	0	0	0	0	1
UTAH	2	2	1	0	0	0	0	5
VERMONT	0	14	4	0	0	8	0	26
VIRGIN ISLANDS	0	15	0	0	0	0	0	15
VIRGINIA	10	3	0	0	0	17	0	30
WASHINGTON	1	7	11	0	1	0	0	20
WEST VIRGINIA	0	0	0	0	0	2	0	2
WISCONSIN	1	0	7	0	0	4	13	25
TOTAL	41	73	137	1	31	352	29	664

TABLE 13

FY 1993 OBLIGATIONS
RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)
BY STATE AND BY ACTIVITY

	TRAINING	TECHNICAL ASSISTANCE	RESEARCH	SUPPORT SERVICES	TOTAL \$
ALABAMA	10,000	42,977	0	37,000	89,977
ALASKA	107,877	4,000	0	0	111,877
AMERICAN SAMOA	0	0	0	0	0
ARIZONA	50,334	14,000	4,000	0	68,334
ARKANSAS	77,960	4,000	0	0	81,960
CALIFORNIA	128,004	0	0	0	128,004
COLORADO	65,500	0	0	1,151	66,651
CONNECTICUT	60,000	5,104	0	0	65,104
DELAWARE	57,448	0	0	50,000	107,448
FLORIDA	100,145	0	0	0	100,145
GUAM	0	0	0	0	0
GEORGIA	0	108,451	0	0	108,451
HAWAII	33,000	23,560	0	0	56,560
IDAHO	13,331	5,000	20,000	25,000	63,331
ILLINOIS	30,960	30,960	20,640	20,640	103,200
INDIANA	6,756	72,431	700	21,519	101,406
IOWA	83,065	0	0	0	83,065
KANSAS	16,097	42,465	15,938	2,004	76,504
KENTUCKY	55,706	33,047	0	5,000	93,753
LOUISIANA	61,797	25,000	0	87,000	173,797
MAINE	36,961	0	0	30,500	67,461
MARYLAND	27,000	39,800	0	5,000	71,800
MASSACHUSETTS	32,000	26,363	10,000	5,000	73,363
MICHIGAN	102,270	1,000	10,000	0	113,270
MINNESOTA	70,000	10,000	0	6,408	86,408
MISSISSIPPI	45,500	40,030	0	0	85,530
MISSOURI	0	92,406	0	0	92,406
MONTANA	34,221	26,500	0	0	60,721
NEBRASKA	25,602	40,575	0	0	66,177
NEVADA	23,111	5,282	19,889	7,000	55,282
NEW HAMPSHIRE	26,500	29,000	0	8,484	63,984
NEW JERSEY	91,837	48,000	0	0	139,837
NEW MEXICO	20,000	0	0	45,599	65,599
NEW YORK	60,384	60,000	0	0	120,384
NORTH CAROLINA	35,000	60,769	0	29,000	124,769
NORTH DAKOTA	37,100	20,829	0	0	57,929
NORTHERN MARIANAS	0	0	0	0	0
OHIO	30,000	96,120	0	0	126,120
OKLAHOMA	43,124	39,000	0	0	82,124
OREGON	27,100	15,000	0	33,737	75,837
PENNSYLVANIA	130,000	60,000	0	79,176	269,176
PUERTO RICO	0	0	0	0	0
RHODE ISLAND	47,251	6,000	0	0	53,251
SOUTH CAROLINA	74,422	0	0	13,000	87,422
SOUTH DAKOTA	43,665	7,000	7,000	2,000	59,665
TENNESSEE	93,908	4,400	0	0	98,308
TEXAS	270,206	33,000	0	0	303,206
UTAH	40,326	48,271	26,000	0	114,597
VERMONT	35,800	22,841	0	0	58,641
VIRGIN ISLANDS	9,850	2,000	0	0	11,850
VIRGINIA	60,000	32,829	0	0	92,829
WASHINGTON	45,010	30,000	0	5,000	80,010
WEST VIRGINIA	10,000	61,517	0	4,000	75,517
WISCONSIN	36,149	23,181	0	41,002	100,332
WYOMING	25,275	13,480	10,110	7,302	56,167
TOTAL	2,647,552	1,406,188	144,277	571,522	4,769,539

PLEASE NOTE THAT FY 1993 RTAP FUNDS FOR GUAM (12,419) AND NO. MARIANAS (10,787) WERE TRANSFERRED TO SECTION 18 AND OBLIGATED.

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 1993. These funds can be transferred to Sections 9, 16, 18 and the Interstate Substitute to finance transit projects.

In FY 1993, there was a total of \$529.4 million available flexible funds of which \$469.2 million was transferred in FY 1993. The remaining available \$60.2 million is the FY 1992 unobligated transferred carryover balance. Thirty-eight states transferred flexible funds for 172 projects in FY 1993, up from 28 states for 20 projects in FY 1992. Like FY 1992, CMAQ funds led in the request for transfer of flexible funds constituting 63.6 percent of all the funds transferred in FY 1993. Second in demand were the STP funds that represented 31.3 percent of the flexible funds transferred. FHWA earmarks were designated at 5.0 percent and Interstate Substitute at 0.1 percent.

The FY 1993 flexible fund obligations totaled \$428.6 million, consisting of \$289.0 million in CMAQ; \$125.7 million in STP; \$13.8 million in FHWA earmarks, and \$0.1 million in Interstate Substitute funds. As a whole, obligations surpassed FY 1992's record by \$185 million. Unlike FY 1992 over half of the transferred funds, \$226.4 million or 52.8 percent was used for bus; \$180.1 million or 42.0 percent was used for fixed guideway; and \$22.1 million or 5.2 percent was used for new systems.

The flexible funds transferred from FHWA are derived from the following 4 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 1993 \$146.9 million was transferred to FTA of which \$125.7 million was obligated including all FY 1992 STP carryover funds of \$4.4 million.

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 63 percent of the total \$469.2 million transferred in FY 1993. Of the \$298.4 million transferred from CMAQ funds in FY 1993, \$289 million was obligated including \$50.8 million of FY 1992 CMAQ carryover funds.

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 1993 \$.01 million of Interstate Substitute funds were transferred and obligated.

FHWA EARMARK

Several transit projects are earmarked under ISTEA Title 1 as innovative demonstration, congestion relief and intermodal projects. In FY 1993, \$23.8 million of FHWA earmarks were transferred of which \$13.8 million was obligated under Section 3.

TABLE 14

FY 1993 ISTEAFlexible Funds from FHWA Obligated for Use in FTA Transit Projects

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL OBLIGATED
AK-Alaska DOT	18	Purchase buses & vans	1,966,982	0	1,966,982
AL-Birmingham	9	Pur. 19 buses; 20 vans	1,435,000	2,792,000	4,227,000
AZ-Phoenix	9	Purchase 46 std. buses	5,450,000	0	5,450,000
AZ-Phoenix	9	Pur. 16 vans, rehab 37 buses *	5,700,000	0	5,700,000
AZ-Phoenix	9	Pur. 18 small buses	999,580	0	999,580
AZ-Tucson	9	Purchase buses, vans	0	1,386,682	1,386,682
CA-San Francisco (ACT)	9	Cons. 4 bus terminals	6,000,000	0	6,000,000
CA-Bakersfield (GET)	9	C&G fuel facility	1,360,000	0	1,360,000
CA-San Francisco (CCCTA)	9	Pur. 6 alt. fueled vchs.	1,320,000	0	1,320,000
CA-Fresno	9	Purchase 20 buses*	2,205,000	0	2,205,000
CA-Fresno	9	Purchase 12 buses	2,138,000	0	2,138,000
CA-Los Angeles	9	Metro Rail MOS-3	0	21,326,000	21,326,000
CA-Los Angeles	9	Elec.trolley bus project	3,672,900	0	3,672,900
CA-Napa	9	Purchase buses	0	1,115,100	1,115,100
CA-Oxnard	9	Purchase 5 buses	1,000,000	0	1,000,000
CA-Oxnard	9	Pur. buses; other Capital items	3,221,450	0	3,221,450
CA-Riverside	9	Construct rail station	264,727	0	264,727
CA-Sacramento	9	Purchase 10 buses	3,149,627	2,027,885	5,177,512
CA-Santa Barbara	9	Purchase buses	523,035	0	523,035
CA-Santa Clara	9	Fuel Tanks & Equipment	3,600,000	0	3,600,000
CA-Santa Cruz	9	Purchase buses	177,000	0	177,000
CA-San Diego	9	AA/DEIS	1,770,600	0	1,770,600
CA-San Diego	9	Substitution/deob	0	411,000	411,000
CA-San Francisco	9	MUNI Eng. & construction	5,400,000	3,400,000	8,800,000
CA-San Luis	18	Purchase 12 buses	576,976	211,300	788,276
CA-Sonoma	9	Purchase clean fuel buses	0	3,520,000	3,520,000
CA-Stockton	9	Purchase stndrd buses	1,780,000	0	1,780,000
CA-Stockton	9	Purchase buses	1,973,600	0	1,973,600
CA-Palm Springs (Sunline)	9	Site improvements-CNG	400,000	0	400,000
CA-Victorville	9	Purchase 6 buses	552,000	0	552,000
CA-Sacramento	9	Pur. ADA vans & fuel system	992,152	25,650	1,017,802
CA-Salinas	9	Pur. 3 buses & 2 terminals	588,500	680,000	1,268,500
CO-Governor	9	Purchase buses	0	140,000	140,000
CT-DOT	9	Purchase buses	4,454,400	0	4,454,400
CT-DOT	18	Purchase buses & vans	799,200	0	799,200
FL-Tampa	9	Purchase 28 std. buses	4,455,808	0	4,455,808
GA-Atlanta	9	ADA improvements to rail	0	3,816,000	3,816,000
GA-DOT	9	Purchase 5 buses	0	1,372,784	1,372,784
HI-DOT	18	Transit Asst.-rural counties	0	1,290,000	1,290,000
ID-DOT	18	Purchase vans & buses	1,260,266	0	1,260,266
ID-Boise	9	Purchase 16 buses*	2,637,200	0	2,637,200
IL-Chicago (CTA)	9	Purchase 100 buses	18,343,032	0	18,343,032
IL-Chicago (PACE)	9	Purchase 200 vans*	3,900,000	0	3,900,000
IL-Chicago (METRA)	9	Construct & Rehab parking facilities	9,462,400	262,500	9,724,900
IL-Chicago (RTA)	9	Pur. 14 buses, cons.. transfer facility	3,359,960	0	3,359,960
IL-Chicago (DOT)	9	Sta. Improvements and Park & Ride	2,050,000	0	2,050,000
IL-Chicago (DOT)	9	Metra Station	269,600	0	269,600
IL-Chicago (DOT)	9	Conrail Bikeway	2,036,000	52,000	2,088,000

Continued On Next Page

TABLE 14

FY 1993 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL OBLIGATED
IL-Chicago (DOT)	9	CBD Pedestrianway	299,200	0	299,200
IL-Chicago (DOT)	9	Vanpool initiative	84,825	0	84,825
IL-Chicago (PACE)	9	Park-n-Ride	0	225,000	225,000
IN-Chicago (NICTD)	9	Parking lot, bicycle trail, signals	1,368,000	0	1,368,000
KY-Louisville	9	Design, eng. & const. 2 suburban cntrs	3,609,520	0	3,609,520
LA-Shreveport	9	Pur. 1 bus and vans	0	753,645	753,645
MA-Boston	9	Sta. Improvements & Park and Ride	7,268,868	828,148	8,097,016
MA-Boston	9	Sta. Improvements and Park & Ride	2,171,132	935,000	3,106,132
MA-Worcester	9	Eng/Des intermodal facility	197,120	0	197,120
MD-Baltimore	9	Expansion -Commuter Prkng.	5,690,000	0	5,690,000
MI-Ann Arbor	9	Park & Ride program	200,000	60,000	260,000
MI-Detroit	9	Pur. 8 diesel buses	1,536,000	24,000	1,560,000
MI-Grand Rapids	9	Pur. 6 buses/lease land	58,000	0	58,000
MI-Jackson	9	Pur buses & equipment	0	101,334	101,334
MI-Kalamazoo	9	Purchase shop equip.	0	20,000	20,000
MI-MI DOT	18	Purchase vans	0	319,633	319,633
MI-Muskegon	9	Pur. 1 bus & 3 minivans	192,000	0	192,000
MI-Muskegon	9	Restoration of Union Depot	0	554,970	554,970
MI-State of MI	16	Purchase vans	0	22,400	22,400
MN-Duluth	9	Purchase 3 buses	344,000	0	344,000
MN-Duluth	9	Purchase 5 buses, park-n-ride	1,076,000	0	1,076,000
MN-Minneapolis	9	Constr. transit hub & park & ride lot	2,916,267	370,400	3,286,667
MN-DOT	18	Pur. buses/const. bus garage	0	2,800,000	2,800,000
MO-St. Louis	9	Alt. Anal.-St. Charles	160,000	0	160,000
MO-St. Louis	9	Alt. Anal-Cross Cty	160,000	0	160,000
MT-Missoula	9	Purchase buses	840,800	0	840,800
NC-Chapel Hill	9	Des & cons. road for P&R	0	160,000	160,000
NJ-Northeastern NJ (NJT)	9	Install signal system & replace rail	30,000,000	0	30,000,000
NJ-Northeastern NJ (NJT)	9	Rail Station Rehab*	0	4,000,000	4,000,000
NM-DOT	18	Add Navajo Nation to POP	0	400,000	400,000
NM-DOT	9	Park-n-ride	998,187	0	998,187
NY-Albany	9	Tran. Improv. Projects	2,108,000	0	2,108,000
NY-Albany	9	Tran. Improv. Projects	1,400,000	0	1,400,000
NY-Buffalo	9	Purchase buses	5,902,400	0	5,902,400
NY-Buffalo	9	Const. 3 Park&Ride lots	492,000	0	492,000
NY-DOT	9	Bus garage	0	48,000	48,000
NY-New York	9	Tran. Improv. Projects	36,650,000	13,350,000	50,000,000
NY-New York	9	Pur. 10 veh. demo buses	796,400	0	796,400
NY-New York	9	Purchase 19 buses	2,129,600	0	2,129,600
NY-New York	9	Capital Improvement	23,030,160	15,000,000	38,030,160
NY-Oneida	9	Rehab transfer center	0	144,000	144,000
NY-Poughkeepsie	9	Purchase 5 buses	0	800,000	800,000
NY-Rockland	9	Purchase 10 buses	0	1,600,000	1,600,000
NY-Saratoga City	9	Purchase buses	0	1,048,000	1,048,000
NY-Syracuse	9	Purchase buses	5,518,400	0	5,518,400
NY-Tompkins	9	Purchase buses	0	480,000	480,000

Continued On Next Page

TABLE 14
 FY 1993 ISTEPA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL OBLIGATED
OH-Akron	9	ROW Acquisition	0	788,574	788,574
OH-Cincinnati	9	Cons. Park & Ride lot	0	2,000,000	2,000,000
OH-Cincinnati	9	Cons. Park & Ride lot	0	800,000	800,000
OH-Columbus	9	Construct Park&Ride	650,000	0	650,000
OH-Columbus	9	Planning	0	600,000	600,000
OH-Cleveland	9	Construct Park&Ride	4,800,000	0	4,800,000
OH-Cleveland	9	CNG fueling facility	2,400,000	0	2,400,000
OH-DOT	9	Purchase buses	0	133,850	133,850
OH-DOT	9	Park-n-Ride	445,055	0	144,055
OH-Cincinnati (SORTA)	9	Purchase 4 buses	0	757,600	757,600
OH-Toledo (TARTA)	9	Purchase buses	0	3,440,000	3,440,000
OK-Okla. City (COTPA)	9	Technical studies	400,000	0	400,000
OR-DOT	18	Purchase buses	0	480,000	480,000
OR-Eugene	9	Purchase transit buses	0	485,000	485,000
OR-Portland (Tri-Met)	9	21 Buses	4,303,000	0	4,303,000
PA-Altoona	9	Planning	20,000	0	20,000
PA-Monessen	9	Purchase Buses	200,000	0	200,000
PA-Philadelphia	9	Bus circulator	478,000	0	478,000
PA-Philadelphia	9	Cons.. Overbrook Sta.	0	800,000	800,000
PA-State of Penn.	9	Acquire or lease buses	0	24,000	24,000
PA-Reading	9	Downtown Transpo Ctr	800,000	0	800,000
RI-DOT	9	New Service	1,200,000	0	1,200,000
TN-Chattanooga	9	Const. Parking Facility	0	600,000	600,000
TX-Austin	9	Feasibility Study	132,000	0	132,000
TX-Bryan	18	Construct Park&Ride	580,000	0	580,000
TX-El Paso	9	Planning & engineering	4,232,938	0	4,232,938
TX-Fort Worth	9	Pur. 12 small buses	1,100,000	0	1,100,000
UT-Salt Lake City	9	Pur. 10 buses\20 vans	2,400,000	0	2,400,000
VA-Charlottesville	9	Purchase 13 buses	0	2,526,587	2,526,587
VA-Danville	9	Purchase 1 bus.	0	192,820	192,820
VA-Hampton	9	Purchase 24 buses	0	3,840,000	3,840,000
VA-Lynchburg	9	Cons. Transfer Ctr.	0	240,000	240,000
VA-Richmond	9	Transit design study*	200,000	0	200,000
VA-Richmond	9	Alternative fuel proj.	120,000	0	120,000
VA-Roanoke	9	Purchase 18 buses	0	3,288,000	3,288,000
VA-Woodbridge	9	Pur 5 intercity buses	920,000	0	920,000
VA-Richmond	18	Capital/rural	0	2,768,437	2,768,437
VI-Dept of Pub. Works	18	Cap Asst for Saint Croix	0	5,100,000	5,100,000
VI-Dept of Pub. Works	18	Cap Asst for Saint Croix	0	1,004,197	1,004,197
VT-Agency of Transpo.	18	Pur. buses & rchab facility	0	1,415,588	1,415,588
VT-Agency of Transpo.	18	Pur. bus, vans & equipment	0	2,355,000	2,355,000
VT-State of Vermont	18	Planning studies	32,000	433,605	465,605
VT-State of Vermont	9	Planning studies	120,000	0	120,000
VT-Chittenden	9	Rehab maint facility	0	1,167,168	1,167,168
VT-Chittenden	9	Pur. support equip	0	120,848	120,848

Continued On Next Page

TABLE 14
FY 1993 ISTEA Flexible Funds from FHWA Obligated for Use in FTA Transit Projects

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL OBLIGATED
WA-Richland (BFT)	9	Purchase vanpool vans	0	53,218	53,218
WA-DOT	18	Purchase 4 small buses	0	264,732	264,732
WA-Seattle	9	Purchase 26 AFI buses	10,097,078	100,000	10,197,078
WA-Seattle	9	HOVimprovements\P&R	200,000	0	200,000
WA-DOT	18	Mini-buses	0	100,000	100,000
WA-DOT	9	Intermodal study	0	400,000	400,000
WA-DOT	9	Purchase vanpool vans	0	87,150	87,150
WA-Vancouver	9	Pur. 8 buses & equip.	1,827,700	27,200	1,854,900
WA-Tacoma	9	Pur. equip.	1,904,818	0	1,904,818
WI-DOT	9	Purchase buses & vans*	2,118,400	0	2,118,400
WI-DOT	18	Purchase buses*	200,000	0	200,000
WV-Huntington	9	Pur. Real Estate for facility	291,246	0	291,246
OTHER TRANSFERS:					
IA-Waterloo	23	Planning	Interstate Substitute		107,996
PA-Philadelphia	3	Frankford Trans. Ctr.	Congestion Relief	ISTEA Sec. 1104	9,108,000
RI-Rhode Island	3	Operating Expenses	Innovative Demo	ISTEA Sec. 1107	3,312,000
TX-Fort Worth	3	TX Intermodal Center	Intermodal Project	ISTEA Sec. 1108	1,457,600
FY 1993 TOTAL FLEXIBLE FUNDING OBLIGATIONS:					428,603,710

FUNDS OBLIGATED IN FY 1993 FOR THE PURCHASE OR RENOVATION OF RAILCARS

.....

FUNDING SOURCE	TYPE AND PURPOSE	LOCATION	GRANTEE/TRANSIT AGENCY	\$ AMOUNT
PURCHASE OF RAILCARS				
SEC. 3	5 DIESEL LOCOMOTIVES	NE NEW JERSEY	NEW JERSEY TRANSIT CORP.	11,070,000
	5 ELECTRIC LOCOMOTIVES			28,190,000
9	8 DIESEL LOCOMOTIVES			13,000,000
3	2 COMMUTER RAIL CARS	BALTIMORE	MTA	2,865,520
	8 COMMUTER RAIL CARS			7,925,000
	8 COMMUTER RAIL CARS (NEW SYSTEMS GRANT)			7,925,000
3	9 LIGHT RAIL VEHICLES	DALLAS	DART	26,546,872
3	29 LIGHT RAIL VEHICLES	PORTLAND	TRI-MET	1,500,000
			TOTAL	99,022,392
RENOVATION OF RAIL CARS				
3	REHAB 298 RAPID RAIL CARS	WASHINGTON DC	WMATA	14,110,772
9	UPGRADE 5 ADDITIONAL RAPID RAIL CARS	CAMDEN, NJ	DELAWARE RIVER PORT AUTH.	473,440
	REBUILDO 5 ADDITIONAL RAPID RAIL CARS			113,600
9	REBUILDO 12 ADD'L USED COMMUTER RAIL CARS	BALTIMORE	MTA	2,157,000
3	UPGRADE 100 RAPID RAIL CARS			1,723,872
9	REHAB 25 COMMUTER RAIL CARS	CHICAGO	RTA	1,480,000
	REHAB 35 COMMUTER CARS			3,520,000
	REHAB 7 DIESEL ELECT LOCOMOTIVES			2,480,000
3	MIDLIFE REBUILD 3 COMMUTER RAIL CARS	NW INDIANA	NO. INDIANA CTO	288,800
3	SUPPLEMENTAL FUNDING FOR REHAB OF 5 PERLEY-THOMAS STREETCARS	NEW ORLEANS	RTA	2,354,728
3	REHAB 440 RAPID RAIL CARS (1ST PHASE)	SAN FRANCISCO	BART	8,031,861
9	REHAB 2 CABLE CARS	SAN FRANCISCO	PUC	514,000
			TOTAL	37,248,073

PLEASE NOTE THAT PURCHASE OF USED RAIL CARS ARE NOT INCLUDED.

TABLE 16

FY 1993 OBLIGATIONS FOR FERRYBOAT EXPENDITURES

GRANTEE	PURPOSE	\$ AMOUNT	FUNDING SOURCE
RHODE ISLAND DOT	REHAB GALILEE FERRY TERM. NARRAGANSETT	317,384	SECT. 9
NEW YORK DOT	OPERATING FOR STATEN ISLAND FERRY SYSTEM	2,106,179	9
PUB. WORKS ST. THOMAS, V.I.	RENOV. CRUZ BAY FERRY DOCK AT ST. JOHN	1,000,000	18
PUERTO RICO PORTS AUTHORITY	EXPAND AND REMODEL SAN JUAN FERRY TERM.	2,240,000	9
LOUISIANA DOT	REHAB FERRY SUPPORT TUGBOAT FOR CRESCENT CITY CONNECTION	160,000	9
	TOTAL	5,823,563	

HISTORICAL DATA



TABLE 17

FTA ASSISTED NEW STARTS AND EXTENSIONS
OPEN

<u>ATLANTA</u>	<u>MILES</u>
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	
<u>BALTIMORE</u>	
Northwest Line - Charles Center to Owings Mills	14
<u>BOSTON</u>	
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
<u>BUFFALO</u>	
Main Street Mall to SUNY South Campus	6
<u>CHICAGO</u>	
METRA Electric - Richton Park to University Park	2
Dan Ryan Extension - Downtown to 95th Street	10
Kennedy Extension - Logan Square to Jefferson Park	5
O'Hare Extension - Jefferson Park to O'Hare Airport	7
Downtown to Midway Airport	9
<u>CLEVELAND</u>	
Airport Extension - West Park to Airport	4
<u>DETROIT</u>	
Downtown Loop	3
<u>HOUSTON</u>	
Northwest Busway - Interstate 610 to West Little York Road	10
North Transitway - Downtown to North Shephard	9
Katy Transitway - North Post Oak to Highway 6	12
<u>JACKSONVILLE</u>	
Central to Terminal	1
<u>LOS ANGELES</u>	
San Bernardino Freeway - El Monte Busway	11
Union Station to Wilshire and MacArthur Park and Westlake	4
<u>MIAMI</u>	
Dadeland South to Okeechobee	21
Downtown Loop	2

<u>MEMPHIS</u>	
Junction of Exchange Avenue and Main Street to Peabody Place	2✓
<u>NEW YORK</u>	
Archer Ave. Line - Queens Blvd/Hillside Ave. to Archer	3
63rd St. Line - 57th/7th Ave. to 21St/ 41 Ave., Queens	3
<u>PHILADELPHIA</u>	
Center City Commuter Connection (Tunnel)	2
Airport Rail Line	5
<u>PITTSBURGH</u>	
South Busway - Downtown to Overbrook	5
East Busway - Downtown to Wilkinsburg	7
Light Rail Downtown to South Hills Village	10
<u>PORTLAND</u>	
Banfield Light Rail - Downtown to Gresham	15
<u>SACRAMENTO</u>	
Northeast Line - Downtown to Watt Ave and I-80	9
East Line - Downtown to Butterfield Way	9
<u>SAN DIEGO</u>	
Euclid Avenue to El Cajon	11
<u>SAN FRANCISCO</u>	
BART System - Daly City, Richmond, Concord and Fremont Service	71
Muni System - Market St. Light Rail Subway - Embarcadero to Twin Peaks Tunnel	4
<u>SAN JOSE</u>	
Downtown North to Old Ironsides	10
Downtown South to Santa Teresa	10
<u>SEATTLE</u>	
Downtown Bus Tunnel	2
<u>ST. LOUIS</u>	
East St. Louis to No. Hanley Road	14
<u>WASHINGTON, D.C.</u>	
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	
Yellow 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	472 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 - North Shephard to FM 960 10

EASTEX - Tidewell Road North to the Will Clayton Parkway 5

LOS ANGELES

MacArthur Park and Westlake to Wilshire and Vermont 7

Wilshire and Vermont to Hollywood and Vine and Wilshire to Western

MIAMI

Northern and Southern extensions of People Mover
(Miramar Station to Brickell Station) 2

SAN FRANCISCO

Daly City to Colma Station 1

ST. LOUIS

No. Hanley Road to Lambert International Airport 4

WASHINGTON, D.C.

Blue Line - Van Dorn to Franconia 3

SUB-TOTAL 59 miles

Grand-Total 531 miles

TABLE 18

OBLIGATIONS FOR FTA PROGRAMS FISCAL YEARS 1984 - 1993

PROGRAM	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	10 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	10,454.3
SECTION 16	32.8	32.1	29.6	34.8	35.0	34.8	34.8	34.8	53.7	46.8	369.2
SECTIONS 8 AND 26(a)(2)	46.1	48.4	48.8	45.6	47.5	47.8	43.5	50.1	51.8	45.7	475.3
SECTION 5	302.1	175.8	120.5	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	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	19,402.4
SECTION 18	116.0	107.5	109.8	81.4	102.7	79.4	84.4	83.8	118.1	133.1	1,016.2
RTAP *	0.0	0.0	0.0	2.1	6.6	4.8	5.2	5.2	4.9	5.5	34.3
URBAN SYSTEMS	4.5	0.2	4.2	6.4	6.0	0.5	3.8	5.8	0.5	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	1,891.4
STARK-HARRIS	226.0	58.4	431.8	200.1	119.2	184.5	84.8	106.4	123.4	169.2	1,703.8
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	36,154.4

* INCLUDES BOTH STATE AND NATIONAL TOTALS.

TABLE 19

SUMMATION OF OBLIGATIONS BY CAPITAL CATEGORIES, PLANNING AND OPERATING
FISCAL YEARS 1987 - 1993

CAPITAL =====	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL \$
BUS - SECTION 3	95,301,104	119,132,738	196,843,148	186,823,974	236,858,891	211,641,398	293,321,400	1,339,922,653
BUS - SEC. 9 FORMULA	673,362,013	594,719,188	519,241,719	497,091,424	508,243,027	615,804,768	882,308,146	4,290,770,285
BUS - SEC. 18 RURAL	40,777,522	51,393,665	34,612,221	34,548,607	31,911,433	52,763,649	67,720,076	313,727,173
BUS - SECTION 16	34,839,984	34,995,861	34,821,511	34,823,616	34,821,120	53,651,852	46,831,991	274,785,935
BUS - INTERSTATE SUBSTITUTE	13,675,742	13,766,285	3,637,115	3,838,170	9,235,714	7,404,079	4,987,141	56,544,246
BUS - URBAN SYSTEMS	6,385,208	6,027,500	534,670	3,816,750	4,923,152	504,388	0	22,191,668
TOTAL BUS	864,341,573	820,035,237	789,690,384	760,942,541	825,993,337	941,770,134	1,295,168,754	6,297,941,960
F.G. MOD - SECTION 3	318,860,845	366,047,868	606,962,108	491,499,687	507,215,988	450,312,377	665,992,906	3,406,891,779
F.G. MOD - SEC. 9 FORMULA	608,611,648	708,436,474	379,418,155	411,110,834	465,621,209	497,823,300	427,105,335	3,498,126,955
F.G. MOD - INTERSTATE SUBSTITUTE	48,048,526	71,220,635	118,751,983	96,246,244	56,408,227	205,642,081	52,842,362	649,160,058
TOTAL FIXED GUIDEWAY MOD	975,521,019	1,145,704,977	1,105,132,246	998,856,765	1,029,245,424	1,153,777,758	1,145,940,603	7,554,178,792
NEW SYSTEMS - SECTION 3	245,543,197	355,194,682	361,056,001	456,232,042	329,532,032	311,711,032	786,618,831	2,845,887,817
NEW SYSTEMS - SEC. 9 FORMULA	36,632,040	9,279,268	11,215,920	3,592,800	3,460,400	17,380,596	22,902,659	104,463,683
NEW SYSTEMS - INTERSTATE SUBSTITUTE	135,354,578	54,550,721	114,447,687	59,032,502	74,918,944	40,000,000	17,858,740	496,163,172
NEW SYSTEMS - STARK-HARRIS	200,113,902	119,177,500	184,459,091	84,821,275	106,419,500	123,380,000	169,150,000	987,521,268
NEW SYSTEMS - FAUS	0	0	0	0	850,000	0	0	850,000
TOTAL NEW SYSTEMS	617,643,717	538,202,171	671,178,699	603,678,619	515,180,876	492,471,628	996,530,230	4,434,885,940
TOTAL CAPITAL	2,457,506,309	2,503,942,385	2,566,001,329	2,363,477,925	2,370,419,637	2,588,019,520	3,437,639,587	18,287,006,692
OPERATING								
OPERATING - SEC. 9 FORMULA	820,410,674	779,978,916	779,093,029	765,379,103	779,444,032	768,367,310	795,686,069	5,488,359,133
OPERATING - SEC. 18 RURAL	40,593,574	51,301,180	44,838,728	49,900,337	51,897,111	65,312,436	64,667,734	368,511,100
TOTAL OPERATING	861,004,248	831,280,096	823,931,757	815,279,440	831,341,143	833,679,746	860,353,803	5,856,870,233
PLANNING								
SECTION 8 AND								
SECTION 26 (a)(2)	45,613,587	47,494,416	47,810,683	43,473,527	50,095,174	51,812,057	45,706,094	332,005,538
SECTION 9 FORMULA	17,158,624	16,866,788	23,223,694	16,279,687	25,767,143	23,879,592	25,783,089	148,958,617
INTERSTATE SUBSTITUTE	61,475	35,125	290,790	212,500	208,585	997,050	987,950	2,793,475
SECTION 18 (INTERCITY)	0	0	0	0	0	0	0	675,684
RTAP (RESEARCH AND TRAINING)	1,397,257	5,854,883	4,047,623	4,418,385	4,416,330	4,123,828	4,769,539	29,027,845
TOTAL PLANNING AND RTAP	64,230,943	70,251,212	75,372,790	64,384,099	80,487,232	80,812,527	77,922,356	513,461,159
GRAND TOTAL	3,382,741,500	3,405,473,693	3,465,305,876	3,243,141,464	3,282,248,012	3,502,511,793	4,375,915,746	24,657,338,084

TABLE 20

CAPITAL GRANTS BY FISCAL YEAR AND PROGRAM
1965 through September 30, 1993

FY	* SECTION 3	SECTION 5 CAPITAL	** SECTION 9A	** SECTION 9 CAPITAL	** SECTION 18 CAPITAL	URBAN SYSTEMS	** INTERSTATE SUBSTITUTE	STARK- HARRIS	TOTAL \$ CAPITAL GRANTS
1965-1973 Inclusive	2,256,049,413	0	0	0	0	0	0	0	2,256,049,413
1974	870,299,997	0	0	0	0	34,566,597	61,000,000	0	965,866,594
1975	1,196,600,868	9,062,495	0	0	0	15,676,374	65,728,784	0	1,287,068,521
1976 & TQ	1,346,100,000	32,256,781	0	0	0	23,437,755	553,048,746	0	1,954,843,282
1977	1,249,999,998	39,443,964	0	0	0	41,996,625	405,928,416	0	1,737,369,003
1978	1,400,000,000	50,112,435	0	0	0	30,441,481	562,803,528	0	2,043,357,444
1979	1,225,000,000	255,644,819	0	0	0	21,280,229	599,999,999	0	2,101,925,047
1980	1,654,999,998	431,155,535	0	0	0	25,580,723	678,745,470	0	2,790,481,726
1981	1,925,000,000	361,119,008	0	0	0	49,676,329	614,855,419	0	2,950,650,756
1982	1,634,499,988	297,728,336	0	0	0	52,609,850	567,929,875	0	2,552,768,049
1983	1,640,863,258	301,403,693	561,676,206	0	0	6,366,808	411,999,902	240,000,000	3,162,309,867
1984	1,096,020,631	147,128,462	91,833,517	1,031,498,071	68,781,243	4,514,175	210,260,527	226,000,000	2,876,036,626
1985	727,669,965	82,109,249	44,695,145	1,307,993,954	56,791,626	239,250	232,438,110	58,400,000	2,510,337,299
1986	1,132,300,603	76,204,015	40,650,846	1,149,047,602	58,939,239	4,215,790	244,151,048	431,752,805	3,137,261,948
1987	694,545,130	0	0	1,335,764,325	40,777,522	6,385,208	197,140,321	200,113,902	2,474,726,408
1988	875,371,149	0	0	1,329,301,718	51,393,665	6,027,500	139,572,766	119,177,500	2,520,844,298
1989	1,199,682,768	0	0	933,099,488	34,612,221	534,670	237,127,575	184,459,091	2,589,515,813
1990	1,169,379,319	0	0	928,074,745	34,548,607	3,816,750	159,329,416	84,821,275	2,379,970,112
1991	1,108,428,031	0	0	977,324,636	31,911,433	5,773,152	140,771,470	106,419,500	2,370,628,222
1992	1,027,316,659	0	0	1,154,888,256	52,763,649	504,388	254,043,210	123,380,000	2,612,896,162
1993	1,792,765,128	0	0	1,358,099,229	68,395,760	0	76,676,193	169,150,000	3,465,086,310
TOTAL	27,222,892,903	2,083,368,792	738,855,714	11,505,092,024	498,914,965	333,643,654	6,413,550,775	1,943,674,073	50,739,992,900

*Includes Section 16 grants

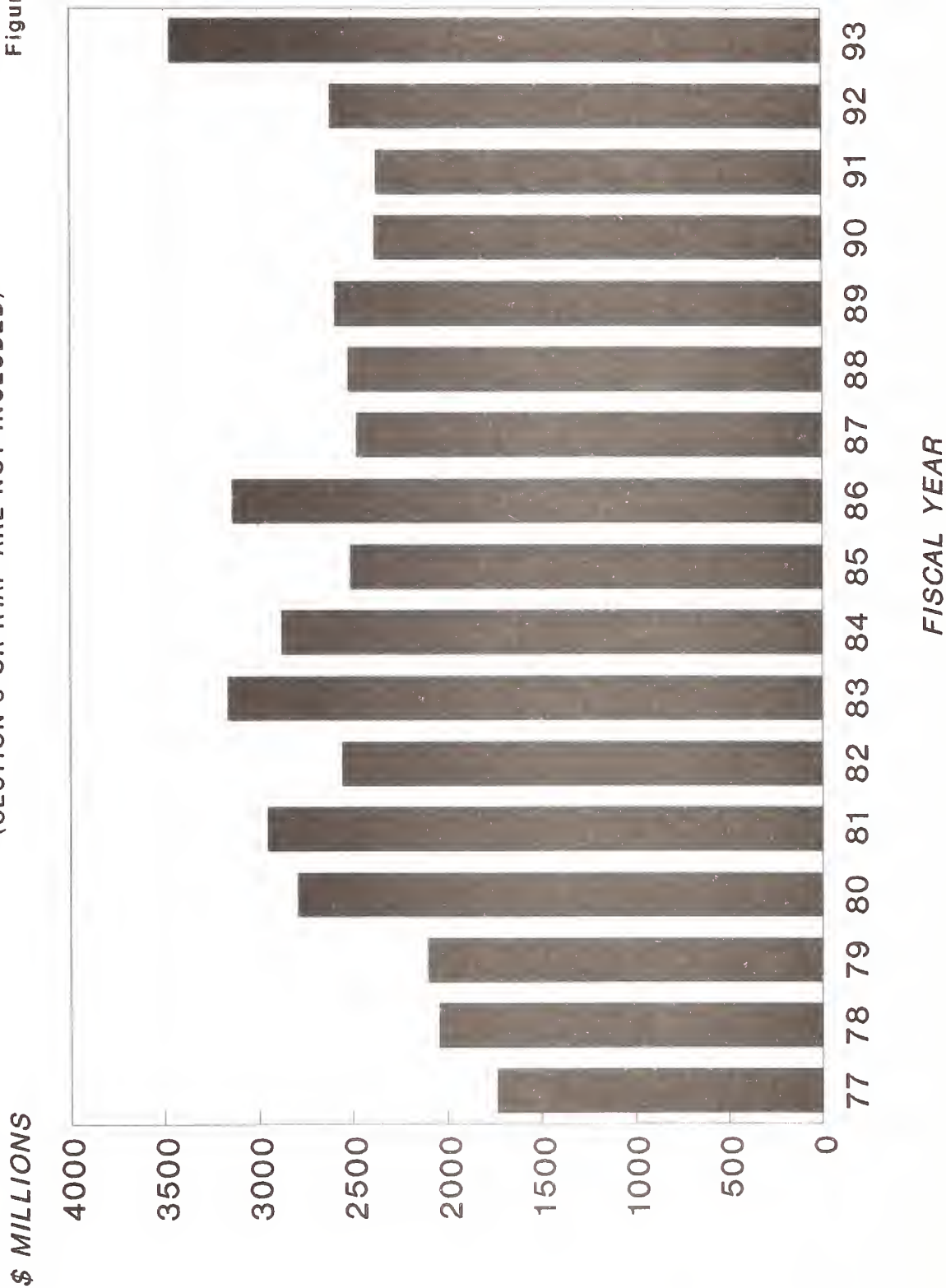
**Includes Planning but not Section 8.

*** Includes 98

NOTE: SECTIONS 8, 26(a)(2), AND RTAP ARE NOT INCLUDED ON THIS TABLE.

OBLIGATIONS FOR CAPITAL GRANTS
ALL PROGRAMS FY 1977 - 1993
(SECTION 8 OR RTAP ARE NOT INCLUDED)

Figure 20



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 1993, the Congress has appropriated \$5.2 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 \$345.9 million were provided in fiscal years 1992 and 1993.

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:

<u>Fiscal Year</u>	<u>Amount (In Millions)</u>
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	<u>51.7</u>
Total	\$ 793.8

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 21
 FORMULA OPERATING GRANTS
 (Urbanized Areas)
 Fiscal Years 1975 - 1993

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
TOTAL	7,166,469,427	7,871,444,576	15,037,914,003

FUNDS OBLIGATED FOR FORMULA OPERATING GRANTS
BY CATEGORY

FISCAL YEARS 1984 - 1993

Figure 21

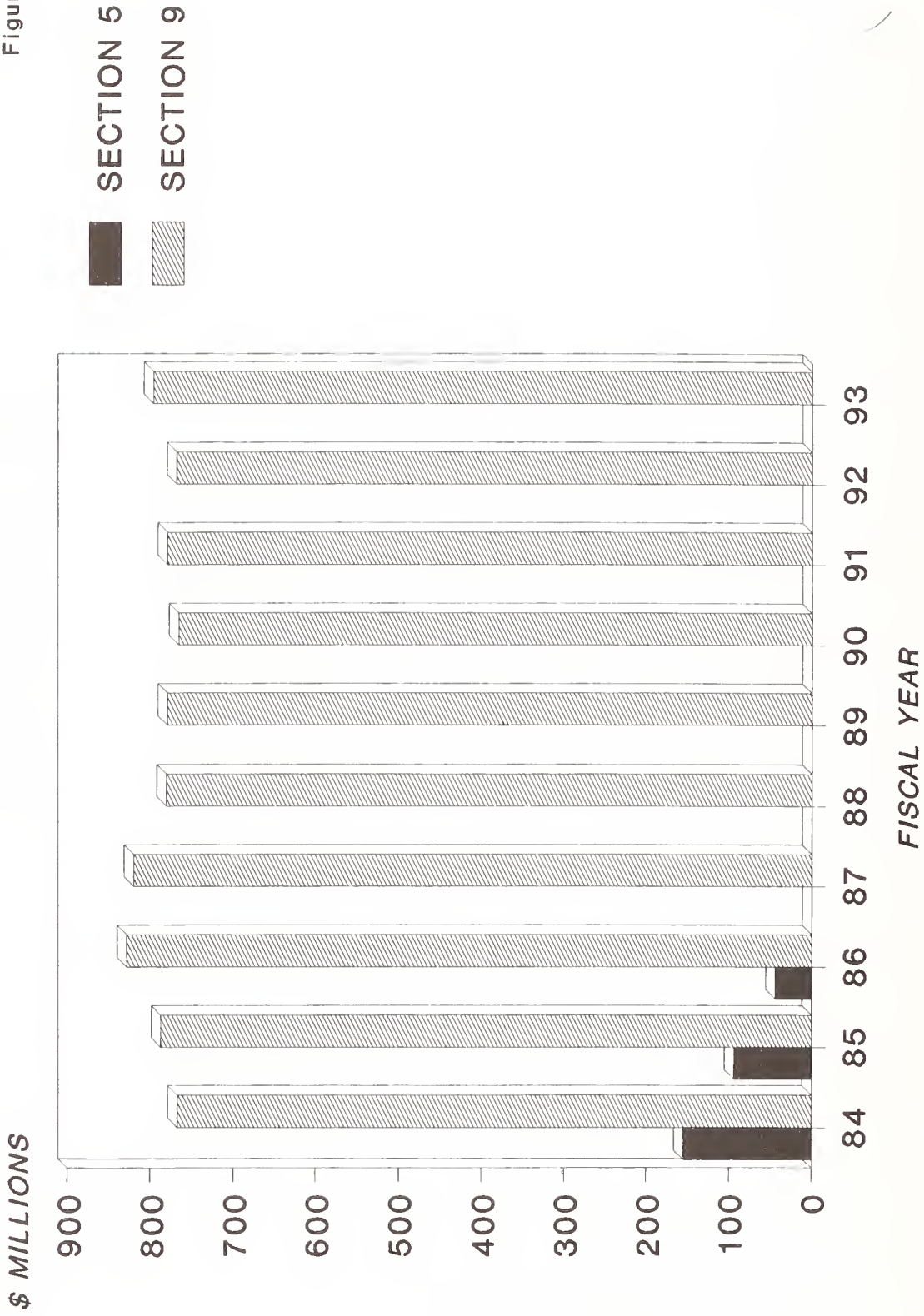


TABLE 22

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)

URBANIZED AREA	THRU FY 1983 (PLANNING NOT INCLUDED)				FY 1984 THRU FY 1993 (PLANNING INCLUDED)				TOTAL	\$ GRAND TOTAL			
	DISCRETIONARY	FORMULA	INTERSTATE TRANSFER	FAUS	STARK-HARRIS	TOTAL	DISCRETIONARY	FORMULA			INTERSTATE SUBSTITUTE	FAUS	STARK-HARRIS
NEW YORK-CT-NJ	4,097,249,274	424,805,343	189,610,112	207,735,378	0	4,919,400,107	2,471,777,392	3,679,620,697	452,689,196	377,175	0	6,604,464,460	11,523,864,567 *
WASHINGTON DC-MD-VA	197,573,786	56,750,496	2,160,097,626	0	240,000,000	2,654,421,908	86,804,423	380,273,542	2,053,777	0	1,703,674,073	2,172,805,815	4,827,227,723
CHICAGO-NW IN	1,582,003,333	168,350,218	174,358,528	7,333,054	0	1,932,045,133	884,465,482	1,009,036,262	697,963,875	0	0	2,591,465,619	4,523,510,752
BOSTON	893,336,879	54,168,984	1,314,274,126	0	0	2,261,779,989	412,936,647	376,738,189	112,583,299	0	0	902,258,135	3,164,038,124
LOS ANGELES-LONG BEACH	536,662,479	155,508,849	0	39,656,497	0	731,827,825	1,236,139,394	653,975,657	0	0	0	1,890,115,051	2,621,942,876
PHILADELPHIA--NJ	958,036,605	80,096,719	357,494,436	9,287,405	0	1,404,915,165	689,640,596	481,861,095	6,492,580	145,500	0	1,178,139,771	2,583,054,936
SAN FRANCISCO	947,432,118	78,221,872	0	17,108,939	0	1,042,762,929	640,673,983	565,503,486	4,825,180	7,463,961	0	1,218,466,610	2,261,229,539
ATLANTA	1,060,179,736	17,417,639	0	0	0	1,077,597,375	646,333,198	170,342,049	0	0	0	816,675,247	1,894,272,622
BALTIMORE	735,785,589	31,858,867	53,099,999	0	0	820,744,455	136,186,956	114,247,004	393,226,764	0	0	643,660,724	1,464,405,179
MIAMI	887,418,923	18,826,504	0	0	0	906,245,427	215,048,663	126,649,177	0	0	0	341,697,840	1,247,943,267
PITTSBURGH	562,846,031	30,800,675	0	0	0	593,646,706	224,892,063	167,294,720	0	0	0	392,186,783	985,833,489
HOUSTON	74,724,632	108,151,603	0	1,093,400	0	183,969,635	404,765,019	228,257,252	0	0	0	633,022,271	816,991,906
SEATTLE-EVERETT	195,946,431	32,423,408	0	3,000,000	0	231,369,839	218,047,528	221,364,640	0	0	0	439,412,168	670,782,007
CLEVELAND	314,947,060	28,484,512	3,159,994	0	0	346,591,566	132,327,991	110,436,266	42,960,713	0	0	285,724,950	632,316,516
PORTLAND	116,878,252	14,389,600	137,211,522	2,524,780	0	271,004,154	214,394,675	82,355,505	14,428,303	850,000	0	312,028,483	583,032,637
BUFFALO **	453,979,401	27,950,964	0	1,547,597	0	483,470,365	42,847,795	33,214,772	0	0	0	76,062,567	559,532,932
ST. LOUIS	118,553,667	28,667,084	0	1,540,000	0	148,768,348	339,077,098	55,901,383	0	0	0	394,978,481	543,746,829
DETROIT	200,206,590	51,443,856	0	0	0	251,650,446	86,159,638	104,250,859	0	0	0	190,410,497	442,060,943
DALLAS--FT WORTH	78,213,302	32,842,520	0	0	0	111,055,822	150,779,472	163,971,157	0	0	0	314,750,629	425,806,451
SAN JOSE	109,125,616	12,351,186	0	215,000	0	121,691,802	189,365,831	111,954,263	0	0	0	301,320,094	423,011,896
DENVER	132,120,391	44,420,457	18,419,993	0	0	194,960,841	113,649,861	83,419,927	0	0	0	197,069,788	392,030,629
NEW ORLEANS	118,383,518	18,809,804	0	0	0	137,193,322	96,084,670	51,907,964	0	0	0	147,992,634	285,185,956
MINNEAPOLIS-ST PAUL	114,800,869	24,364,096	2,999,990	5,215,139	0	147,380,094	30,475,476	86,976,922	0	8,929,000	0	126,381,398	273,761,492
SAN DIEGO	37,575,400	16,791,252	0	984,000	0	55,350,652	40,792,423	141,450,733	0	0	0	182,243,156	237,593,808
MILWAUKEE	74,893,124	17,267,656	0	0	0	92,160,780	42,800,395	77,553,062	0	0	0	120,353,457	212,514,237
SAN JUAN	62,186,101	25,409,152	0	364,000	0	87,959,253	18,029,924	58,372,244	0	0	0	76,402,168	164,361,421
CINCINNATI OH-KY	48,649,250	15,568,791	0	1,249,000	0	65,467,041	8,672,585	51,072,076	0	0	0	59,744,661	125,211,702
PHOENIX	33,703,007	17,572,936	0	0	0	51,275,943	7,703,417	61,329,468	0	0	0	69,032,885	120,308,828
KANSAS CITY	30,649,353	6,750,336	0	0	0	37,399,689	29,068,980	24,291,422	0	0	0	53,360,402	90,760,091
TOTAL	14,774,060,717	1,640,465,379	4,410,726,326	298,854,189	240,000,000	21,364,106,611	9,809,941,575	9,473,621,773	1,727,223,687	17,765,636	1,703,674,073	22,732,226,744	44,096,333,355

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

- * NEW YORK 8,669,440,782
- NEW JERSEY 2,378,621,433
- CONNECTICUT 431,536,352
- NY/NJ 44,266,000

\$ 11,523,864,567

** Despite the fact that Buffalo was moved to a lower population group in FY 1992 because of the 1990 census, the obligations will continue to be included on this table.

Figure 22

Ranking of Urbanized Areas Over 1 Million Population
(except Ft. Lauderdale) by Total Amount of Capital
Grants Received Through FY 1993

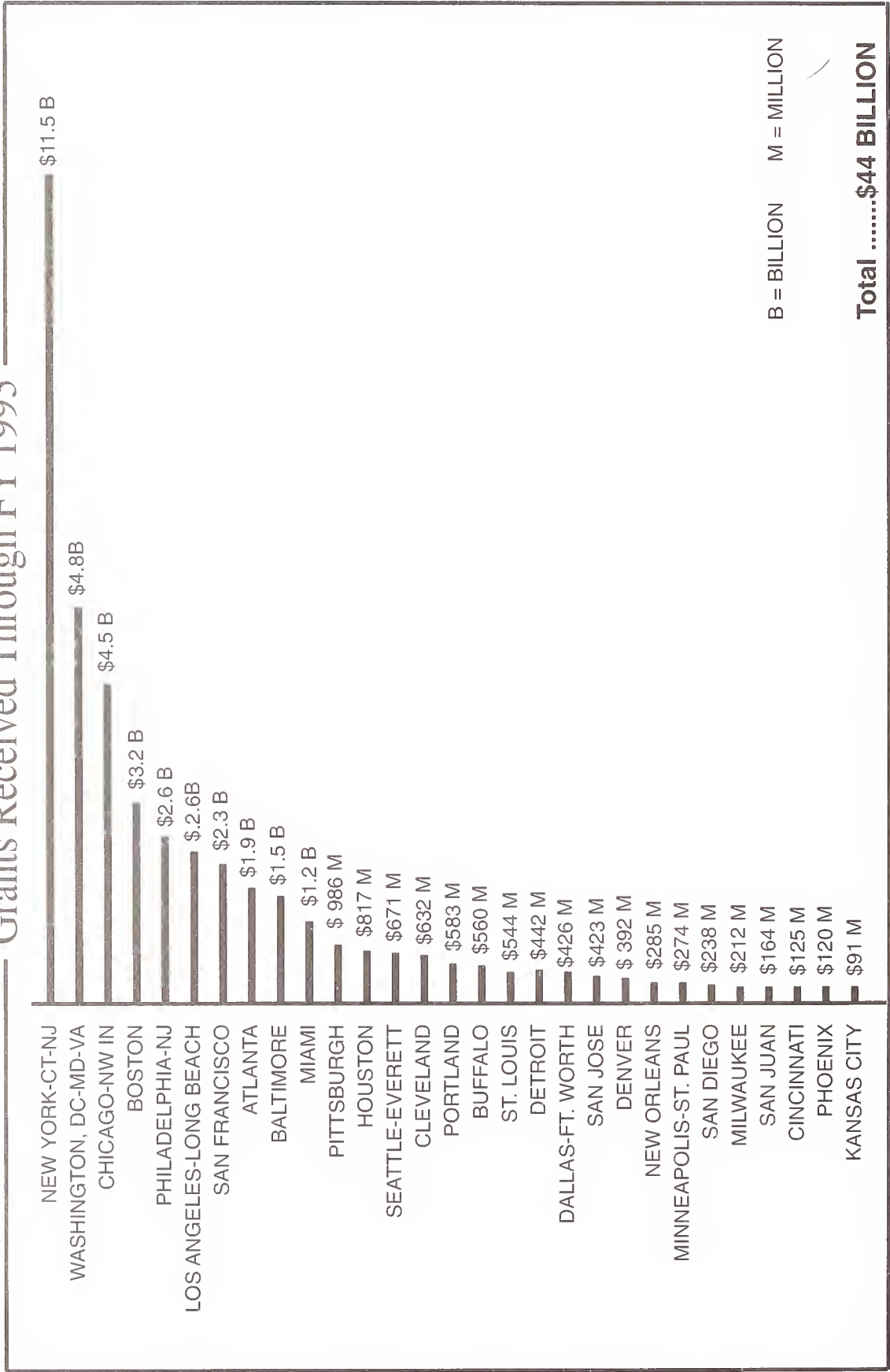


TABLE 23

FUNDS OBLIGATED FOR CAPITAL PURPOSES IN URBANIZED AREAS OVER 1 MILLION POPULATION
 BY CATEGORY
 FY 1965 - 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
 FY 1970-FY 1993
 (IN MILLIONS)

UZA	FY 70 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	TOTAL \$ BY UZA
BOSTON	////	////	////	////	////	////	////	////	////	////	11.0	38.0	\$ 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	0	\$ 649.8
BALTIMORE: SEC. A	594.1	30.0	3.5	////	////	////	////	////	////	////	////	////	\$ 627.6
SEC. B (NW EXT) (2)	8.8	////	////	////	////	////	////	////	////	////	////	////	\$ 8.8
CENT. LRT LINE	////	////	////	////	////	////	////	2.6	0	0	0	9.9	\$ 12.5
PITTSBURGH	////	////	////	////	////	////	////	////	////	////	////	24.5	\$ 24.5
NEWARK	////	////	////	////	////	////	////	////	2.0	2.3	0	5.0	\$ 9.3
NE NEW JERSEY	////	////	////	////	////	////	////	////	////	////	////	33.3	\$ 33.3
NEW YORK	////	////	////	////	////	////	////	////	////	////	11.0	15.8	\$ 26.8
BUFFALO	363.0	38.5	2.0	2.7	2.3	////	////	////	////	////	////	////	\$ 408.5
FT LAUDERDALE	////	////	////	////	////	////	////	////	////	////	////	4.6	\$ 4.6
MIAMI (RAIL)	658.8	50.6	0	12.5	////	////	////	////	////	////	////	////	\$ 721.9
MIAMI (DPM)	39.1	27.0	0	0	0	0	0	0	20.1	0	0	0	\$ 86.2
MIAMI (EXTENSIONS)	////	0.7	0	0	0	0	0	115.5	0	0	0	25.6	\$ 141.8
ATLANTA	////	////	////	////	////	////	////	////	////	////	////	18.9	\$ 18.9
CHARLOTTE	////	////	////	////	////	////	////	////	////	////	0.1	0	\$ 0.1
LOS ANGELES (RAIL)	46.1	25.0	105.4	0	225.2	107.4	96.3	0	329.7	149.2	69.1	109.2	\$ 1,262.6
DETROIT (RAIL)	6.7	////	////	////	////	////	////	////	////	////	////	////	\$ 6.7
DETROIT (CATS)	29.2	30.5	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	\$ 344.7
JACKSONVILLE	1.5	0	0	15.5	0	0	0	5.8	0	28.8	0	0	\$ 51.6
PORTLAND, OR (2)	8.9	5.0	44.3	19.0	8.5	1.3	////	////	////	////	14.3	67.5	\$ 168.8
SANTA CLARA CO, CA	2.0	15.0	30.0	64.8	61.9	18.4	0	0	0.4	0	12.7	0	\$ 205.2
SAN FRANCISCO (BART)	192.7	////	////	////	////	////	////	////	////	11.7	70.0	105.6	\$ 380.0
SEATTLE	////	1.5	0	20.0	23.6	67.4	67.2	17.8	0	0	0	1.9	\$ 199.4
KANSAS CITY	////	////	////	////	////	////	////	////	////	////	0.4	0	\$ 0.4
ST. LOUIS	////	////	////	2.0	0	0	0	149.5	66.5	56.1	15.9	40.2	\$ 330.2
SALT LAKE CITY	////	////	////	////	////	////	////	////	////	6.6	0	12.5	\$ 19.1
SAN DIEGO, CA	////	////	////	////	20.2	////	////	0.2	////	0	0	0.5	\$ 20.9
CHICAGO	////	////	////	////	////	////	////	////	1.0	0.7	17.1	0	\$ 18.8
CLEVELAND	////	////	////	////	////	////	////	////	////	////	0.8	1.5	\$ 2.3
DENVER	////	////	////	////	////	////	////	////	36.5	33.4	0	0	\$ 69.9
HONOLULU	////	////	////	////	////	////	////	////	////	10.5	20.9	0	\$ 31.4
DALLAS	////	////	////	////	////	////	////	////	////	////	////	82.5	\$ 82.5
SACRAMENTO	////	////	////	////	////	////	////	////	////	////	////	1.0	\$ 1.0
OTHERS	25.7	////	////	////	////	////	////	////	////	////	////	0	\$ 25.7
TOTALS	2,916.5	263.8	326.9	271.9	469.4	245.6	355.3	361.0	456.2	329.5	311.7	786.6	\$7,094.4

SECTION 3 OBLIGATIONS FOR NEW SYSTEMS
FISCAL YEARS 1983 - 1993

Figure 24

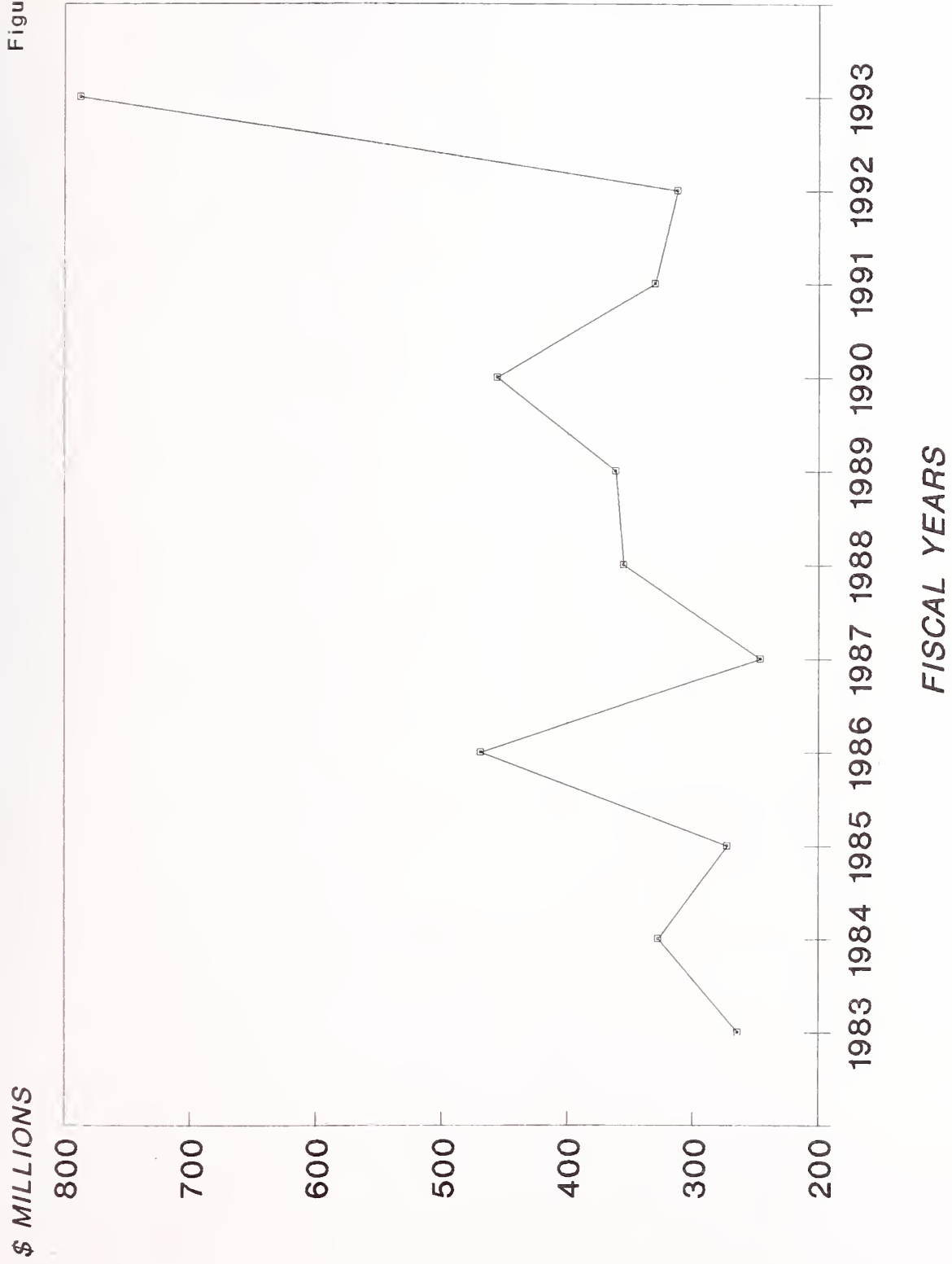


TABLE 25

(IN REGIONAL ORDER)

SECTION 3 AND SECTION 9 FUNDS USED FOR NEW SYSTEMS
FISCAL YEARS 1984-1993

URBANIZED AREA	SEC 3 FY 1984- 1988	SEC 3 FY 1989	SEC 3 FY 1990	SEC 3 FY 1991	SEC 3 FY 1992	SEC 3 FY 1993	SEC 9 FY 1984- 1988	SEC 9 FY 1989	SEC 9 FY 1990	SEC 9 FY 1991	SEC 9 FY 1992	SEC 9 FY 1993	TOTAL \$
BOSTON	0	0	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	0	870,000	0	0	0	0	0	7,853,226
NEW YORK	0	0	0	0	11,000,000	15,775,788	0	0	0	0	6,200,000	0	34,975,788
NE NEW JERSEY	0	0	1,989,999	2,329,560	0	38,237,515	0	0	0	0	0	0	42,557,074
BALTIMORE	3,424,400	2,587,500	0	0	0	9,625,000	0	0	0	0	0	0	15,936,900
PITTSBURGH	0	0	0	0	0	24,552,500	0	0	0	0	0	0	24,552,500
ATLANTA	448,047,432	69,649,998	0	30,192,000	61,978,784	18,929,384	36,568,488	0	0	0	0	0	665,366,086
F. LAUDERDALE	0	0	0	0	0	4,639,938	0	0	0	0	177,396	0	4,817,334
MIAMI	12,500,000	115,500,000	20,100,000	0	0	25,650,000	16,208,800	0	0	0	0	0	189,958,800
JACKSONVILLE	15,500,000	5,784,750	0	28,810,224	0	0	7,967,200	0	0	0	0	0	58,062,174
CHARLOTTE	0	0	0	0	125,000	0	0	0	0	0	0	0	125,000
MEMPHIS	0	0	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	0	0	0	788,574	788,574
CHICAGO	0	0	992,016	661,998	17,067,000	0	0	0	0	0	0	73,125	18,794,139
CLEVELAND	0	0	0	0	800,000	1,500,000	0	0	0	0	0	0	2,300,000
DETROIT	50,000,000	0	0	0	0	0	47,208,264	0	0	0	0	0	97,208,264
DALLAS	0	0	0	0	0	82,559,999	0	0	0	0	0	0	82,559,999
EL PASO	0	0	0	0	0	0	0	0	0	0	0	12,960	12,960
HOUSTON	149,237,311	0	0	0	6,400,000	188,600,000	0	0	0	0	0	0	344,237,311
KANSAS CITY	0	0	0	0	368,000	0	0	0	0	0	0	0	368,000
ST. LOUIS	2,000,000	149,499,000	66,511,012	56,150,000	15,870,000	40,196,250	1,500,000	0	0	0	0	0	331,726,262
DENVER	0	0	36,566,250	33,385,500	0	0	0	0	0	0	0	0	69,951,750
SALT LAKE C	0	0	0	6,600,000	0	12,500,000	0	0	0	0	0	0	19,100,000
LOS ANGELES	534,225,597	0	329,668,113	149,250,000	89,109,998	109,175,000	90,583,720	0	0	0	0	21,326,000	1,303,338,428
S. FRANCISCO	0	0	0	11,652,750	70,042,250	105,551,833	0	3,647,200	0	0	0	0	190,864,033
SAN DIEGO	20,155,500	199,950	0	0	0	500,000	32,906,752	3,642,000	2,300,000	0	0	0	59,704,202
SACRAMENTO	0	0	0	0	0	992,500	1,920,000	0	0	0	0	0	2,912,500
SAN JOSE	175,051,725	0	404,652	0	12,750,000	0	50,119,736	3,852,000	0	0	0	0	242,178,113
HONOLULU	0	0	0	10,500,000	20,925,000	0	0	0	0	0	9,003,200	0	40,428,200
PORTLAND	73,065,675	0	0	0	14,305,000	67,490,000	10,535,008	74,720	1,292,800	610,400	0	550,000	167,923,603
SEATTLE	178,165,194	17,834,803	0	0	0	1,880,000	0	0	0	0	0	0	197,879,997
TOTAL	1,668,356,060	361,056,001	456,232,042	329,532,032	300,711,032	786,618,831	296,387,968	11,215,920	3,592,800	3,460,400	17,380,596	22,902,659	4,257,446,341

NOTE: PLEASE ALSO REFER TO INTERSTATE SUBSTITUTE TABLES FOR NEW SYSTEMS FUNDING.

SECTION 3 OBLIGATIONS FOR URBANIZED AND RURAL AREAS UNDER 1 MILLION POPULATION
 FISCAL YEARS 1985 - 1993

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

URBANIZED	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL

HARTFORD, CT	0	0	0	436,020	0	0	117,120	3,299,360	0	3,852,500
DANBURY, CT	0	0	0	0	0	0	1,650,000	0	0	1,650,000
FITCHBURG-LEONISTER, MA	0	2,900,100	546,450	405,000	0	406,248	0	0	0	4,257,798
BROCKTON, MA	0	0	0	1,058,400	0	3,999,999	0	0	0	5,058,399
LAURENCE-HAVERHILL, MA	0	0	0	0	0	0	0	221,636	0	221,636
FALL RIVER, MA	0	0	0	0	0	0	914,967	0	0	914,967
LOWELL, MA	0	0	0	0	0	0	2,860,002	0	0	2,860,002
PITTSFIELD, MA	0	0	0	0	0	0	1,699,998	0	0	1,699,998
SPRINGFIELD, MA	0	0	525,000	0	0	439,998	0	5,000,000	0	5,964,998
BANGOR, ME	0	0	0	0	0	0	1,489,725	0	0	1,489,725
LEWISTON, ME	0	0	0	0	0	0	1,170,360	0	0	1,170,360
PORTLAND, ME	651,882	373,575	1,249,995	924,000	0	0	1,149,999	0	0	4,349,451
PORTSMOUTH, NH	0	757,350	0	0	0	0	0	0	0	757,350
PROVIDENCE, RI	0	0	0	0	75,000	248,625	0	0	3,312,000	3,635,625
ALBANY, NY	0	0	0	0	0	375,000	0	0	0	375,000
BUFFALO, NY	0	0	0	0	0	0	0	9,558,668	480,152	10,038,820
ELMIRA, NY	724,995	0	195,000	0	0	492,801	0	0	0	1,756,536
GLEN FALLS, NY	0	0	0	0	0	0	0	0	0	600,000
POUGHKEEPSIE, NY	0	0	0	0	0	4,900,500	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	14,228,980
SYRACUSE, NY	0	0	0	0	1,744,875	1,252,250	0	0	0	2,997,125
UTICA-ROME, NY	0	0	0	486,000	0	0	1,613,448	0	0	2,099,448
BRIDGEPORT, CT	822,960	0	0	0	0	1,599,999	0	0	0	822,960
WILMINGTON, DE	0	0	0	0	0	0	0	621,600	1,028,000	1,599,999
ANNAPOLIS, MD	0	0	0	0	0	0	0	600,000	0	600,000
FREDERICK, MD	0	0	0	0	0	0	0	1,546,000	0	1,546,000
HAGERSTOWN, MD	0	0	0	0	0	0	0	2,000,000	0	2,000,000
ALTOONA, PA	0	0	0	0	0	0	131,250	1,600,000	0	1,731,250
JOHNSTOWN, PA	0	0	0	0	0	1,581,000	0	2,500,000	0	4,081,000
READING, PA	0	0	0	0	0	0	0	2,500,000	0	2,500,000
STATE COLLEGE, PA	0	0	0	0	0	0	0	0	400,000	400,000
WILLIAMSPORT, PA	0	0	0	0	0	0	0	548,000	0	548,000
CHARLOTTESVILLE, VA	0	0	0	0	0	0	324,999	0	0	324,999
LYNCHBURG, VA	0	2,294,455	0	1,373,625	0	3,600,000	0	0	0	7,268,080
NEWPORT NEWS-HAMPTON VA	0	0	0	0	9,450	340,500	0	0	0	349,950
NORFOLK, VA	0	0	0	0	0	0	0	0	0	0
PETERSBURG, VA	0	0	0	0	0	0	1,417,002	0	0	1,417,002
ROANOKE, VA	0	0	0	847,500	0	373,023	1,493,700	0	0	2,714,223
CHARLESTON, WV	0	0	0	0	0	3,971,038	1,062,653	0	0	5,033,691
HUNTINGTON, WV	0	0	0	0	0	602,625	546,327	0	0	1,148,952
PARKERSBURG, WV	0	0	0	0	0	280,294	344,122	0	0	624,416
WHEELING, WV	0	0	0	0	0	2,625	542,410	0	0	545,035
BIRMINGHAM, AL	0	0	0	0	0	0	0	2,899,200	0	2,899,200
MONTGOMERY, AL	0	0	0	0	0	0	0	3,339,960	0	3,339,960
JACKSONVILLE, FL	15,500,000	0	0	5,784,750	0	219,999	29,018,692	0	0	50,303,442
LAKELAND, FL	0	0	0	0	0	0	0	1,774,800	0	1,774,800
MELBOURNE-COCOA FL	0	0	0	0	0	0	0	420,000	0	420,000
ORLANDO, FL	0	1,760,550	0	1,546,371	0	1,950,000	49,998	0	0	9,960,546
PENSACOLA, FL	0	0	0	6,199,998	0	0	956,812	0	0	956,812
TAMPA, FL	0	17,766,000	0	4,010,250	0	0	1,333,735	0	0	21,776,250
TALLAHASSEE, FL	0	0	0	0	0	0	0	0	0	0
SAVANNAH, GA	0	0	0	0	0	0	0	265,708	0	265,708
ASHEVILLE, NC	0	0	0	0	0	0	54,900	0	3,799,386	3,854,286

CONTINUED ON NEXT PAGE

	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL
CHARLOTTE, NC	0	0	0	930,000	12,270,000	3,881,250	0	125,000	0	17,206,250
DURHAM, NC	0	0	0	0	0	0	1,305,180	1,471,140	1,093,068	3,869,388
GASTONIA, NC	0	0	0	0	0	0	456,492	369,600	129,565	955,657
GREENSBORO, NC	0	0	0	0	0	0	2,736,780	2,097,744	1,050,983	5,885,507
HIGH POINT, NC	0	0	0	0	0	0	0	29,440	32,000	61,440
RALEIGH, NC	0	0	0	0	0	0	0	0	311,000	311,000
ROCKY MT, NC	0	0	0	0	0	0	0	0	1,050,983	1,050,983
WILMINGTON, NC	0	0	0	0	0	0	71,340	0	48,000	119,340
WINSTON SALEM, NC	0	0	0	0	0	0	511,557	0	213,289	724,846
CHARLESTON, SC	0	0	0	0	0	0	518,712	0	0	518,712
BRISTOL, TN	0	0	0	0	0	0	112,500	0	0	112,500
CHATTANOOGA, TN	0	0	0	0	0	0	3,025,850	0	14,395,135	17,420,985
CLARKSVILLE, TN	0	0	0	0	0	0	226,275	0	0	226,275
JACKSON, TN	0	0	0	0	0	0	630,000	0	0	630,000
JOHNSON CITY, TN	0	0	0	0	0	0	409,125	0	0	409,125
KINGSPORT, TN	0	0	0	0	0	0	146,250	0	0	146,250
KNOXVILLE, TN	0	0	0	0	0	0	675,000	0	0	675,000
NASHVILLE, TN	0	0	0	0	0	0	2,606,863	0	243,200	2,850,063
BLOOMINGTON, IL	0	0	0	0	0	418,500	0	0	0	418,500
CHAMPAIGN-URBANA, IL	0	0	0	0	0	0	514,284	0	0	514,284
DECATUR, IL	0	0	0	0	0	91,500	1,157,139	0	0	1,248,639
PEORIA, IL	0	0	0	0	0	2,499,999	1,542,852	0	0	4,042,851
ROCKFORD, IL	0	0	0	0	0	0	1,285,725	0	0	1,285,725
ROCK ISLAND, IL	0	0	0	0	0	1,444,500	0	0	0	1,444,500
ANDERSON, IN	0	0	0	0	0	0	0	0	527,331	527,331
BEDFORD, IN	0	0	0	0	0	0	0	0	66,444	66,444
EVANSVILLE, IN	0	0	0	0	0	0	0	0	632,797	632,797
INDIANAPOLIS, IN	0	0	0	800,000	0	0	0	0	0	800,000
LAFAYETTE, IN	0	0	0	0	0	0	0	0	1,220,771	1,220,771
MUNCIE, IN	0	0	0	0	0	0	0	0	843,730	843,730
ANN ARBOR, MI	0	0	0	0	0	0	0	1,500,000	0	1,500,000
BATTLE CREEK, MI	0	0	0	0	0	65,311	0	0	179,703	245,014
BAY CITY, MI	0	0	0	0	0	0	0	0	787,500	787,500
FLINT, MI	0	0	0	2,013,750	0	0	0	0	171,360	2,185,110
GRAND RAPIDS, MI	0	0	0	0	0	1,074,015	0	0	1,074,015	1,074,015
JACKSON, MI	0	0	0	0	0	746,628	0	0	12,007	758,635
KALAMAZOO, MI	0	0	0	0	0	0	0	0	1,848,000	1,848,000
LANSING, MI	0	0	0	0	0	1,227,532	0	0	0	1,227,532
MUSKEGON, MI	0	0	0	0	0	0	0	0	898,858	898,858
SAGINAW, MI	0	0	0	0	0	92,095	0	0	1,160,000	1,252,095
ST. CLOUD, MN	0	0	340,000	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	5,645,500
CANTON, OH	0	0	0	0	0	0	0	1,575,000	0	1,575,000
COLUMBUS, OH	0	0	0	0	0	0	0	0	4,067,898	4,067,898
DAYTON, OH	0	0	0	0	0	0	0	0	14,146,186	14,146,186
YOUNGSTOWN, OH	0	0	0	0	0	0	782,250	0	0	782,250
APPLETON, WI	0	0	0	0	0	0	1,400,000	0	1,872,650	3,272,650
GREEN BAY, WI	0	0	0	0	0	0	168,000	0	243,220	411,220
BELOIT, WI	0	0	0	0	0	0	240,000	0	80,400	320,400
JANESVILLE, WI	0	0	0	0	0	0	135,000	0	259,860	394,860
KENOSHA, WI	0	0	0	0	0	0	361,000	0	223,950	584,950
LACROSSE, WI	0	0	0	0	0	0	650,000	0	1,181,600	1,831,600
MADISON, WI	0	0	0	0	0	0	418,750	0	9,670,274	9,670,274
OSHKOSH, WI	0	0	0	0	0	0	270,000	0	716,563	1,135,313
RACINE, WI	0	0	0	0	0	0	0	0	94,400	94,400
SHEBOYGAN, WI	0	0	0	0	0	0	0	0	211,250	211,250
WAUSAU, WI	0	0	0	0	0	0	115,000	0	90,266	205,266

CONTINUED ON NEXT PAGE

	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL
BATON ROUGE, LA	0	0	0	0	0	0	0	4,373,552	0	4,373,552
ALBUQUERQUE, NM	0	0	0	1,400,000	0	0	1,350,000	0	0	3,711,920
SANTA FE, NM	0	0	0	0	961,920	0	946,401	0	1,287,352	2,233,753
OKLAHOMA CITY, OK	0	0	0	0	0	0	0	600,000	0	600,000
AUSTIN, TX	0	20,357,204	0	0	0	0	0	5,123,100	0	25,480,304
CORPUS CHRISTI, TX	0	0	0	0	1,452,936	0	0	1,470,300	5,647,200	8,570,436
EL PASO, TX	0	0	0	0	0	0	0	3,000,000	0	3,000,000
LAREDO, TX	0	0	0	0	0	0	0	0	0	22,300,005
SAN ANTONIO, TX	0	22,300,005	0	0	35,364	0	0	597,000	937,500	1,569,864
CEDAR RAPIDS, IA	0	0	0	0	0	0	0	731,250	0	731,250
DAVENPORT, IA	0	0	0	0	0	0	0	0	0	435,600
DUBUQUE, IA	0	0	0	0	0	435,600	0	0	0	435,600
IOWA CITY, IA	0	0	0	0	0	48,750	0	300,000	0	348,750
DES MOINES, IA	0	0	0	0	1,405,425	0	4,750,704	1,117,500	80,000	7,353,629
SIOUX CITY, IA	0	0	0	0	0	131,250	0	337,500	0	468,750
WATERLOO, IA	0	0	0	0	0	94,500	0	0	0	94,500
WICHITA, KA	0	0	0	0	0	0	0	0	3,254,318	3,254,318
OSAGE BEACH, MO	0	0	0	0	0	165,000	0	0	0	165,000
COLUMBIA, MO	0	0	0	0	0	0	9,000	0	0	9,000
JOPLIN, MO	0	0	0	0	0	0	9,000	0	0	9,000
SPRINGFIELD, MO	0	0	0	0	0	0	0	5,117,147	0	6,308,593
ST. JOSEPH, MO	0	0	0	0	0	1,182,446	9,000	0	0	39,750
LINCOLN, NE	0	0	0	0	0	39,750	0	0	0	1,372,838
FT. COLLINS, CO	0	0	0	0	0	0	38,025	1,334,813	0	1,478,001
BILLINGS, MT	0	0	0	0	0	1,931,250	326,001	1,152,000	0	1,931,250
GREAT FALLS, MT	0	0	0	0	0	1,579,617	0	0	0	1,579,617
PROVO, UT	0	0	0	3,750,000	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	32,577,120
TUCSON, AZ	0	0	0	0	0	0	3,000,000	3,000,000	11,254,316	17,254,316
PALM SPRINGS, CA	0	0	0	0	0	0	0	0	2,175,000	2,175,000
DAVIS, CA	0	0	0	0	0	0	0	3,200,000	0	3,200,000
SACRAMENTO, CA	0	1,824,861	1,235,343	0	0	757,500	3,198,636	0	0	757,500
SANTA CRUZ, CA	0	0	0	0	0	75,000	0	0	0	6,333,840
HONOLULU, HI	0	0	0	0	0	0	10,500,000	20,925,000	0	31,425,000
RENO, NV	0	1,710,795	0	0	0	0	3,056,175	0	0	4,766,970
EUGENE, OR	0	0	6,171,693	0	0	2,127,000	0	0	4,517,760	12,816,453
MEFORD, OR	0	0	0	0	0	0	0	0	2,033,949	2,033,949
SALEM, OR	0	2,804,230	0	0	0	0	0	0	0	2,804,230
BELLINGHAM, WA	0	0	0	0	0	0	0	3,705,000	0	3,705,000
BREMERTON, WA	0	0	2,466,090	0	0	0	0	0	0	2,466,090
OLYMPIA, WA	0	0	0	0	0	0	0	1,500,000	0	1,500,000
SPOKANE, WA	0	0	0	0	0	0	0	0	4,200,000	4,200,000
TACOMA, WA	0	3,999,999	0	0	0	2,533,332	0	0	0	6,533,331
BEN FRANKLIN, WA	0	0	0	0	0	0	394,875	0	0	394,875
SUB-TOTAL	21,688,187	78,849,124	15,729,571	15,919,795	44,689,209	49,278,849	114,101,960	106,849,018	123,929,794	571,035,507

RURAL
=====

CONNECTICUT	0	0	0	0	0	0	0	0	0	362,700
PENOBSCOT BAY, ME	0	0	0	0	0	0	0	533,336	0	533,336
MAINE	0	1,275,003	0	2,048,700	399,999	999,999	537,750	0	0	5,261,451
GREENFIELD, MA	0	0	0	0	0	0	97,302	0	0	97,302
MASSACHUSETTS	0	507,750	0	0	0	0	0	0	0	507,750
NEW HAMPSHIRE	921,000	0	0	0	0	0	0	0	0	921,000
RUTLAND, VT	0	0	0	0	0	0	0	200,000	0	200,000

CONTINUED ON NEXT PAGE

	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL
VERMONT	0	0	0	0	0	0	0	0	0	0
ITHACA, NY	0	271,125	0	0	0	0	324,762	0	0	595,887
GREENE CO., NY	0	0	0	0	0	0	3,150,000	0	0	3,150,000
HUDSON, NY	0	0	0	0	495,000	0	0	0	0	495,000
ST. THOMAS, VI	0	0	0	1,125,000	0	0	0	0	0	1,125,000
KENTUCKY	0	0	0	0	0	3,000,000	0	0	0	3,000,000
CUMBERLAND, MD	0	0	0	284,775	0	0	0	0	0	284,775
OCEAN CITY, MD	0	0	0	0	0	0	0	525,000	0	525,000
MARYLAND	0	0	0	0	0	0	0	844,000	0	844,000
JOHNSONBURG, PA	0	0	249,000	496,920	0	0	1,252,350	2,233,440	605,600	1,449,600
MONROE CO, PA	0	0	0	0	0	0	0	360,000	0	360,000
PENNSYLVANIA	0	0	0	1,980,000	4,207,290	0	487,500	0	0	4,207,290
BLACKSBURG, VA	0	0	712,500	0	0	0	0	0	0	712,500
MONONGALIA CO., WVA	0	0	0	0	0	3,717,430	930,476	0	0	4,647,906
WEST VIRGINIA	0	0	0	0	0	0	0	21,324	0	21,324
RIDGEVILLE, PA	0	0	0	0	0	1,999,998	3,000,000	0	0	4,999,998
ALABAMA	0	0	0	0	0	0	600,000	239,666	0	839,666
KEY WEST, FL	0	0	0	0	31,998	0	0	0	0	31,998
MILTON, FL	0	0	0	0	0	0	0	0	0	0
FLORIDA	0	0	0	0	0	0	525,000	0	0	525,000
MISSISSIPPI	0	0	0	0	0	0	4,920,000	0	217,008	5,137,008
GASTON CO, NC	0	0	0	0	0	0	0	127,828	0	127,828
NORTH CAROLINA	0	0	0	0	0	0	863,751	0	0	863,751
SOUTH CAROLINA	0	0	0	3,115,284	75,000	0	0	0	0	3,190,284
TENNESSEE	0	0	0	0	0	0	2,718,135	0	0	2,718,135
INDIANA	0	0	0	0	0	1,016,046	0	0	0	1,016,046
MICHIGAN	0	2,215,077	0	4,532,724	0	0	4,842,030	0	4,617,572	12,381,419
ARKANSAS	0	0	0	0	0	0	0	0	0	0
GILBERT, MN	0	0	0	0	845,283	0	0	0	0	845,283
MINNESOTA	0	0	0	0	0	0	0	0	0	0
OHIO	0	0	0	0	0	0	0	0	0	0
WISCONSIN	0	0	0	0	0	0	2,037,566	0	0	2,037,566
ST. JAMES PARISH, LA	0	0	0	0	0	0	0	213,092	0	213,092
GALLUP, NM	0	0	0	0	0	0	250,002	0	0	250,002
ROSSELL, NH	0	0	0	0	0	0	1,650,000	0	0	1,650,000
BASTROP, TX	0	0	0	0	0	363,507	0	0	0	363,507
BRAZOS VALLEY, TX	0	0	0	0	0	0	501,183	415,364	18,474,768	19,391,315
TEXAS	0	0	0	0	4,312,500	0	0	0	0	4,312,500
IOWA	0	0	0	4,701,951	0	0	0	5,430,750	0	10,132,701
KANSAS	0	0	0	0	0	618,750	0	0	0	618,750
FARMINGTON, MO	0	0	0	0	0	18,000	0	0	0	18,000
MISSOURI	0	0	0	0	0	890,400	527,500	0	0	1,417,900
NEBRASKA	0	0	0	0	0	831,000	0	0	0	831,000
EAGLE CO. CO (AVON)	0	0	0	0	0	0	0	0	1,070,976	1,070,976
VAIL, CO	0	0	202,875	697,125	0	0	0	0	0	900,000
MONTANA	0	0	0	0	0	0	0	1,055,584	0	1,055,584
PARK CITY, UT	0	0	0	0	0	0	0	1,136,800	0	1,136,800
LAKE TAHOE, CA	0	0	0	0	0	0	0	0	0	0
BARROW, AK	0	0	0	0	0	0	0	0	1,200,000	1,200,000
JUNEAU, AK	0	0	0	0	70,300	0	2,950,628	0	0	2,950,628
HAWAII	339,000	0	0	0	0	31,950	780,000	0	0	1,189,300
CLALLAN CO, WA	0	0	0	0	0	0	0	4,000,000	0	4,000,000
HOOQUIAH, WA	0	0	0	0	0	1,170,000	0	0	0	1,170,000
RAYMOND, WA	0	600,000	0	0	0	0	0	0	0	600,000
SUB-TOTAL	1,260,000	4,868,955	1,164,375	17,857,479	11,562,370	14,657,080	33,308,635	17,336,184	33,038,483	135,053,561
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	706,089,068

TABLE 26-1

SECTION 3 FUNDS OBLIGATED FOR FIXED GUIDEWAY MODERNIZATION AND NEW SYSTEMS
 URBANIZED AREAS UNDER 1 MILLION POPULATION
 FOR FISCAL YEARS 1984 -1993

(in regional order)

URBANIZED AREA	FISCAL YEAR	FIXED GUIDEWAY MOD	NEW SYSTEMS
LAWRENCE-HAVERH, MA	1992	221,636	0
BUFFALO, NY	1992	214,928	0
	1993	480,152	0
JOHNSTOWN, PA	1984	1,504,656	0
JOHNSTOWN, PA	1992	558,516	0
JACKSONVILLE, FL	1985	0	15,500,000
JACKSONVILLE, FL	1991	0	28,810,224
CHARLOTTE, NC	1992	0	125,000
CHATTANOOGA, TN	1991	1,050,000	0
DAYTON, OH	1993	1,942,492	0
SALT LAKE CITY, UT	1991	0	6,600,000
	1993		12,500,000
HONOLULU, HI	1991	0	10,500,000
HONOLULU, HI	1992	0	20,925,000
	\$ TOTAL	5,972,380	94,960,224

TABLE 27

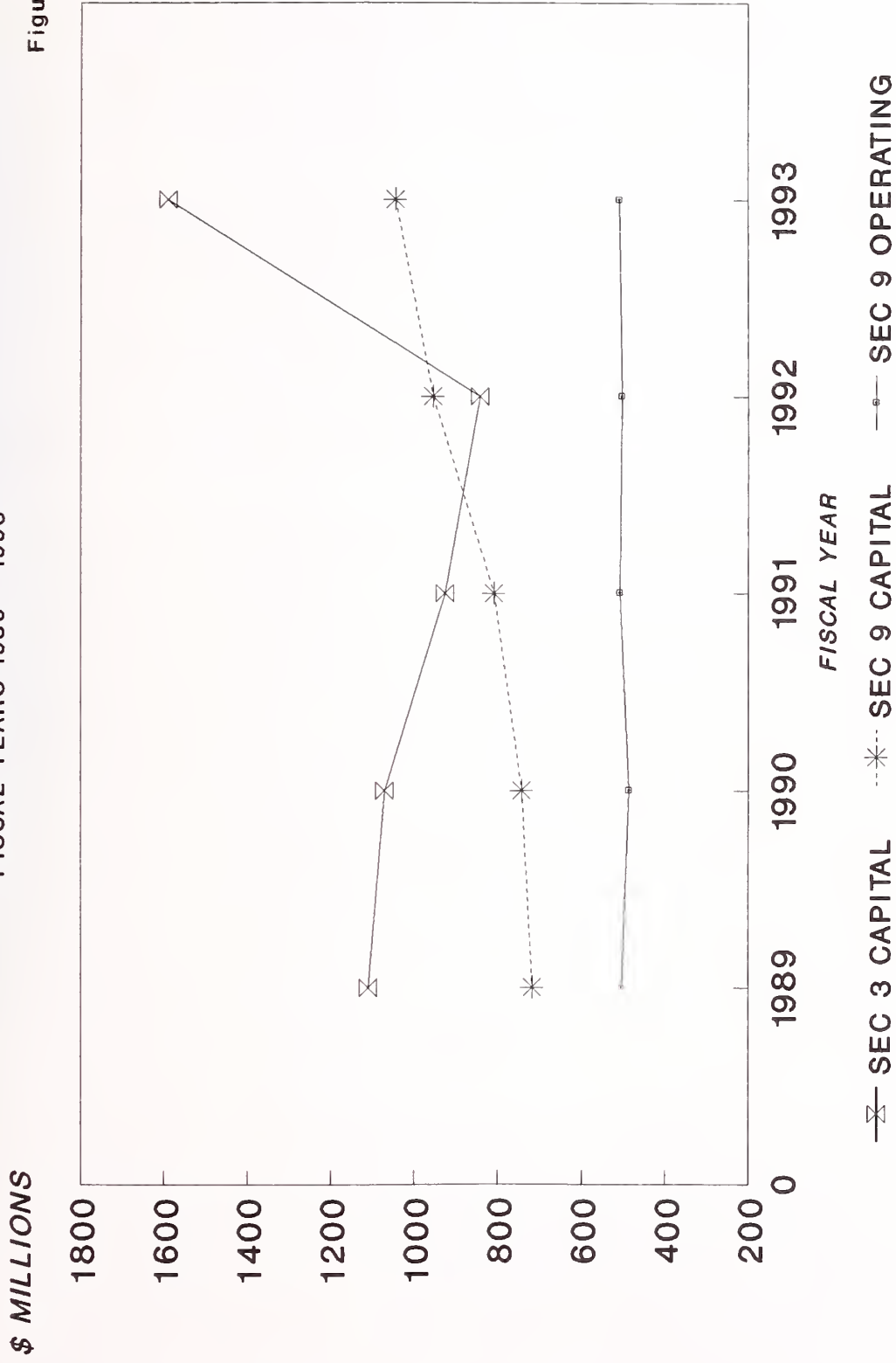
OBLIGATIONS FOR SECTIONS 3 AND 9 FORMULA GRANTS
 URBANIZED AREAS OVER 1 MILLION POPULATION
 FISCAL YEARS 1989 - 1993

URBANIZED AREA *****	CAPITAL					OPERATING										TOTAL OPER.	GRAND TOTAL \$
	SEC 3 1989	SEC 3 1990	SEC 3 1991	SEC 3 1992	SEC 3 1993	SEC 9 1989	SEC 9 1990	SEC 9 1991	SEC 9 1992	SEC 9 1993	OPER. 1989	OPER. 1990	OPER. 1991	OPER. 1992	OPER. 1993		
BOSTON, MA	16.6	71.5	32.1	21.1	38.0	28.9	27.7	32.4	59.1	37.8	18.7	18.6	18.4	18.2	18.2	92.1	457.3
NEW YORK, NY	294.2	206.0	186.7	257.0	283.6	219.9	220.7	248.5	311.3	255.5	109.9	104.4	104.5	101.8	107.2	527.8	3,011.2
NORTHEASTERN, NJ	96.6	43.7	68.3	6.0	164.6	58.9	58.6	54.8	68.2	75.1	35.1	30.1	29.8	29.9	24.9	149.8	844.6
BUFFALO, NY	9.4	10.0	5.7	0	0	1.0	1.8	2.4	0	0	6.1	6.1	6.0	0	0	18.2	48.5
BALTIMORE, MO	21.6	15.6	10.6	18.0	41.6	8.2	9.2	11.9	13.4	7.0	10.0	9.5	10.1	9.7	9.7	49.0	206.1
NORFOLK, VA	0	0	0	0	0	0	0	0	7.9	7.0	0	0	0	4.4	4.4	8.8	23.7
PHILADELPHIA, PA-NJ	109.8	53.6	77.8	53.0	81.2	34.0	44.5	48.1	46.2	30.5	27.9	30.5	32.0	31.8	37.4	159.6	738.3
PITTSBURGH, PA	10.0	9.0	0	14.0	43.4	13.4	12.7	13.9	14.3	10.4	9.7	9.7	9.6	9.5	9.5	48.0	189.1
WASHINGTON, DC-MO-VA	0	25.7	22.4	10.6	21.8	32.1	34.5	36.6	37.7	39.8	17.3	17.2	17.0	16.9	16.8	85.2	346.4
ATLANTA, GA	69.6	0.7	30.2	64.5	27.4	14.7	14.1	14.0	17.3	24.0	7.1	5.8	6.8	6.8	7.1	33.6	310.1
FORT LAUDERDALE, FL	0	0	1.8	0	4.6	4.8	2.7	3.3	5.6	3.6	3.9	3.9	3.8	11.1	7.3	30.0	56.4
MIAMI, FL	115.5	23.5	2.7	5.5	50.1	14.5	10.7	6.4	17.6	13.3	8.6	8.5	8.4	8.4	8.4	42.3	302.1
SAN JUAN, PR	0	3.0	0	0	0	2.5	4.6	4.9	5.1	4.3	7.7	7.7	7.6	7.7	7.2	37.9	62.3
TAMPA, FL	0	0	0	0	0	0	0	0	6.5	6.9	0	0	0	5.3	5.2	10.5	23.9
CHICAGO, IL	91.8	51.6	108.6	100.3	89.9	76.6	78.5	86.2	97.0	105.7	46.7	47.0	46.1	46.3	46.4	232.5	1,118.7
NORTHWESTERN, IN	0	18.3	12.4	6.0	5.7	0.5	2.6	2.3	1.4	2.6	7.4	5.2	4.8	2.8	4.9	25.1	76.9
CINCINNATI, OH	0	0	0	3.8	0.6	2.2	2.8	4.4	4.4	7.5	4.5	5.4	6.2	5.3	4.8	26.2	51.9
CLEVELAND, OH	0	29.9	23.6	10.7	11.8	6.7	7.1	8.2	15.6	13.0	9.9	9.8	9.7	9.2	9.4	48.0	174.6
DETROIT, MI	0	12.0	8.4	8.2	2.4	4.3	1.5	12.0	5.7	3.5	20.6	7.6	33.3	20.0	21.1	102.6	160.6
MILWAUKEE, WI	25.5	1.7	0	0	0	7.3	3.4	3.1	7.3	12.1	5.6	5.6	5.5	5.4	5.4	27.5	87.9
MINNEAPOLIS, MN	0	7.5	0	0	8.0	6.3	6.6	1.8	10.3	10.5	7.5	7.4	7.3	7.3	7.3	36.8	87.8
DALLAS-FT WORTH, TX	0	0	3.3	0	84.0	5.5	21.0	30.1	2.3	25.4	5.1	5.2	2.8	6.1	4.3	23.5	195.1
HOUSTON, TX	0.5	0.1	0	6.4	188.6	20.1	21.8	20.4	28.6	22.1	0	0	0	0	0	0.0	308.6
NEW ORLEANS, LA	21.6	5.8	10.0	8.6	2.3	2.9	2.7	13.0	5.6	1.3	8.6	5.2	8.4	6.6	6.3	35.1	108.9
SAN ANTONIO, TX	0	0	0	0	0	0	0	0	12.6	10.4	0	0	0	4.6	4.6	9.2	32.2
KANSAS CITY, KS-MO	0.5	0	0	4.8	0	1.0	1.4	1.1	1.1	0.6	4.6	6.7	6.1	4.4	4.4	26.2	36.7
ST. LOUIS, MO-IL	149.5	66.9	60.4	15.9	42.2	3.8	4.0	4.8	4.3	2.4	9.8	10.2	9.6	9.6	9.6	48.8	403.0
DENVER, CO	0.5	36.6	33.5	0	11.3	8.9	6.4	7.3	9.1	6.3	6.0	6.0	5.9	5.9	5.5	29.3	149.2
PHOENIX, AZ	0	3.0	0	0	0	0.5	6.1	4.2	0	27.6	0	9.6	4.7	0	9.4	23.7	65.1
LOS ANGELES, CA	5.3	329.7	149.2	87.8	109.2	48.1	48.7	49.1	19.5	147.2	58.6	58.0	57.4	57.0	58.1	289.1	1,282.9
RIVERSIDE, CA	0	0	0	0	0	0	0	0	3.1	1.5	0	0	0	2.5	1.1	3.6	8.2
SACRAMENTO, CA	0	0	0	0	3.2	0	0	0	3.4	11.2	0	0	0	3.4	3.5	6.9	24.7
SAN DIEGO, CA	0.2	1.4	1.3	3.3	3.2	11.9	12.0	6.8	30.5	11.3	7.5	7.4	7.3	7.3	7.3	36.8	118.7
SAN FRANCISCO, CA	46.3	26.5	56.0	100.7	199.1	44.4	43.7	33.7	55.5	44.7	19.8	20.0	19.0	18.8	15.8	93.4	744.0
SAN JOSE, CA	0	0.4	0	12.7	0	7.8	11.2	6.5	9.9	12.3	9.2	6.7	6.1	6.1	6.0	34.1	94.9
PORTLAND, OR-WA	0	16.7	21.2	21.7	69.2	6.4	2.5	17.6	0.9	14.5	4.1	4.1	4.8	4.4	4.9	22.3	193.0
SEATTLE-EVERETT, WA	23.6	0.2	0	2.3	1.9	18.5	15.7	19.9	15.3	36.3	6.3	6.1	5.9	6.7	6.2	31.2	164.9
TOTAL	1,108.6	1,070.6	926.2	842.9	1,588.9	716.6	741.5	809.7	953.6	1,045.2	503.8	485.2	504.9	501.2	509.6	2,504.7	12,308.5

NOTE: NEW YORK SECTION 3 OBLIGATIONS INCLUDE SW CONNECTICUT.

**SECTIONS 3 AND 9 CAPITAL AND OPERATING
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1989 - 1993**

Figure 27



Planning is included in Section 9 Capital

TABLE 28

SECTION 9 FUNDS USED FOR PLANNING PURPOSES
 URBANIZED AREAS OVER 1 MILLION POPULATION
 FISCAL YEARS 1988-1993

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	\$ TOTAL
BOSTON, MA	0	688,000	0	0	0	0	688,000
NEW YORK, NY/	132,947	0	0	5,314,973	4,151,726	607,887	10,207,533
NORTHEASTERN NJ	0	0	0	0	0	0	0
NORFOLK, VA	0	0	0	0	0	62,000	62,000
PHILADELPHIA, PA-NJ	0	0	0	80,000	0	0	80,000
PITTSBURGH, PA	0	64,000	240,000	24,000	44,000	16,000	388,000
ATLANTA, GA	1,521,140	5,860,000	1,551,068	1,572,088	1,280,000	1,540,000	13,324,296
FORT LAUDERDALE, FL	0	241,100	0	0	0	110,443	351,543
MIAMI, FL	0	0	480,000	0	1,520,000	796,000	2,796,000
SAN JUAN, PR	0	0	0	340,000	0	0	340,000
TAMPA, FL	0	0	0	0	256,000	280,800	536,800
CHICAGO, IL	256,456	0	0	1,023,837	496,000	411,700	2,187,993
NORTHWESTERN, IN	416,000	216,000	292,000	285,349	305,772	304,000	1,819,121
CINCINNATI, OH	0	0	0	0	0	260,000	260,000
DETROIT, MI	0	0	0	0	0	24,000	24,000
MILWAUKEE, WI	360,000	288,000	438,000	438,000	438,000	438,000	2,400,000
DALLAS-FORT WORTH, TX	0	0	415,000	436,000	1,000	0	852,000
NEW ORLEANS, LA	361,400	315,000	0	768,000	814,000	402,400	2,660,800
KANSAS CITY, MO-KS	40,000	600,000	288,000	145,200	772,959	348,040	2,194,199
ST. LOUIS, MO-IL	0	0	0	0	0	320,000	320,000
DENVER, CO	148,000	0	120,000	0	1,439,948	0	1,707,948
PHOENIX, AZ	125,000	0	914,772	499,000	0	875,588	2,414,360
LOS ANGELES-LONG BEACH, CA	0	0	405,618	0	0	0	405,618
SACRAMENTO, CA	0	0	0	0	45,781	0	45,781
SAN DIEGO, CA	898,000	426,000	1,359,200	1,348,000	1,388,493	3,919,852	9,339,545
SAN FRANCISCO-OAKLAND, CA	0	2,800,000	0	0	140,000	0	2,940,000
PORTLAND, OR-WA	1,148,700	1,147,540	518,400	697,104	560,000	0	4,071,744
PORTLAND-VANCOUVER, WA	0	0	0	0	0	40,000	40,000
SEATTLE-EVERETT, WA	502,000	799,400	502,500	896,000	648,400	1,648,000	4,996,300
TOTAL	5,909,643	13,445,040	7,524,558	13,867,551	14,302,079	12,404,710	67,453,581

SECTION 9 OBLIGATIONS FOR PLANNING
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1988 - 1993

Figure 28

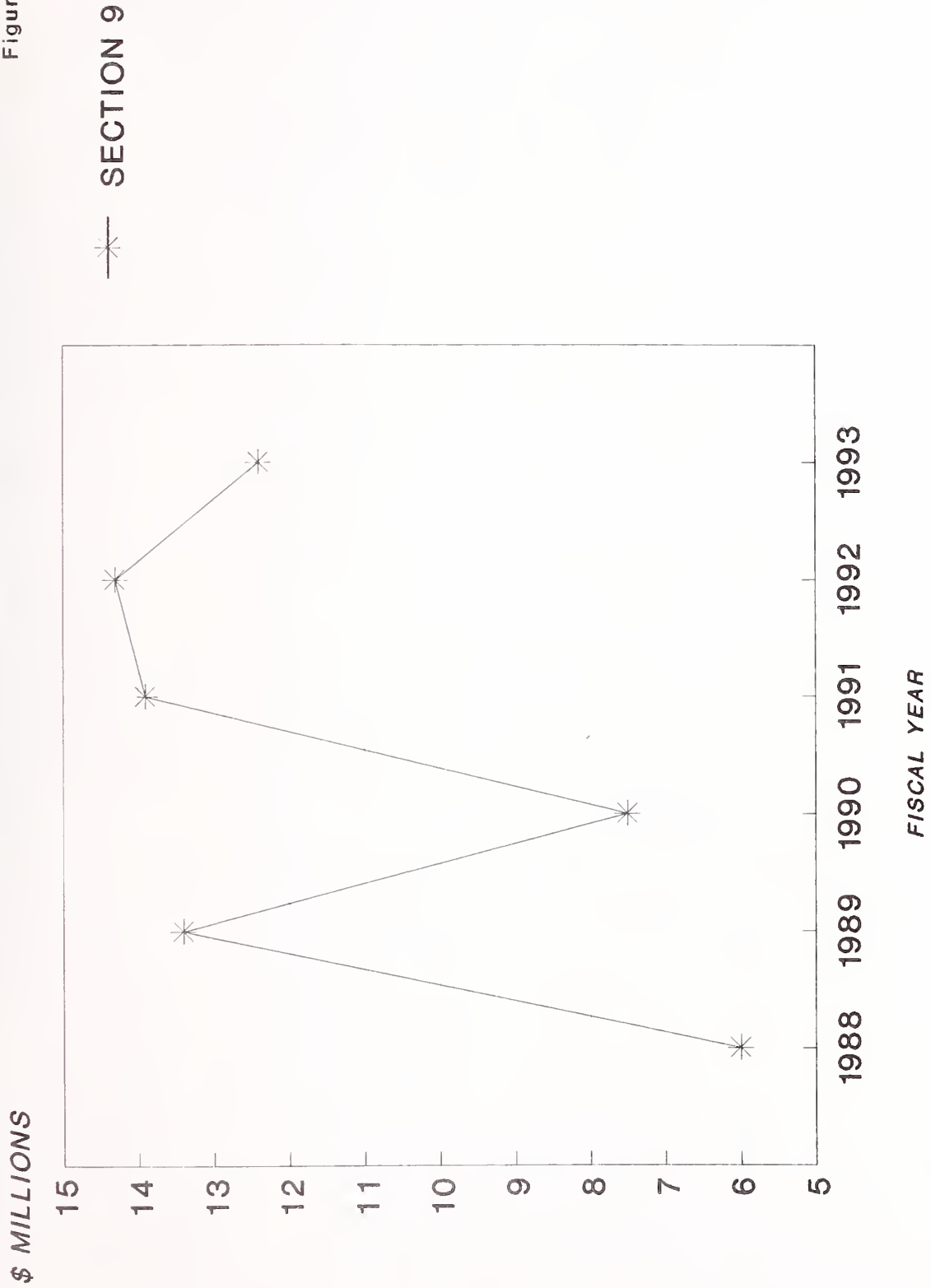


TABLE 29

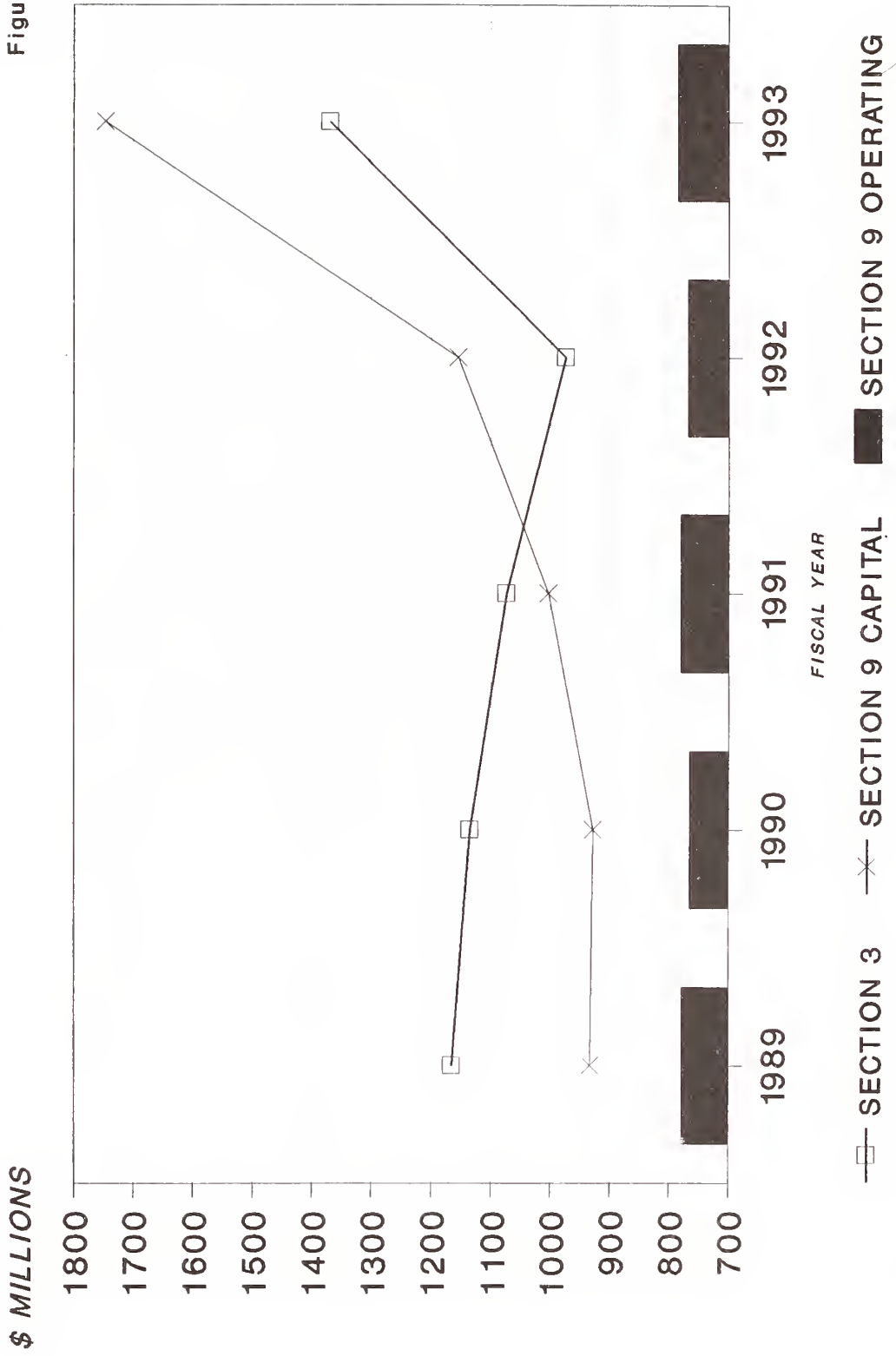
OBLIGATIONS FOR FORMULA AND DISCRETIONARY FUNDS BY STATE
(CAPITAL, OPERATING, AND PLANNING)
FISCAL YEARS 1987 - 1991

STATE	(IN MILLIONS)					IN DESCENDING ORDER BY TOTAL AMOUNT OF GRANTS RECEIVED					GRAND TOTAL
	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	
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.

TOTAL SECTION 3 AND SECTION 9 OBLIGATIONS
FISCAL YEARS 1989 - 1993

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 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 \$16,091,696 obligated for Section 23 activities in fiscal year 1993, \$13,881,869 was obligated for the PMOP, \$800,000 for the implementation and support of ADA, \$1,202,500 for financial management oversight, and \$207,327 was obligated for rolling stock oversight activities.

TABLE 31

DISTRIBUTION OF OBLIGATIONS FOR PROGRAM MANAGEMENT OVERSIGHT (PMO)
BY FISCAL YEAR AND PROGRAM

FY	SECTION 8	SECTION 3	SECTION 9	STARK- HARRIS	INTERSTATE	TOTAL
				SUBSTITUTE		
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
TOTAL	4,320,190	36,458,279	30,924,458	5,700,515	4,838,186	82,241,628

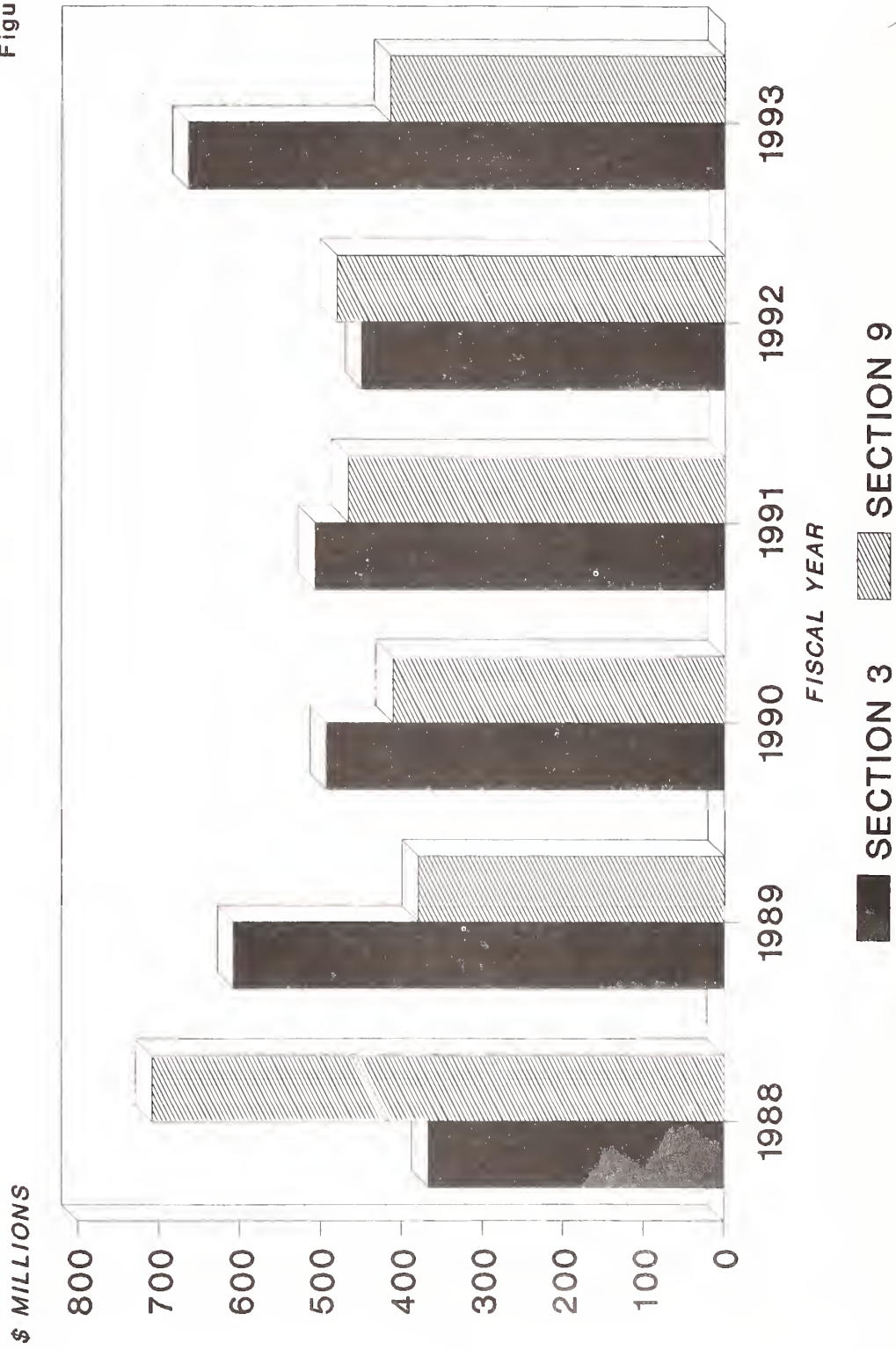
TABLE 32

SECTIONS 3 AND 9 OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION
FISCAL YEARS 1988 - 1993

	FY 88		FY 89		FY 90		FY 91		FY 92		FY 93							
UZA (GRANTEE)	SEC 3	SEC 9 TOTAL	SEC 3	SEC 9 TOTAL	SEC 3	SEC 9 TOTAL	SEC 3	SEC 9 TOTAL	SEC 3	SEC 9 TOTAL	SEC 3	SEC 9 TOTAL						
BOSTON, MA (MBTA)	51.4	32.2	16.6	30.1	46.7	71.4	27.6	99.0	32.0	32.3	64.3	0	35.1	35.1	0	37.8	37.8	
NEW YORK (MTA/NYCTA)	20.4	431.0	451.4	200.1	204.9	405	179.1	202.4	381.5	160.0	205.7	365.7	209.8	266.8	476.6	236.6	233.0	469.6
NE NEW JERSEY (NJT)	0	59.3	59.3	96.6	34.6	131.2	40.2	41.6	81.8	40.0	54.8	94.8	0	34.3	34.3	100.6	50.6	151.2
SW CONNECTICUT (CONNDOT)	0	8.0	8.0	91.7	0	91.7	23.4	0	23.4	22.7	0	22.7	28.1	0	28.1	17.0	0	17.0
PHILADELPHIA, PA (SEPTA, DRPA)	75.5	39.3	114.8	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
PITTSBURGH, PA (PAT)	0	2.4	2.4	0	0.6	0.6	4.0	0.5	4.5	0	0.3	0.3	5.0	0.1	5.1	18.8	0	18.8
CHICAGO, IL (CTA/CRT, NIRPC)	152.4	77.9	230.3	82.3	39.1	121.4	65.2	44.0	109.2	111.3	72.3	183.6	87.0	63.4	150.4	94.9	29.8	124.7
CLEVELAND, OH (GCRTA)	16.2	0.3	16.5	0	0	0	19.6	0.3	19.9	6.8	0	6.8	9.9	8.8	18.7	10.3	0	10.3
SAN FRANCISCO, CA (MUNI, BART, CALTRANS)	35.0	24.3	59.3	18.2	12.3	30.5	21.0	17.9	38.9	44.3	11.6	55.9	30.7	2.5	33.2	66.6	9.7	76.3
OTHERS	15.2	33.7	48.9	14.6	23.8	38.4	14.0	36.1	50.1	12.3	46.8	59.1	25.8	50.1	75.9	55.0	36.7	91.7
GRAND TOTALS	366.1	708.4	1074.5	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	414.0	1,079.9

SECTION 3 AND SECTION 9 FUNDS OBLIGATED
FIXED GUIDEWAY MODERNIZATION
FISCAL YEARS 1988 - 1993

Figure 32



OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION
 SECTIONS 3 AND 9
 FISCAL YEARS 1988 - 1993

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
: UZA (GRANTEE)	: SEC 3	: SEC 9	: SEC 3	: SEC 9	: SEC 3	: SEC 9
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
: BOSTON, MA	14%	5%	7%	7%	7%	4%
: (MBTA)						
: NEW YORK	6%	61%	49%	44%	56%	43%
: (MTA/NYCTA)						
: NE NEW JERSEY	0%	8%	10%	12%	7%	14%
: (NJT)						
: SW CONNECTICUT	0%	1%	0%	0%	0%	2%
: (CONNDOT)						
: PHILADELPHIA, PA	21%	6%	10%	9%	4%	8%
: (SEPTA, DRPA)						
: PITTSBURGH, PA	0%	0%	0%	0%	0%	2%
: (PAT)						
: CHICAGO, IL	42%	11%	11%	16%	13%	12%
: (CTA/CRT, NIRPC)						
: CLEVELAND, OH	4%	0%	0%	0%	2%	1%
: (GCRTA)						
: SAN FRANCISCO, CA	10%	3%	4%	2%	1%	7%
: (MUNI, BART,						
: CALTRANS)						
: OTHERS	4%	5%	9%	10%	8%	9%
: GRAND TOTALS	100%	100%	100%	100%	100%	100%

TABLE 34

SECTION 3 AND SECTION 9 FUNDS OBLIGATED FOR FIXED GUIDEWAY MODERNIZATION
 URBANIZED AREAS OVER 1 MILLION POPULATION
 FISCAL YEARS 1989-1993

URBANIZED AREA	SEC. 3 FY 1989	SEC. 3 FY 1990	SEC. 3 FY 1991	SEC. 3 FY 1992	SEC. 3 FY 1993	SEC. 9 FY 1989	SEC. 9 FY 1990	SEC. 9 FY 1991	SEC. 9 FY 1992	SEC. 9 FY 1993	\$ TOTAL
BOSTON, MA	16,575,000	71,373,000	31,999,998	0	0	28,167,288	27,622,565	32,360,776	35,055,036	37,795,148	280,948,811
NEW YORK, NY/ NORTHEASTERN NJ SW CONNECTICUT	200,070,300	179,092,701	159,999,999	209,835,980	236,644,258	204,939,436	202,384,000	205,690,252	266,847,248	232,966,874	2,098,471,048
	96,595,845	40,200,000	39,999,999	0	100,619,925	34,581,600	41,553,696	54,821,533	34,272,000	50,586,868	493,231,466
	91,725,000	23,372,400	22,699,995	28,145,360	16,960,000	0	0	0	0	0	182,902,755
BALTIMORE, MD	13,500,000	8,250,000	8,625,000	8,735,676	13,042,932	616,122	2,328,900	4,107,200	6,380,000	2,067,544	67,653,374
PHILADELPHIA, PA-NJ SO. NEW JERSEY	86,769,999	53,604,744	77,782,500	53,005,000	66,115,876	34,004,920	40,722,193	41,790,063	18,932,899	16,382,781	489,110,975
	0	0	0	0	6,000,000	0	0	0	0	0	6,000,000
PITTSBURGH, PA	0	3,999,999	0	5,000,000	18,831,760	600,000	540,000	320,500	120,000	0	29,412,259
WASHINGTON, DC-MD-VA WASHINGTON, MD-DC-VA	0	0	0	5,679,000	14,110,772	18,929,130	19,568,280	18,135,080	25,123,458	8,613,304	110,159,024
	0	0	0	2,555,028	5,955,024	0	0	3,157,212	6,891,200	9,145,600	27,704,084
ATLANTA, GA	0	0	0	0	0	0	0	0	416,080	0	416,080
FT. LAUDERDALE, FL	0	0	0	0	0	0	0	0	0	0	0
MIAMI-HIALEAH, FL	0	0	2,650,002	5,475,000	4,716,628	0	4,173,600	1,624,800	6,329,680	1,977,669	26,947,379
CHICAGO, IL	82,368,750	46,872,975	98,900,001	80,917,948	89,867,763	39,040,749	43,043,310	71,753,700	62,832,079	28,466,537	644,063,812
NORTHWESTERN, IN	0	18,342,999	12,417,498	6,049,001	5,040,000	0	1,004,691	537,361	544,217	1,368,000	45,303,767
CINCINNATI, OH-KY	0	0	0	0	0	0	0	0	0	1,600,000	1,600,000
CLEVELAND, OH	0	19,614,756	6,750,000	9,901,633	10,288,387	0	256,000	0	8,843,200	0	55,653,976
NEW ORLEANS, LA	1,157,216	5,764,053	0	0	2,354,728	0	0	0	0	0	9,275,997
ST. LOUIS, MO	0	0	0	0	2,000,000	0	0	0	0	0	2,000,000
SACRAMENTO, CA	0	0	0	0	0	0	0	0	1,200,000	1,267,733	2,467,733
SAN DIEGO, CA	0	0	0	1,057,764	2,700,190	0	0	0	3,480,956	660,000	7,898,910
SAN FRANCISCO-OAKLAND, CA	18,199,998	21,012,060	44,340,996	30,679,911	66,638,661	9,659,751	17,891,299	11,560,364	2,463,120	9,726,000	232,172,160
SAN JOSE, CA	0	0	0	0	0	2,654,202	6,051,116	0	0	0	8,705,318
PORTLAND, OR	0	0	0	0	1,683,358	0	0	16,011,872	0	240,654	17,935,884
SEATTLE-EVERETT, WA	0	0	0	2,279,996	0	0	1,200,000	1,164,000	299,301	0	4,943,297
TOTAL	606,962,108	491,499,687	506,165,988	449,317,297	663,570,262	373,193,198	408,339,650	463,034,713	480,030,474	413,985,712	4,856,099,089

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	94.1	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

SECTION 3 AND SECTION 9 FUNDS OBLIGATED
FOR BUSES

FISCAL YEARS 1989 - 1993

Figure 36

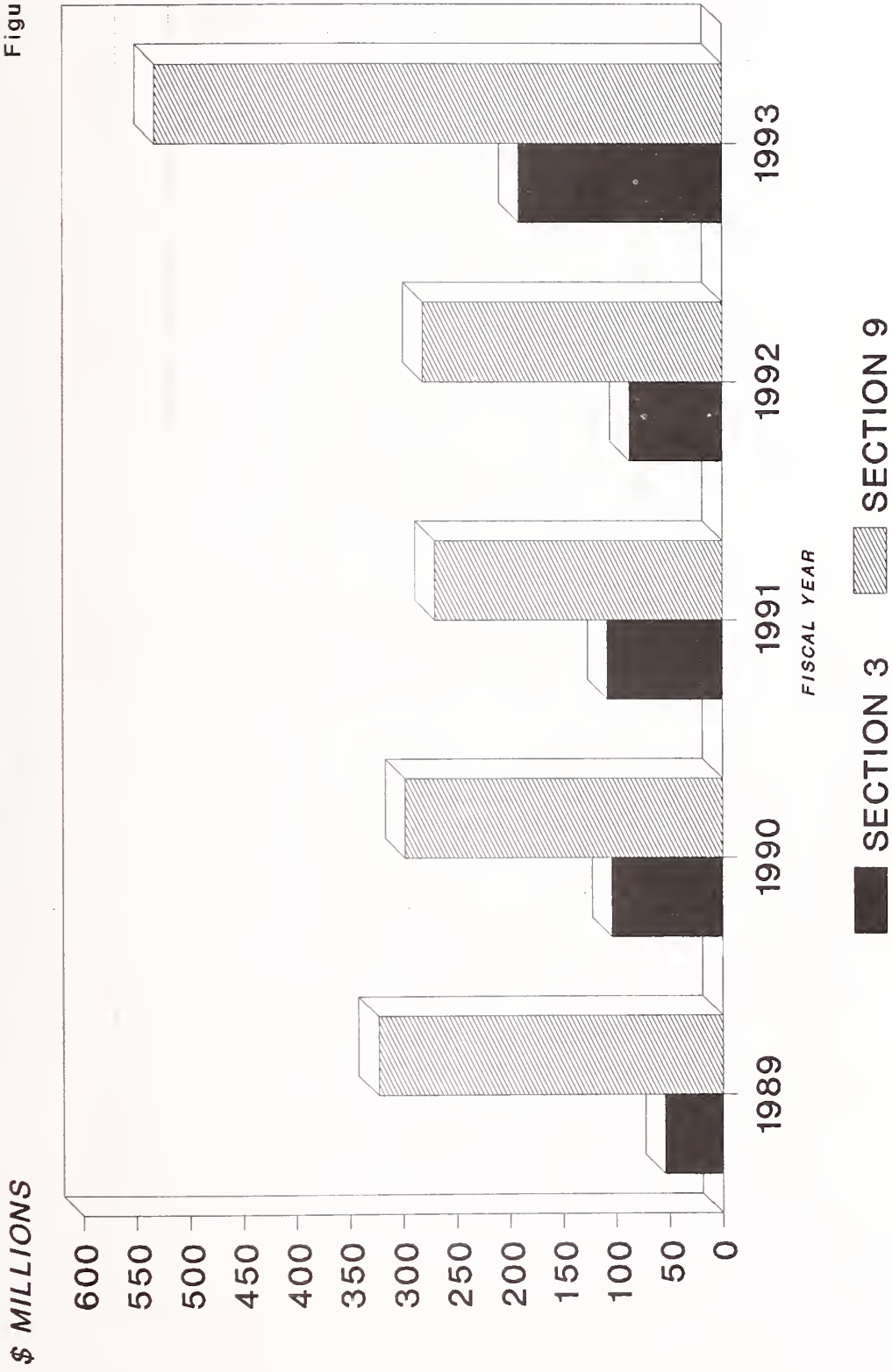


TABLE 37

SECTIONS 3 AND 9 OBLIGATIONS FOR BUS MAINTENANCE FACILITIES
FISCAL YEARS 1989-1993

URBANIZED AREA	SEC. 3 FY 1989	SEC. 3 FY 1990	SEC. 3 FY 1991	SEC. 3 FY 1992	SEC. 3 FY 1993	SEC. 9 FY 1989	SEC. 9 FY 1990	SEC. 9 FY 1991	SEC. 9 FY 1992	SEC. 9 FY 1993	TOTAL \$
OVER 1 MILLION POPULATION											
BOSTON, MA	0	0	0	69,324	0	0	0	20,164	0	0	89,488
NEW YORK, NY/	0	0	0	8,000,000	6,508,636	0	897,280	13,740,000	1,440,000	10,000	30,595,916
NORTHEASTERN NJ	0	0	25,999,998	4,953,208	3,254,318	14,543,051	14,505,040	0	5,289,976	9,300,000	77,845,591
BUFFALO, NY	7,999,998	7,999,998	5,656,254	0	0	0	0	0	0	0	21,656,250
BALTIMORE, MD	0	0	0	0	1,191,405	0	0	424,136	3,355,376	4,767,324	9,738,241
NORFOLK-VA 8CH-NEWP NEWS, VA	0	0	0	0	0	0	0	0	280,000	144,000	424,000
PHILADELPHIA, PA-NJ	15,375,000	0	0	0	0	3,602,400	0	6,234,408	13,263,000	5,985,867	44,460,675
PITTSBURGH, PA	0	0	0	9,000,000	0	5,185,156	5,267,480	8,829,600	2,400,000	109,400	30,791,636
WASHINGTON, DC-MD-VA	0	0	0	0	0	972,000	4,950,000	0	5,341,354	532,480	11,795,834
ATLANTA, GA	0	0	0	0	0	0	0	1,160,000	0	0	1,160,000
FORT LAUDERDALE, FL	0	0	0	0	0	0	0	306,632	80,000	220,000	606,632
MIAMI, FL	0	0	0	0	1,635,667	1,406,400	244,000	1,545,600	576,000	811,200	6,218,867
SAN JUAN, PR	0	0	0	0	0	13,600	428,800	3,012,300	1,619,200	1,600,000	6,673,900
TAMPA-ST PETE-CLEARWAT, FL	0	0	0	0	0	0	0	0	29,000	0	29,000
CHICAGO, IL	3,508,278	3,750,000	9,000,000	0	0	3,913,649	0	4,800	14,096,649	961,600	35,234,976
NORTHWESTERN, IN	0	0	0	0	146,256	0	0	108,000	0	32,000	286,256
CINCINNATI, OH	0	0	0	0	0	0	0	2,300,996	0	272,800	2,573,796
CLEVELAND, OH	0	0	16,814,700	0	0	0	0	71,840	0	0	27,044,125
DETROIT, MI	0	0	0	0	0	0	0	4,752,394	482,400	53,384	5,288,178
MILWAUKEE, WI	0	0	0	0	0	1,160,000	0	919,640	198,400	0	2,278,040
MINNEAPOLIS-ST. PAUL, MN	0	0	0	0	320,000	0	0	1,406,756	0	0	1,726,756
DALLAS-FORT WORTH, TX	0	0	1,837,500	0	0	0	0	3,114,445	0	0	4,951,945
HOUSTON, TX	0	0	0	0	0	35,857,500	0	0	0	0	36,346,837
NEW ORLEANS, LA	0	0	10,000,200	8,599,800	0	2,454,009	2,602,860	8,288,684	412,000	0	32,357,553
SAN ANTONIO, TX	0	0	0	0	0	0	96,400	348,640	415,828	2,958,136	3,819,004
ST. LOUIS, MO-IL	0	0	0	0	0	0	0	411,916	0	0	411,916
DENVER, CO	0	0	96,090	0	0	160,240	0	0	0	0	256,330
PHOENIX, AZ	0	3,000,000	0	0	0	0	0	1,804,000	0	1,000,676	5,804,676
LOS ANGELES-	0	0	0	0	0	5,509,737	657,472	12,559,665	1,138,400	11,928,800	31,794,074
LONG BEACH, CA	0	0	0	13,875,000	0	0	0	0	0	0	13,875,000
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	0	0	0	0
SACRAMENTO, CA	0	0	0	0	0	0	0	0	800,000	975,700	1,775,700
SAN DIEGO, CA	0	0	322,000	2,250,000	0	0	0	157,200	431,120	0	3,160,320
SAN FRANCISCO-OAKLAND, CA	0	5,266,155	0	0	0	6,251,280	2,734,600	2,423,160	0	1,381,849	18,107,044
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0
PORTLAND, OR-WA	0	0	0	0	0	116,000	0	0	0	0	116,000
SEATTLE-EVERETT, WA	0	0	0	0	0	1,222,125	0	0	0	0	1,222,125
SUB-TOTAL	26,883,276	30,173,738	69,726,742	0	48,913,782	46,998,984	32,433,932	73,944,976	51,648,703	43,045,216	423,789,349
POPULATION											
200,000 - 1,000,000	1,073,871	439,998	4,432,813	14,393,680	8,118,878	10,455,896	9,078,508	23,767,381	5,433,349	31,556,798	108,751,172
50,000 - 200,000	600,000	6,433,023	7,809,378	4,687,914	2,987,646	7,074,951	2,151,104	6,478,057	3,158,639	3,093,663	44,474,575
NON-URBAN	3,703,794	2,559,019	8,959,455	7,023,212	3,273,452	0	0	0	0	0	25,518,932
GRAND TOTAL	32,260,941	39,605,778	90,928,388	72,852,138	63,293,758	64,529,831	43,663,544	104,190,414	60,240,691	77,695,877	649,261,360

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

**SECTION 3 AND SECTION 9 OBLIGATIONS
 BUS MAINTENANCE FACILITIES
 FISCAL YEARS 1989 - 1993**

Figure 37

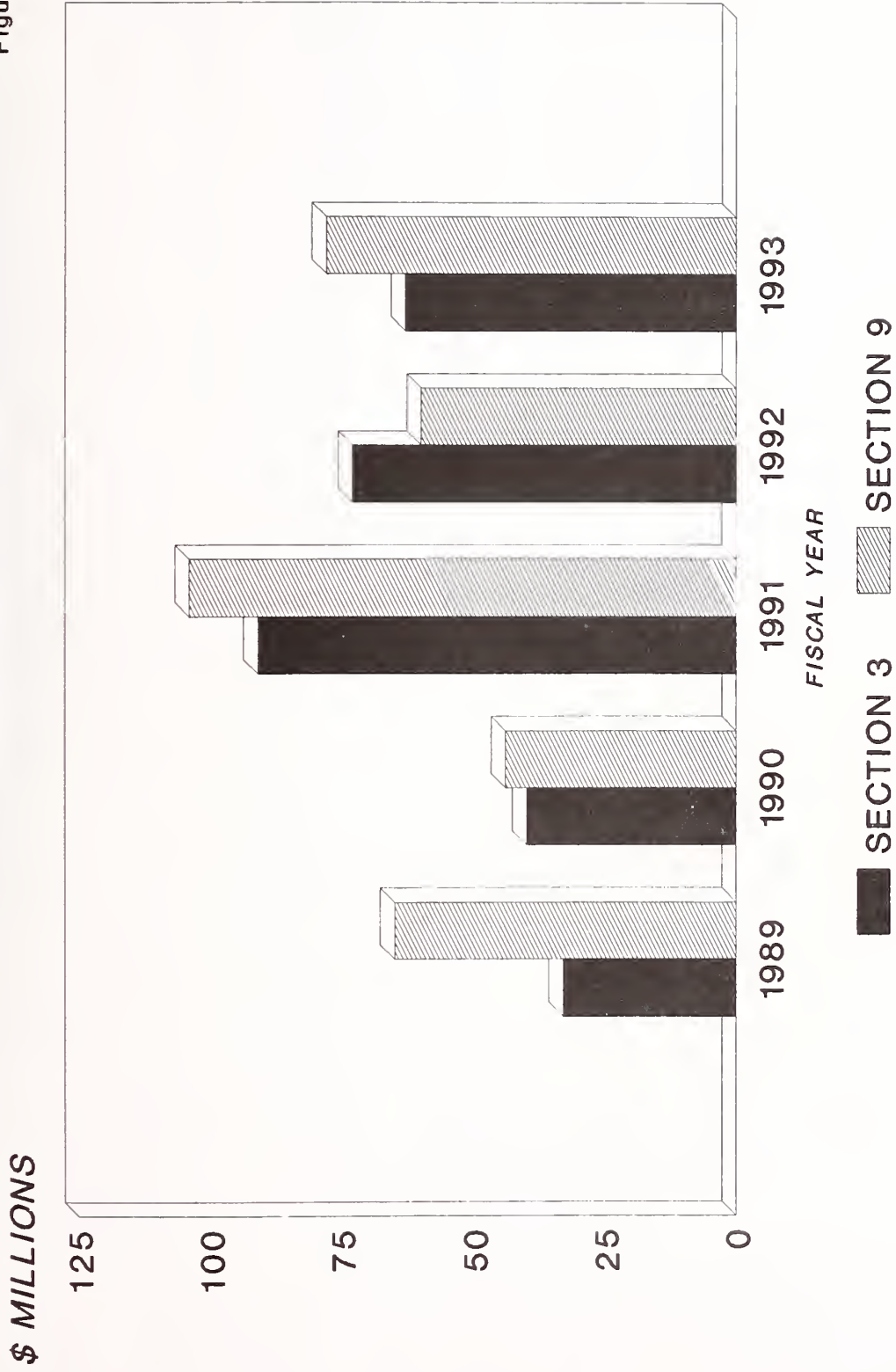


TABLE 38

SECTION 3 AND SECTION 9 OBLIGATIONS FOR BUS OTHER BY POPULATION GROUP
FISCAL YEARS 1989-1993

URBANIZED AREA	SEC. 3 FY 1989	SEC. 3 FY 1990	SEC. 3 FY 1991	SEC. 3 FY 1992	SEC. 3 FY 1993	SEC. 9 FY 1989	SEC. 9 FY 1990	SEC. 9 FY 1991	SEC. 9 FY 1992	SEC. 9 FY 1993	TOTAL \$
OVER 1 MILLION POPULATION											
BOSTON, MA	0	111,645	159,999	10,000,000	0	0	31,100	0	24,022,000	30,000	34,354,744
NEW YORK, NY/	641,875	0	56,250	0	0	4,986,849	584,000	4,682,218	14,512,150	9,649,032	34,912,374
NORTHEASTERN NJ	0	1,470,000	0	1,046,792	0	6,127,997	2,516,800	0	25,785,256	13,574,800	50,521,645
BUFFALO, NY	1,437,501	0	0	0	0	80,385	155,200	37,920	0	0	1,711,006
BALTIMORE, MD	18,750	7,304,496	0	0	0	935,476	1,360,800	702,000	3,619,600	144,000	14,085,142
NORFOLK-VA BCH-NEWP NEWS, VA	0	0	0	0	0	0	0	0	2,320,800	215,600	2,536,400
PHILADELPHIA, PA-NJ	7,707,000	0	0	0	9,108,000	0	3,788,800	0	4,587,508	8,152,292	33,343,600
PITTSBURGH, PA	9,999,999	0	0	0	7,647,648	7,352,000	6,407,200	4,563,644	11,252,296	9,640,424	56,863,211
WASHINGTON, DC-MD-VA (OC)	0	25,741,709	22,398,625	4,900,000	8,080,000	1,541,246	976,000	276,000	2,586,188	2,049,216	68,548,984
WASHINGTON, DC-MD-VA (VA)	0	0	0	0	0	0	0	0	0	6,600	6,600
ATLANTA, GA	0	0	0	0	2,526,880	2,624,068	3,670,000	8,110,000	4,979,132	2,987,808	24,897,888
FORT LAUDERDALE, FL	0	0	0	0	0	1,594,500	905,208	2,033,600	1,456,480	1,436,544	7,426,332
MIAMI, FL	0	150,000	0	0	0	4,336,000	1,728,000	3,229,600	3,864,720	5,464,192	18,772,512
SAN JUAN, PR	0	0	0	0	0	2,532,848	4,176,200	352,400	1,892,400	2,697,600	11,651,448
TAMPA-ST. PETE-CLEARWAT, FL	0	0	0	0	0	0	0	0	3,388,864	748,608	4,137,472
CHICAGO, IL	5,965,323	0	0	674,800	0	7,720,147	6,871,960	5,099,825	9,097,825	9,097,825	35,429,880
NORTHWESTERN, IN	32,033	0	0	0	0	153,700	132,000	139,400	43,608	363,583	864,324
CINCINNATI, OH	0	0	0	0	0	372,000	556,400	168,668	4,308,000	4,128,279	9,533,347
CLEVELAND, OH	0	120,000	0	0	0	1,108,749	1,69,680	341,541	1,316,380	10,557,584	13,544,254
DETROIT, MI	0	0	147,060	0	0	15,920	169,680	15,920	3,397,600	0	3,746,180
MILWAUKEE, WI	21,450,000	0	0	0	0	2,413,745	1,206,962	1,708,799	6,645,445	3,859,937	37,284,888
MINNEAPOLIS-ST. PAUL, MN	0	0	0	0	1,180,000	0	6,125,000	433,244	7,544,506	3,286,667	18,569,417
DALLAS-FORT WORTH, TX	292,500	0	1,457,250	0	1,457,600	4,776,050	19,138,214	20,014,968	2,314,260	13,372,000	62,822,842
HOUSTON, TX	579,111	173,424	0	0	116,187,500	1,275,200	3,187,572	20,430,000	26,284,511	3,370,751	171,488,069
NEW ORLEANS, LA	18,750,000	0	0	0	0	103,000	80,288	3,547,289	4,055,384	933,480	27,469,441
SAN ANTONIO, TX	0	0	0	0	0	0	0	0	10,209,884	4,833,917	15,043,801
KANSAS CITY, MO-KS	0	0	0	0	0	0	1,020,879	626,400	296,705	239,319	2,183,303
ST. LOUIS, MO-IL	0	0	0	0	0	0	0	81,126	690,181	228,930	1,000,237
DENVER, CO	408,750	0	47,895	0	0	8,437,572	3,938,908	56,169	3,593,589	806,890	17,289,773
PHOENIX, AZ	0	0	0	0	0	425,470	2,329,430	1,024,000	0	9,517,190	13,296,090
LOS ANGELES-LONG BEACH, CA	2,981,187	0	0	0	0	13,898,692	14,402,116	1,970,080	13,011,634	31,929,740	78,193,449
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	0	0	98,864	98,864
SACRAMENTO, CA	0	0	0	0	1,120,000	0	0	0	1,200,000	3,788,536	6,108,536
SAN DIEGO, CA	0	0	0	0	0	967,360	1,978,666	2,378,400	5,298,082	6,753,080	17,375,588
SAN FRANCISCO-OAKLAND, CA	9,661,500	0	0	0	12,600,000	6,478,096	6,041,900	4,214,783	9,695,332	15,904,880	64,596,491
SAN JOSE, CA	0	0	0	0	0	1,321,044	0	0	0	3,600,000	4,921,044
PORTLAND, OR-WA (OR)	0	2,499,999	2,715,889	5,811,736	0	2,921,251	735,840	0	0	5,105,921	19,790,636
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	0	0	0	1,734,600	1,734,600
SEATTLE-EVERETT, WA	5,791,368	0	0	0	0	671,430	0	0	10,134,554	3,810,000	20,407,352
SUB-TOTAL	85,716,897	37,571,273	26,982,968	22,433,328	159,907,628	76,341,919	96,172,059	88,010,129	219,206,874	194,218,689	1,006,561,764
POPULATION	200,000-1,000,000	1,841,375	3,299,397	9,154,300	21,909,577	38,882,136	43,591,275	28,954,125	38,333,077	62,024,468	272,266,648
50,000-200,000	35,364	2,050,947	5,517,878	12,268,651	4,870,859	16,422,989	15,994,011	17,176,789	17,285,367	16,288,290	107,911,145
NON-URBAN	1,804,047	1,681,787	2,226,274	1,024,411	8,333,431	0	0	0	0	0	15,069,950
GRAND TOTAL	111,833,226	43,145,382	38,026,517	44,880,690	195,021,495	131,647,044	155,757,345	134,141,043	274,825,318	272,531,447	1,401,809,507

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.

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 1993, \$107,996 of transferred funds were obligated for one project in Waterloo, Iowa.

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. 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.

<u>URBANIZED AREA</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Killingly	Maintenance Facility	272,731
Boston	Fixed Guideway Mod.	1,015,631
San Francisco	Fixed Guideway Mod.	2,764,030
New York	Fixed Guideway Mod.	40,504,901
Baltimore	New Systems	17,858,740
Chicago	Fixed Guideway Mod.	8,557,800
Cleveland	12 Standard Buses	2,775,076
Waterloo, Iowa	1 Small Bus and 3 School Buses	241,669*
Hartford	60 Small Buses and Bus Other	1,697,665
Portland	Planning	<u>987,950</u>

Total FY 1993 Obligations: \$ 76,676,193

*Includes \$107,996 of Interstate Substitute Highway funds

INTERSTATE SUBSTITUTE TRANSIT
 * OBLIGATIONS *
 FY 1974 - 1993

TABLE 39

UZA	FY 74 THRU FY 81	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	TOTAL
BOSTON:	1,107.4	131.2	106.97	35.0	16.9	18.4	20.0	5.8	5.9	1.7	2.4	5.4	1.0	1,458.1
FALL RIVER, MA:	//////////				0.2	0.1	0.1	0	0	0	0	0	0	0.4
HARTFORD, CT:	7.6	1.6	6.0	1.1	23.4	2.4	1.8	1.1	0	0.9	0.7	0	1.7	48.3
KILLINGLY, CT:	//////////				0.1	0.04	0	0	0	0	0.3	0.8	0.3	1.5
RHODE ISLAND:	//////////			2.1	2.4	9.3	2.7	0.5	0.8	0.7	5.8	0	0	24.3
ALBANY, NY:	5.2	0.5	0	0	0.4	0	0	0.1	0	0	0	0	0	6.2
NEW YORK, NY:	66.0	14.7	0	5.7	1.2	0.8	24.3	48.2	50.6	34.6	42.5	191.7	40.5	520.8
NE NEW JERSEY	47.2	24.5	37.2	0.0	0.3	1.4	0	3.0	0	0	0	2.6	0	116.2
PHILADELPHIA, PA:	336.9	7.7	//////////						0	0	0	0	0	344.6
SOUTH NEW JERSEY	//////////		12.8	6.5	0	5.1	0	0	0	0	0	0	0	24.4
BALTIMORE, MD:	//////////	10.0	43.1	56.4	50.1	0	0	19.6	90.9	58.6	59.8	40.0	17.9	446.4
WASHINGTON, DC.:	1,826.2	289.0	45.0	0.3	0.8	1.0	0	0	0	0	0	0	0	2,162.3
MEMPHIS, TN:	2.6	//////////		1.5	5.1	0	0	7.1	0	4.3	12.2	0	0	0.0
CHICAGO, IL:	80.2	29.5	66.0	64.1	93.3	204.2	121.7	47.8	85.8	55.2	11.4	5.9	8.5	873.6
CLEVELAND, OH:	//////////	3.2	0	2.2	9.5	0	13.4	1.4	2.6	2.3	2.5	6.3	2.8	46.2
INDIANAPOLIS, IN:	//////////		11.0	0	1.6	1.2	0	1.2	0	0	0	0	0	15.0
MINNEAPOLIS, MN:	2.0	1.0	0	0	0	0	0	0	0	0	0	0	0	0.0
DULUTH, MN:	//////////	1.5	0.6	1.8	1.6	0	0	0.3	0.4	0.2	0	0	0	6.4
OMAHA, NE:	2.0	//////////			0	0	0	0	0	0	0	0	0	0.0
WATERLOO, IA:	//////////		0.03	0.6	0.7	0	0.2	0.1	0	0	0	0.4	0.2	2.2
DENVER, CO:	18.5	//////////			0	0	0	0	0	0	0	0	0	18.8
SAN FRANCISCO, CA:	0.75	0.8	0	1.1	0	0	0	0.1	0	0.8	0	0	2.8	6.4
SACRAMENTO, CA:	0.5	7.5	24.4	23.2	24.5	0	12.8	3.2	0	0	0	0	0	0.0
TUCSON, AZ:	1.1	//////////			0	0	0	0	0	0	0	0	0	1.1
PORTLAND, OR:	37.9	45.2	58.9	8.7	0.3	0.2	0.1	0.1	0.1	0	3.0	1.0	1.0	155.5
PROJ MGT OVERSIGHT	//////////					1.0	0.3	0.03	0.2	1.3	0.6	0.8	0	4.3
GRAND TOTALS	3,542.1	567.9	412.0	210.3	232.4	245.3	197.5	139.6	237.3	160.6	141.2	254.9	76.8	6,417.9

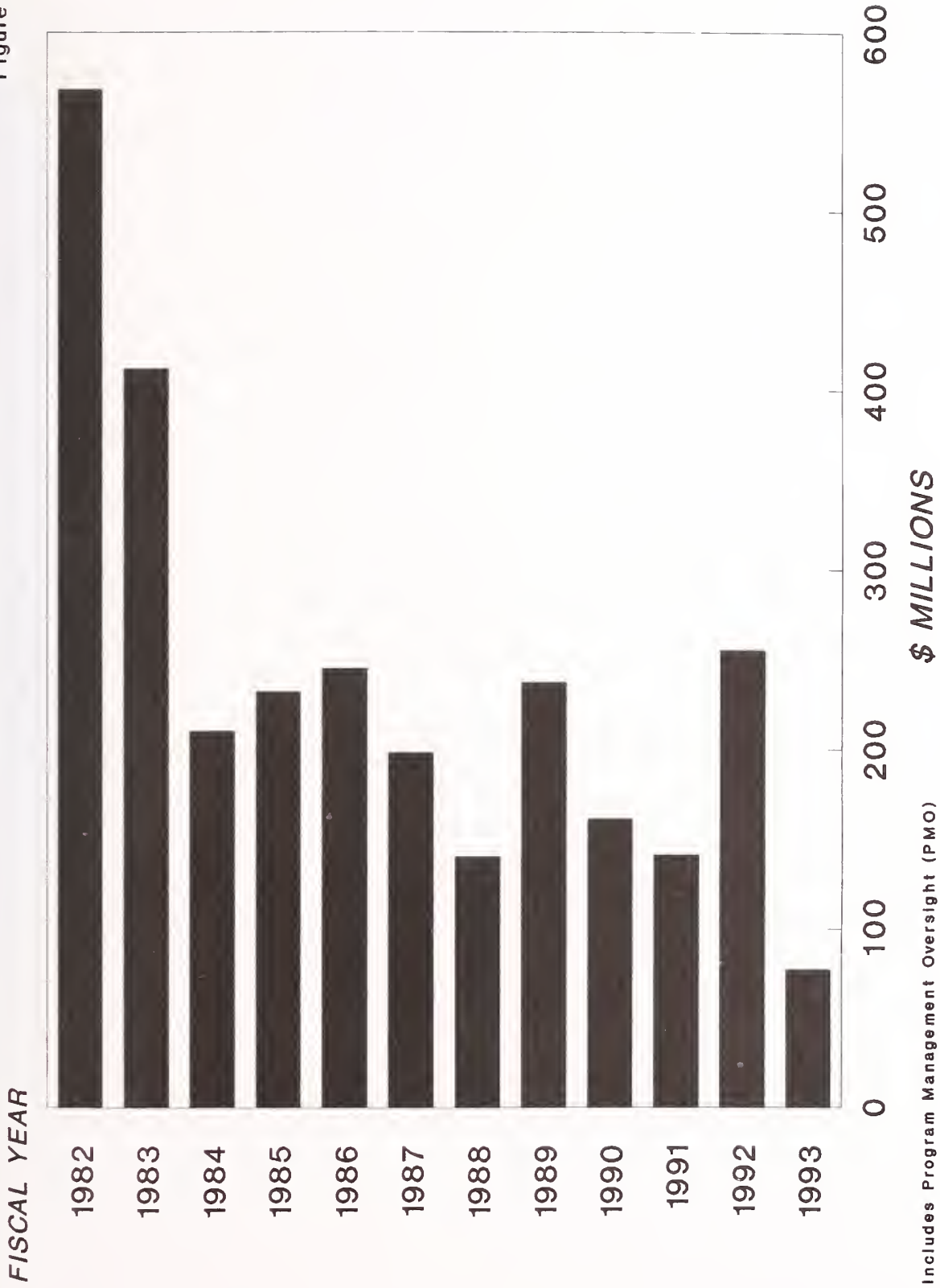
PLEASE NOTE THAT IN FY 1992 NEW YORK INCLUDES \$100 MIL TRANSFERRED SUBSTITUTE HIGHWAY FUNDS.
 IN FY 1993 WATERLOO INCLUDES \$107,996 TRANSFERRED SUBSTITUE HIGHWAY FUNDS.

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT

FISCAL YEARS 1982 - 1993

Figure 39



Includes Program Management Oversight (PMO)

TABLE 40

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS
BY CATEGORY
FISCAL YEARS 1984-1993

20-Apr-94

FISCAL YEAR	FIXED			NEW SYSTEMS			PLANNING			10 YEAR \$ TOTAL				
	BUS	GUIDEWAY MOD	NEW SYSTEMS	BUS	GUIDEWAY MOD	NEW SYSTEMS	BUS	GUIDEWAY MOD	NEW SYSTEMS	FY 1990	FY 1991	FY 1992	FY 1993	10 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				
TOTAL		117,477,991	858,629,714	911,729,541			3,673,390			1,891,510,636				

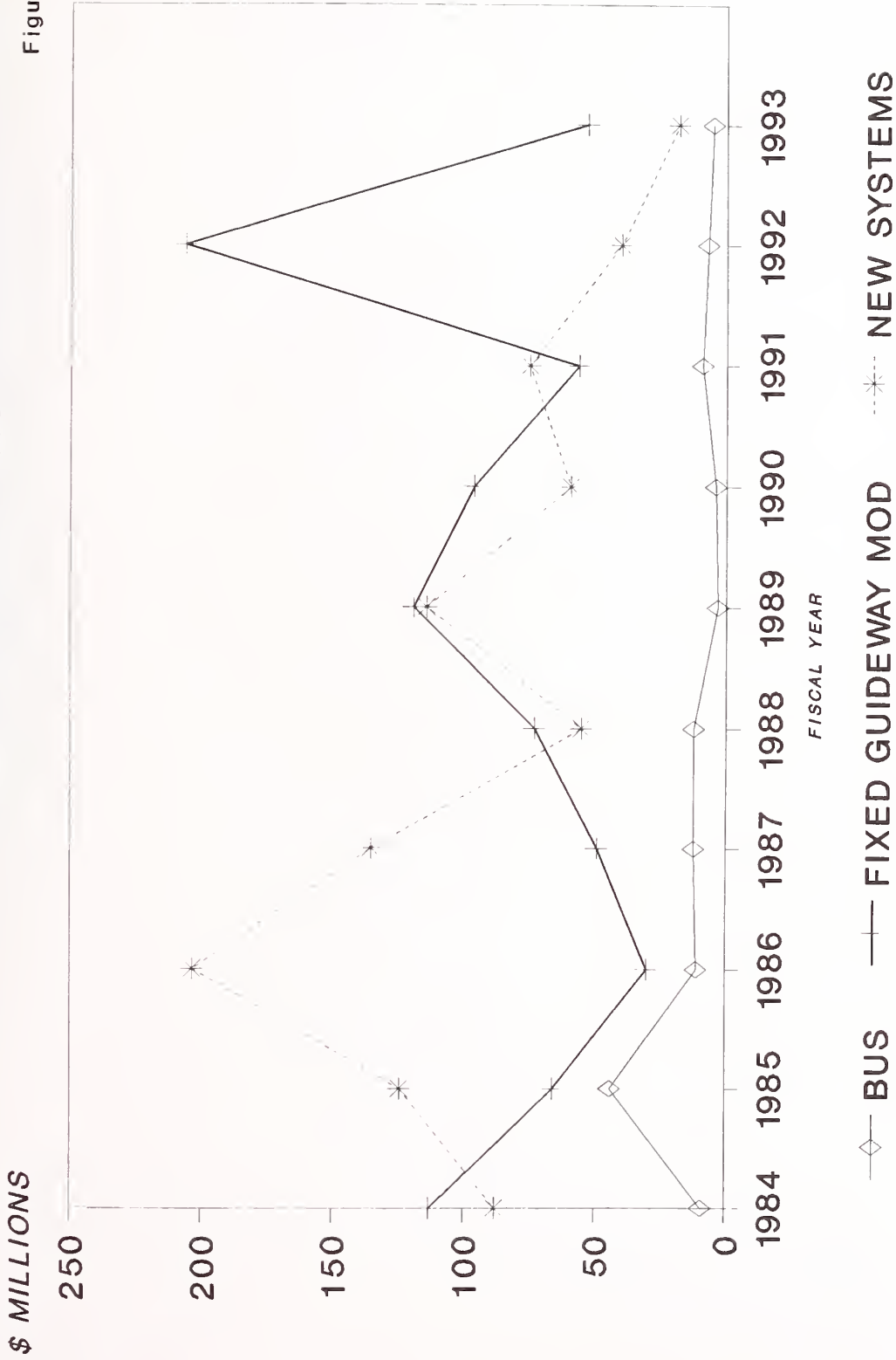
URBANIZED AREAS THAT RECEIVED FUNDING FOR NEW SYSTEMS ARE:

	FY 1984/1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	10 YEAR \$ TOTAL
Baltimore	106,512,999	0	0	19,595,530	90,898,450	53,835,435	59,825,610	40,000,000	17,858,740	388,526,764
Boston	11,307,210	12,413,536	19,999,990	5,761,385	0	0	0	0	0	49,482,121
Memphis	0	0	0	0	0	4,347,917	12,229,844	0	0	16,577,761
Chicago	38,420,000	190,911,904	102,540,668	25,862,276	23,549,237	0	0	0	0	381,284,085
Sacramento	47,699,212	0	12,813,920	3,231,530	0	0	0	0	0	63,744,662
San Francisco	0	0	0	0	0	849,150	0	0	0	849,150
Portland	8,301,508	0	0	100,000	0	0	2,863,490	0	0	11,264,998
TOTAL	212,240,929	203,325,440	135,354,578	54,550,721	114,447,687	59,032,502	74,918,944	40,000,000	17,858,740	911,729,541

* INCLUDES TRANSFERS FROM HIGHWAY SUBSTITUTE FLEXIBLE FUNDS.

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT
 BY CATEGORY
 FISCAL YEARS 1984 - 1993

Figure 40



Does not include Total Planning (\$3.7 Million)

TABLE 40-1

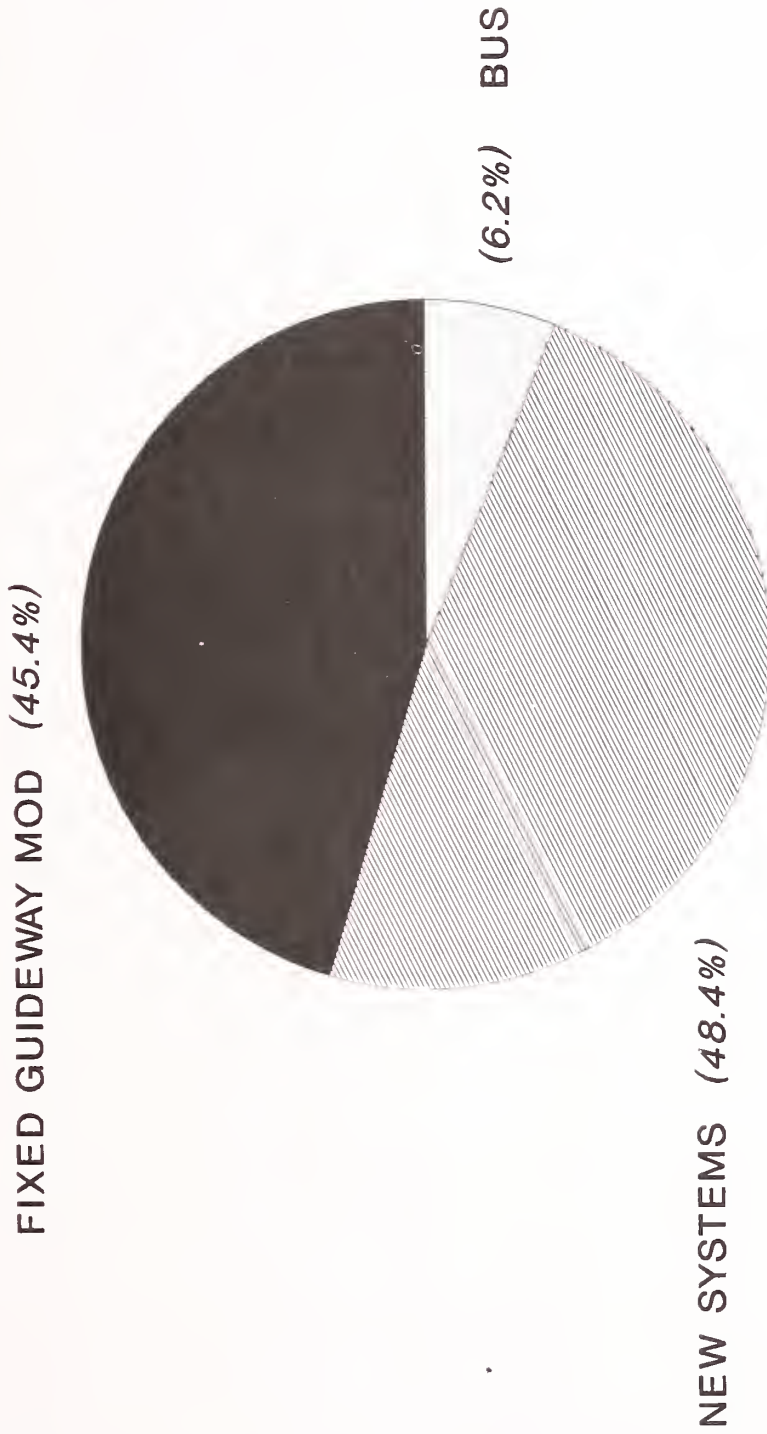
CUMULATIVE OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS
BY PURPOSE

FISCAL YEARS 1984 - 1993

URBANIZED OR RURAL AREA	BUS NO.	BUS AMOUNT	MAINTENANCE FACILITIES	BUS OTHER	TOTAL	FIXED GUIDEWAY MOD		NEW SYSTEMS	PLANNING	TOTAL	10 YEAR CUMULATIVE \$ GRAND TOTAL
BOSTON, MA	0	0	0	0	0	63,101,178	49,482,121	0	0	112,583,299	112,583,299
FALL RIVER, MA	0	0	0	0	0	458,031	0	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	0	425,000	32,957,112
KILLINGLY, CT	0	0	1,453,075	0	1,453,075	0	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	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	0	510,085	10,987,219	24,436,901
ALBANY, NY	1	119,340	0	433,500	552,840	0	0	0	0	0	552,840
NEW YORK, NY	0	0	0	0	0	440,275,915	0	0	0	440,275,915	440,275,915
NE NEW JERSEY	0	0	5,045,481	1,393,694	6,439,175	5,974,106	0	0	0	5,974,106	12,413,281
SO NEW JERSEY	0	0	0	0	0	6,492,580	0	0	0	6,492,580	6,492,580
BALTIMORE, MD	0	0	0	0	0	4,700,000	388,526,764	0	0	393,226,764	393,226,764
WASHINGTON DC	9	1,008,277	0	0	1,008,277	1,045,500	0	0	0	1,045,500	2,053,777
CHICAGO, IL	0	0	0	0	0	316,679,790	381,284,085	0	0	697,963,875	697,963,875
DULUTH, MN	13	624,070	0	3,657,938	4,282,008	0	0	0	0	0	4,282,008
CLEVELAND	197	28,808,849	7,342,934	1,677,480	37,829,263	5,131,450	0	0	0	5,131,450	42,960,713
INDIANAPOLIS	13	1,194,135	0	2,811,197	4,005,332	0	0	0	0	0	4,005,332
WATERLOO	21	1,896,687	0	270,980	2,167,667	0	0	0	0	0	2,167,667
SACRAMENTO, CA	0	0	0	0	0	0	63,744,662	0	0	63,744,662	63,744,662
SAN FRANCISCO, CA	0	0	0	107,000	107,000	3,869,030	849,150	0	0	4,718,180	4,825,180
PORTLAND, OR	0	0	0	0	0	0	11,264,998	3,163,305	0	14,428,303	14,428,303
TOTAL	476	53,647,693	39,898,661	23,931,637	117,477,991	858,629,714	911,729,541	3,673,390	1,774,032,645	1,891,510,636	

INTERSTATE SUBSTITUTE TRANSIT OBLIGATIONS
FISCAL YEARS 1984-1993
(BY PURPOSE)

Figure 40-1



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

TABLE 41

OBLIGATIONS FOR INTERSTATE SUBSTITUTE AND URBAN SYSTEMS

BY STATE
FISCAL YEARS 1986 - 1993

STATE	INTERSTATE SUBSTITUTE 1986-88	INTERSTATE SUBSTITUTE 1989	INTERSTATE SUBSTITUTE 1990	INTERSTATE SUBSTITUTE 1991	INTERSTATE SUBSTITUTE 1992	INTERSTATE SUBSTITUTE 1993	FAUS 1986-87	FAUS 1988	FAUS 1989	FAUS 1990	FAUS 1991	FAUS 1992	\$ TOTAL
ALASKA	0	0	0	0	0	0	1,501,037	0	534,670	0	237,662	248,388	2,521,757
CALIFORNIA	16,152,450	0	849,150	0	2,764,030	3,966,461	3,241,500	0	0	0	0	256,000	27,229,591
CONN.	5,342,709	0	855,967	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	0	0	1,008,277
ILLINOIS	373,665,820	85,756,245	55,193,750	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	0	0	2,376,868
IOWA	270,980	0	0	0	352,750	241,669	0	0	0	0	0	0	865,399
MARYLAND	19,595,530	90,898,450	58,535,435	59,825,610	40,000,000	17,858,740	0	0	0	0	0	0	286,713,765
MASS.	44,464,367	5,944,407	1,718,462	2,425,730	5,357,091	1,015,631	0	0	0	0	0	0	60,925,688
MINNESOTA	262,143	412,589	211,481	0	0	0	5,000,000	2,786,000	0	0	0	0	8,672,213
NEW JERSEY	9,470,173	0	0	0	2,638,927	0	133,500	0	0	0	0	0	12,242,600
NEW YORK	73,473,864	50,600,568	34,622,132	42,545,832	191,713,063	40,504,901	0	0	0	0	0	0	433,460,360
OHIO	14,762,638	2,567,459	2,258,907	2,546,792	6,283,439	2,775,076	0	0	3,816,750	2,977,500	0	0	37,988,561
OREGON	396,600	78,290	0	2,986,990	997,050	987,950	0	0	0	0	850,000	0	6,296,880
RHODE ISL.	12,521,673	869,567	736,215	5,803,681	0	0	0	0	0	0	0	0	19,931,136
TENNESSEE	7,100,043	0	4,347,917	12,229,844	0	0	0	0	0	0	0	0	23,677,804
VERMONT	0	0	0	0	0	0	0	0	0	1,707,990	0	0	1,707,990
TOTAL	580,864,135	237,127,575	159,329,416	140,771,470	254,043,210	76,676,193	10,600,998	6,027,500	534,670	3,816,750	5,773,152	504,388	1,476,069,457

TABLE 44

CUMULATIVE OBLIGATIONS
SECTION 18
BY 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
TOTAL	353.3		642.6		192.7		113.7		1,302.3

PLEASE NOTE THAT PROGRAM RESERVE FOR INTERCITY BUS (4.1 MIL.) IS NOT FACTORED IN FY 1993 CALCULATIONS. OBLIGATIONS OF \$3.1 MILLION FOR INTERCITY BUS PLANNING ARE INCLUDED IN STATE ADMINISTRATION.

SECTION 18 OBLIGATIONS BY CATEGORY

FISCAL YEARS 1984 - 1993

Figure 44

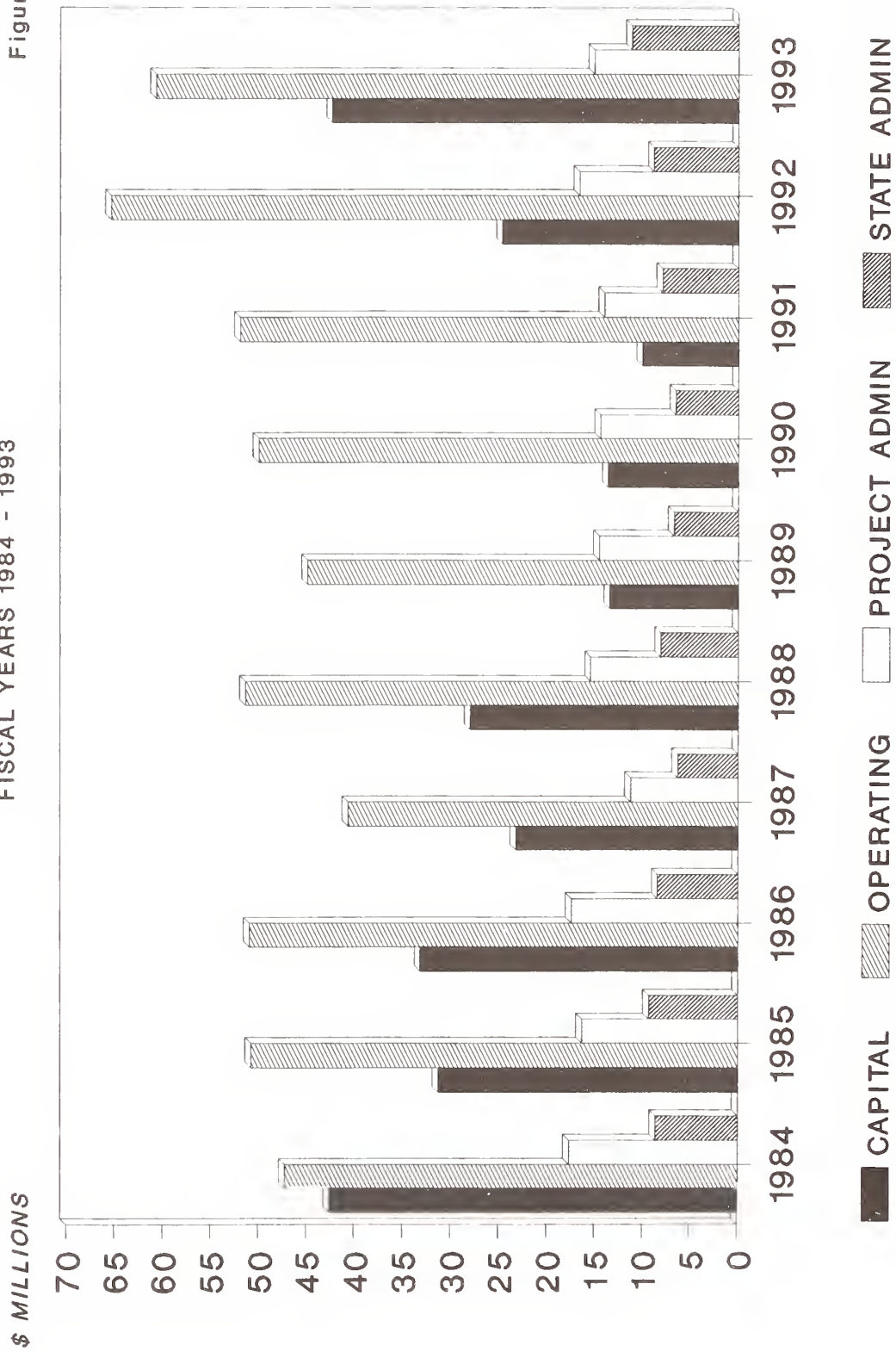


TABLE 45

RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)

BY STATE

FISCAL YEARS 1987-1993

STATE	FY 1987/88	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL
ALABAMA	174,265	89,672	89,633	99,940	89,672	89,977	543,182
ALASKA	0	107,078	108,630	55,349	0	111,877	271,057
AMERICAN SAMOA	21,127	10,602	10,601	10,606	0	0	52,936
ARIZONA	128,076	64,998	64,983	65,099	68,194	68,334	391,350
ARKANSAS	160,122	82,117	82,085	82,334	81,716	81,960	488,374
CALIFORNIA	234,424	121,808	120,942	121,536	127,409	128,004	726,119
COLORADO	130,457	66,270	66,254	66,380	66,524	66,651	395,885
CONNECTICUT	127,661	0	129,538	64,876	64,989	65,104	387,064
DELAWARE	54,227	54,227	54,223	54,000	54,000	107,448	270,677
FLORIDA	180,874	93,202	93,159	83,494	99,762	100,145	550,491
GUAM *	0	0	0	0	0	0	0
GEORGIA	103,305	0	303,038	103,666	108,005	108,451	618,014
HAWAII	109,648	55,154	55,149	55,189	56,510	56,560	331,650
IDAHO	64,085	62,282	0	64,071	191,290	63,331	381,728
ILLINOIS	209,304	108,389	0	217,116	102,372	103,200	637,181
INDIANA	103,849	96,956	103,849	103,796	104,214	101,406	512,664
IOWA	86,952	87,203	86,942	86,905	83,065	83,065	431,067
KANSAS	152,657	78,129	78,101	78,319	76,302	76,504	463,508
KENTUCKY	95,257	184,721	95,213	95,563	93,419	93,753	564,173
LOUISIANA	169,932	87,357	87,320	0	85,911	173,797	430,520
MAINE	130,547	66,318	66,302	66,429	67,328	67,461	396,924
MARYLAND	137,530	70,048	70,028	70,184	71,633	71,800	419,423
MASSACHUSETTS	145,092	74,088	74,064	74,251	73,184	73,363	440,679
MICHIGAN	221,436	114,870	114,806	115,309	112,788	113,270	679,209
MINNESOTA	170,553	87,689	87,651	87,944	86,131	86,408	519,968
MISSISSIPPI	167,408	86,009	85,973	86,252	85,259	85,530	510,901
MISSOURI	180,132	92,806	92,763	93,095	92,083	92,406	550,879
MONTANA	120,170	60,775	60,764	60,848	60,640	60,721	363,197
NEBRASKA	121,643	78,445	48,058	83,861	69,116	66,177	401,123
NEVADA	107,164	53,827	53,823	53,853	55,241	55,282	323,908
NEW HAMPSHIRE	121,896	61,697	61,685	61,776	63,878	63,984	370,932
NEW JERSEY	137,447	70,004	69,984	70,139	0	139,837	347,574
NEW MEXICO	127,130	0	128,972	64,591	0	65,599	320,693
NEW YORK	225,000	6,393	240,307	120,664	119,847	120,384	712,211
NORTH CAROLINA	235,373	122,315	122,243	122,804	124,198	124,769	726,933
NORTH DAKOTA	116,604	58,870	58,861	58,930	57,869	57,929	351,134
NORTHERN MARIANAS	0	0	0	0	0	0	0
OHIO	248,621	129,392	129,313	129,929	125,539	126,120	762,794
OKLAHOMA	161,355	82,775	82,743	0	164,462	82,124	491,335
OREGON	113,000	110,063	20,000	93,415	113,000	75,837	449,478
PENNSYLVANIA	263,840	0	0	413,072	0	269,176	676,912
PUERTO RICO	77,530	0	151,536	155,218	75,182	0	459,466
RHODE ISLAND	105,455	52,914	52,912	52,934	53,226	53,251	317,441
SOUTH CAROLINA	167,416	86,013	85,978	86,257	87,137	87,422	512,801
SOUTH DAKOTA	119,263	60,290	60,280	60,359	59,591	59,665	359,783
TENNESSEE	0	284,076	96,638	97,000	97,939	98,308	575,653
TEXAS	277,981	145,074	144,980	0	145,716	303,206	713,751
UTAH	114,354	57,668	57,660	57,720	0	114,597	287,402
VERMONT	115,176	78,283	58,099	58,161	84,753	58,641	394,472
VIRGINIA	180,334	92,914	92,874	93,204	92,503	92,829	551,829
VIRGIN ISLANDS	23,370	11,800	11,798	11,812	11,835	11,850	70,615
WASHINGTON	152,711	78,158	78,130	78,348	79,781	80,010	467,128
WEST VIRGINIA	153,953	78,821	78,792	79,016	75,322	75,517	465,904
WISCONSIN	94,158	88,505	94,158	94,114	109,173	100,332	480,108
WYOMING	112,276	56,558	56,550	56,602	56,120	56,167	338,106
TOTAL	7,252,140	4,047,623	4,418,385	4,416,330	4,123,828	4,769,539	24,258,306

TABLE 46

GRANT FUNDS OBLIGATED FOR U.S. TERRITORIES (EXCLUDING PUERTO RICO)
BY PROGRAM
FISCAL YEARS 1984 -1993

	FY 1984/ FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL
VIRGIN ISLANDS										
=====										
SECTION 16	53,760	122,152	0	129,448	129,420	129,421	129,429	132,142	132,027	957,799
SECTION 18	100,570	0	0	216,851	72,002	71,454	74,258	118,129	6,205,175	6,858,439
RTAP	0	0	0	23,370	11,800	11,798	11,812	11,835	11,850	82,465
SECTION 3	0	0	0	0	0	3,000,000	0	0	0	3,000,000
SECTION 8 (TECH.STUDIES)	75,000	20,000	0	60,000	108,140	0	0	0	0	263,140
SUB-TOTAL	229,330	142,152	0	429,669	321,362	3,212,673	215,499	262,106	6,349,052	11,161,843
GUAM										
=====										
SECTION 16	131,000	127,394	0	0	0	0	0	0	0	258,394
SECTION 18	110,370	157,855	229,112	217,148	218,943	218,341	221,458	0	572,529	1,945,756
RTAP	0	0	0	0	0	0	0	0	0	0
SUB-TOTAL	241,370	285,249	229,112	217,148	218,943	218,341	221,458	0	572,529	2,204,150
AMERICAN SAMOA										
=====										
SECTION 16	0	0	0	50,940	50,934	50,934	0	0	0	152,808
SECTION 18	25,367	26,146	0	47,210	24,081	23,898	75,771	117,138	24,081	363,692
RTAP	0	0	0	21,127	10,602	10,601	10,606	0	0	52,936
SUB-TOTAL	25,367	26,146	0	119,277	85,617	85,433	86,377	117,138	24,081	569,436
NORTHERN MARIANAS										
=====										
SECTION 16	100,633	50,187	50,490	0	0	0	0	0	0	201,310
SECTION 18	36,953	11,410	14,120	0	0	0	0	158,717	105,429	326,629
RTAP	0	0	0	0	0	0	0	0	0	0
SUB-TOTAL	137,586	61,597	64,610	0	0	0	0	158,717	105,429	527,939
GRAND TOTAL	633,653	515,144	293,722	766,094	625,922	3,516,447	523,334	537,961	7,051,091	14,463,368

PLEASE NOTE THAT SECTION 18 OBLIGATIONS FOR GUAM INCLUDE TRANSFERS OF SECTION 16 AND RTAP FUNDS FOR FISCAL YEARS 1987-1993.

AMERICAN SAMOA - NO FUNDS WERE TRANSFERRED TO SECTION 18 OR OBLIGATED IN FY 1993.

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.

FHWA FLEXIBLE FUNDS TRANSFERRED TO FTA AND OBLIGATED IN FY 1992

RECIPIENT	FLEXIBLE FUNDS TRANSFERRED	TRANSFERRED TO	PURPOSE
STP FUNDS			
HARTFORD, CT	61,832	SECTION 9	RENOV. UNION STATION
BURLINGTON, VT	190,000	9	CCTA MINTNCE FAC.
VERMONT AGENCY OF TRANSPORT.	200,000	18	BUSES AND GARAGE
NEW YORK MTA	13,350,000	9	CAPITAL IMPROVEMENTS
LEHIGH & NORTHAMPTON TRANSIT AUTH. PA	400,000	9	REPLACE 12 LIFT VEHICLES
ATHENS, GA	394,955	9	2 STAND BUSES
MONTGOMERY, AL	501,476	9	9 SMALL BUSES
OHIO DOT	1,298,977	18	VARIOUS TYPES OF VEHICLES
WISCONSIN DOT	1,600,000	9	12 STAND BUSES
OMAHA METRO AREA T.	400,000	9	7 BUSES
TUCSON	600,000	9	2 STAND ALT FUEL BUSES
SACRAMENTO RTD	1,200,000	9	LRT BRIDGE PLATE
SAN DIEGO METRO TRANS	531,000	9	BUSES AND RELATED BUS
SUB-TOTAL STP FUNDS	20,728,240		
CMAQ FUNDS			
CONN. DOT	14,173,600	9	PECK BRIDGE
BOSTON MTA	24,000,000	9	CONSTRUCT BUS TERMINAL
NEW YORK MTA	36,650,000	9	CAPITAL IMPROVEMENTS
BALTIMORE	3,300,000	9	REHAB COACHES AND LOCO
HAMPTON PTDC	2,704,000	9	CONSTRUCT TRANSIT CENTERS AND BUY BUSES
NORFOLK TOC	3,440,000	9	PURCHASE 20 BUSES FOR HOV LANES
WASH DC WMATA	4,600,000	9	PURCHASE 25 BUSES
CHICAGO METRA	3,900,000	9	CONSTR STATION AND PARK AND RIDE LOT
CHICAGO CTA	7,000,000	9	PURCH BUSES AND RELATED ADM
COLUMBUS COT	3,500,000	9	PURCH 37 VEHICLES
CLEVELAND RTA	8,648,000	9	CONSTRUCT PASSENGER ACCESS
SAN DIEGO RTA	9,269,000	9	PURCH 45 BUSES AND OTHER CAP IMPROVE
SUB-TOTAL CMAQ FUNDS	121,184,600		
OTHER FHWA FUNDS			
FHWA SEC 11D7-RHODE ISLAND	1,395,568	3	DEMO PROJECT
INTERSTATE SUB.-NEW YORK	100,000,001	23	NEW SIG AND PURCH DIESEL LOC
HIGHWAY TRUST FUND-ANCHORAGE	248,388	FAUS	PURCH 3 PARATRAN VEHICLES
SUB-TOTAL OTHER FHWA FUNDS	101,643,957		
GRAND TOTAL \$	243,556,797		

TABLE 47-1

FLEXIBLE FUNDS TRANSFERRED FROM FHWA AND OBLIGATED IN FISCAL YEARS 1992 AND 1993

By State and
by program

STATE	FY 1992			FY 1993			\$ GRAND TOTAL
	CMAQ	STP	OTHER	CMAQ	STP	OTHER	
ALABAMA	0	501,476	0	1,435,000	2,792,000	0	4,728,476
ALASKA	0	0	248,388	1,966,982	0	0	2,215,370
ARIZONA	0	600,000	0	12,149,580	1,386,682	0	14,136,262
CALIFORNIA	9,269,000	1,731,000	0	41,345,567	34,036,935	0	86,382,502
COLORADO	0	0	0	0	140,000	0	140,000
CONNECTICUT	14,173,600	61,832	0	5,253,600	0	0	19,489,032
FLORIDA	0	0	0	4,455,808	0	0	4,455,808
GEORGIA	0	394,955	0	0	5,188,784	0	5,583,739
HAWAII	0	0	0	0	1,290,000	0	1,290,000
IDAHO	0	0	0	3,897,466	0	0	3,897,466
ILLINOIS	10,900,000	0	0	39,805,017	539,500	0	51,244,517
INDIANA	0	0	0	1,368,000	0	0	1,368,000
IOWA	0	0	0	0	0	107,996	107,996
KENTUCKY	0	0	0	3,609,520	0	0	3,609,520
LOUISIANA	0	0	0	0	753,645	0	753,645
MASSACHUSETTS	24,000,000	0	0	9,637,120	1,763,148	0	35,400,268
MARYLAND	3,300,000	0	0	5,690,000	0	0	8,990,000
MICHIGAN	0	0	0	1,986,000	1,102,337	0	3,088,337
MINNESOTA	0	0	0	4,336,267	3,170,400	0	7,506,667
MISSOURI	0	0	0	320,000	0	0	320,000
MONTANA	0	0	0	840,800	0	0	840,800
NEBRASKA	0	400,000	0	0	0	0	400,000
NEW JERSEY	0	0	0	30,000,000	4,000,000	0	34,000,000
NEW MEXICO	0	0	0	998,187	400,000	0	1,398,187
NEW YORK	36,650,000	13,350,000	100,000,001	78,026,960	32,470,000	0	260,496,961
NORTH CAROLINA	0	0	0	0	160,000	0	160,000
OHIO	12,148,000	1,298,977	0	7,994,055	8,520,024	0	29,961,056
OKLAHOMA	0	0	0	400,000	0	0	400,000
OREGON	0	0	0	4,303,000	965,000	0	5,268,000
PENNSYLVANIA	0	400,000	0	1,498,000	824,000	9,108,000	11,830,000
RHODE ISLAND	0	0	1,395,568	1,200,000	0	3,312,000	5,907,568
TENNESSEE	0	0	0	0	600,000	0	600,000
TEXAS	0	0	0	5,912,938	132,000	1,457,600	7,502,538
UTAH	0	0	0	2,400,000	0	0	2,400,000
VERMONT	0	390,000	0	152,000	5,530,209	0	6,072,209
VIRGIN ISLANDS	0	0	0	0	6,104,197	0	6,104,197
VIRGINIA	6,144,000	0	0	1,240,000	12,855,844	0	20,239,844
WASH. D.C.	4,600,000	0	0	0	0	0	4,600,000
WASHINGTON	0	0	0	14,029,596	1,032,300	0	15,061,896
WEST VIRGINIA	0	0	0	291,246	0	0	291,246
WISCONSIN	0	1,600,000	0	2,318,400	0	0	3,918,400
	121,184,600	20,728,240	101,643,957	288,861,109	125,757,005	13,985,596	672,160,507

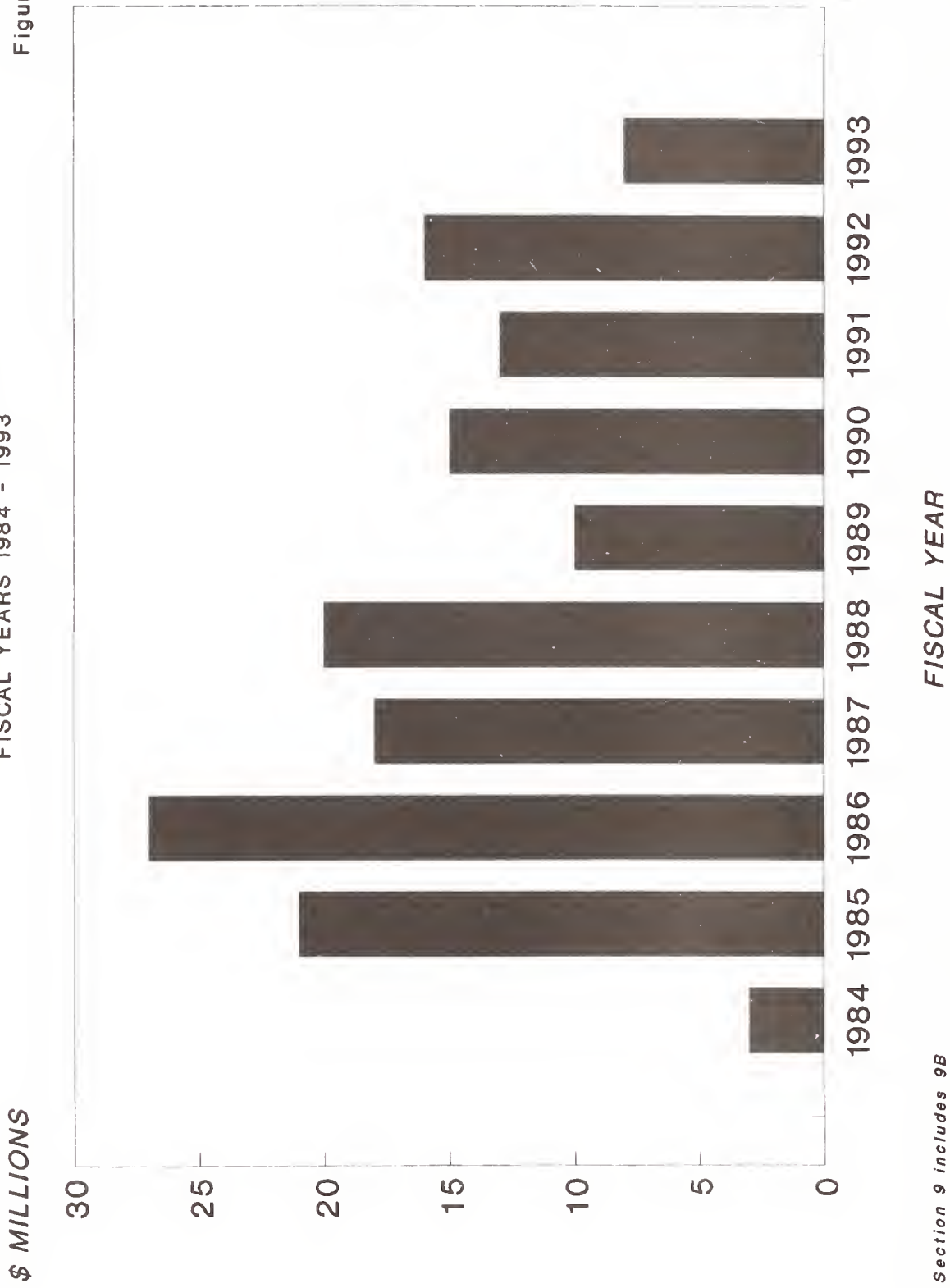
TRANSFERS OF FUNDS FROM SECTIONS 9, 9A, AND 9B TO SECTION 18
FISCAL YEARS 1984 - 1993

(IN REGIONAL ORDER)

STATE	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL \$ OBLIGATED
CONNECTICUT	0	0	0	0	0	0	0	27,000	0	0	27,000
MAINE	0	60,826	55,388	168,000	85,900	0	0	0	0	0	370,114
MASSACHUSETTS	0	500,000	0	0	0	0	0	0	0	334,285	834,285
NEW HAMPSHIRE	0	211,162	137,435	77,072	90,000	140,655	159,314	287,227	0	92,829	1,195,694
NEW YORK	0	0	228,000	0	245,000	819,000	341,000	0	0	791,702	2,424,702
MARYLAND	0	0	0	0	0	0	0	87,137	0	0	87,137
PENNSYLVANIA	0	0	0	0	500,000	0	0	0	0	84,000	584,000
VIRGINIA	0	0	784,000	0	0	0	0	0	0	0	784,000
WEST VIRGINIA	0	0	70,400	0	0	0	0	0	0	0	70,400
ALABAMA	0	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	19,807,113
FLORIDA	0	1,844,710	1,341,960	736,507	2,113,280	750,000	729,000	1,125,000	1,000,000	1,000,000	10,640,457
GEORGIA	0	0	272,312	0	0	0	0	0	0	0	272,312
KENTUCKY	0	0	68,157	0	0	0	0	0	0	0	68,157
MISSISSIPPI	0	1,127,000	0	1,300,000	1,128,456	0	0	325,000	200,000	0	4,080,456
NORTH CAROLINA	0	0	930,210	181,500	1,500,000	1,500,000	0	0	1,577,053	1,737,331	7,426,094
PUERTO RICO	0	6,000,000	0	0	0	0	75,096	0	0	0	6,075,096
SOUTH CAROLINA	2,006,969	2,222,746	1,602,058	1,402,781	1,155,537	145,016	244,261	411,762	309,736	235,119	9,735,985
TENNESSEE	0	0	750,096	0	0	0	0	0	191,440	0	941,536
ILLINOIS	0	500,000	0	0	520,523	0	0	0	0	0	1,020,523
INDIANA	0	0	0	90,105	0	0	0	0	0	0	90,105
MICHIGAN	80,000	564,298	781,055	638,390	0	0	0	0	0	0	2,063,743
MINNESOTA	0	354,226	72,819	52,223	31,764	0	26,716	0	20,987	21,328	580,063
OHIO	0	0	4,021,955	322,632	0	0	0	0	0	0	4,344,587
WISCONSIN	0	0	188,088	370,000	201,343	130,419	0	0	868,600	1,712,500	3,470,950
ARKANSAS	530,000	125,000	1,426,224	0	385,030	0	0	0	300,000	1,975	2,768,229
LOUISIANA	0	0	2,000,000	0	0	0	0	0	0	0	2,000,000
NEW MEXICO	0	0	50,000	213,627	0	0	0	0	0	0	263,627
OKLAHOMA	0	0	0	0	372,573	100,199	935,645	200,679	706,675	592,371	2,908,142
TEXAS	0	6,000,000	6,000,000	5,500,000	6,139,029	0	8,080,720	9,117,458	7,895,770	0	48,732,977
IOWA	0	0	239,926	300,000	300,000	366,342	300,000	300,000	267,000	84,840	2,158,108
KANSAS	0	0	21,726	500,000	533,570	0	400,000	0	0	0	1,455,296
MISSOURI	0	0	374,000	442,451	226,473	248,380	122,414	308,199	21,312	271,535	2,014,764
ARIZONA	0	0	0	0	0	0	368,352	0	337,821	342,993	1,049,166
COLORADO	0	0	613,280	562,897	839,237	548,832	327,380	4,621	17,500	0	2,913,747
NORTH DAKOTA	0	0	329,470	326,558	224,061	191,950	147,461	64,061	21,035	62,645	1,367,241
SOUTH DAKOTA	0	0	234,000	193,880	329,953	206,637	107,755	42,765	0	0	1,114,990
WYOMING	0	0	169,720	849,660	865,622	969,212	803,529	0	630,000	0	4,287,743
ALASKA	0	0	0	0	0	0	0	0	58,783	0	58,783
IDAHO	0	0	579,272	155,000	50,000	50,000	25,186	66,567	124,387	130,000	1,130,412
OREGON	0	0	0	0	55,000	7,122	6,634	7,079	9,670	8,277	93,782
WASHINGTON	0	0	4,000	320,000	0	0	0	0	0	0	324,000
GRAND TOTAL	2,616,969	21,211,575	26,961,276	18,072,259	20,432,413	9,854,507	15,200,463	13,224,555	16,057,769	8,003,730	151,635,516

TRANSFER OF FUNDS
SECTIONS 9A AND 9 TO SECTION 18
FISCAL YEARS 1984 - 1993

Figure 48



Section 9 includes 9B

TABLE 49

FUNDS TRANSFERRED FROM SECTION 18 TO SECTION 9 AND OBLIGATED
FISCAL YEARS 1986-1993

STATE	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	TOTAL
RHODE ISLAND	62,873	108,481	89,474	221,955	19,020	28,030	0	133,160	662,993
NORTH CAROLINA	0	0	0	0	0	0	1,577,053	1,737,331	3,314,384
WISCONSIN	188,088	0	0	0	0	0	0	0	188,088
NEW MEXICO	0	0	0	0	0	200,000	0	0	200,000
TEXAS	0	0	0	0	0	0	0	325,712	325,712
IOWA	88,426	200,000	200,000	244,228	240,000	240,000	293,600	0	1,506,254
OREGON	0	438,206	160,000	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	6,795,637

* RHODE ISLAND TRANSFER IN FY 1986 WAS A DEOBLIGATION.

TABLE 50

NUMBER OF VEHICLES PURCHASED WITH SECTION 16 FUNDS
FISCAL YEARS 1987 - 1993

STATE	NO. VEH. 1987	NO. VEH. 1988	NO. VEH. 1989	NO. VEH. 1990	NO. VEH. 1991	NO. VEH. 1992	NO. VEH. 1993	TOTAL VEHICLES	VEHICLES WITH LIFTS AND RAMPS						TOTAL NUMBER WITH LIFTS	
									1987	1988	1989	1990	1991	1992		1993
ALABAMA	38	25	28	27	30	45	33	226	3	6	9	5	4	8	13	48
ALASKA	8	7	8	7	8	5	6	49	3	0	2	2	4	5	5	21
AMERICAN SAMOA	0	1	2	2	0	0	0	5	0	1	0	2	0	0	0	3
ARIZONA	22	24	19	21	17	41	22	166	12	13	11	8	11	23	22	100
ARKANSAS	25	31	24	30	35	29	24	198	9	8	0	9	14	17	14	71
CALIFORNIA	63	64	59	46	61	96	90	479	47	48	42	45	61	96	90	429
COLORADO	18	17	16	9	18	12	10	100	0	6	15	2	0	12	10	45
CONNECTICUT	33	28	26	23	23	28	22	183	33	28	26	23	23	28	22	183
DELAWARE	6	7	6	5	5	7	6	42	4	5	5	3	5	7	6	35
DISTRICT OF COL.	9	9	12	10	9	13	10	72	6	4	1	3	7	4	4	29
FLORIDA	104	86	98	125	78	145	117	753	43	12	20	0	26	22	52	175
GEORGIA	28	38	29	36	34	54	46	265	28	9	12	14	34	41	20	158
GUAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAWAII	9	9	7	7	8	7	9	56	5	9	5	4	2	5	6	36
IDAHO	9	10	16	8	6	5	6	62	3	10	1	3	8	5	6	36
ILLINOIS	44	52	34	34	34	53	42	293	24	32	39	23	26	22	28	194
INDIANA	37	33	35	38	38	53	43	277	15	10	6	0	7	32	36	106
IOWA	31	39	26	27	19	0	0	142	17	10	9	11	16	0	0	63
KANSAS	26	25	26	22	20	24	24	167	11	4	3	7	9	16	12	62
KENTUCKY	33	33	28	31	24	22	50	221	5	5	4	8	7	22	50	101
LOUISIANA	33	27	26	25	25	36	28	200	13	21	16	22	0	21	28	121
MAINE	9	12	11	14	10	9	11	76	9	12	7	5	9	7	11	60
MARYLAND	22	30	21	19	18	32	30	172	22	30	13	14	13	25	19	136
MASSACHUSETTS	31	30	34	30	30	45	34	234	31	0	3	0	30	43	32	139
MICHIGAN	36	23	23	20	22	34	38	196	32	19	19	18	17	33	31	169
MINNESOTA	28	30	27	27	25	29	29	195	28	30	27	27	25	29	29	195
MISSISSIPPI	21	20	21	24	20	25	24	155	1	5	0	0	20	12	11	49
MISSOURI	46	47	45	42	40	66	54	340	14	11	11	10	14	19	8	87
MONTANA	8	7	8	8	7	8	9	55	0	7	4	5	3	8	9	36
NEBRASKA	14	20	22	18	14	22	21	131	14	9	0	0	14	17	15	69
NEVADA	12	13	11	10	8	11	12	77	2	1	11	2	8	11	12	47
NEW HAMPSHIRE	12	11	11	10	11	14	12	81	7	3	9	6	11	9	7	52
NEW JERSEY	25	26	26	28	25	40	33	203	25	26	26	28	23	40	33	201
NEW MEXICO	19	18	16	16	13	19	17	118	16	18	16	16	13	17	15	111
NEW YORK	90	120	51	99	85	106	67	618	36	69	29	0	42	41	50	267
NORTH CAROLINA	37	28	41	49	40	89	68	352	10	11	9	20	12	15	30	107
NORTH DAKOTA	9	8	7	8	6	8	7	53	6	6	7	9	6	7	7	48
NO. MARIANAS	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
OHIO	93	84	78	69	64	89	75	552	53	53	43	69	63	81	71	433
OKLAHOMA	33	28	30	29	24	30	27	201	13	15	16	17	17	29	23	130
OREGON	20	18	16	17	11	18	16	116	8	9	9	15	11	18	16	86
PENNSYLVANIA	51	53	54	57	61	86	69	431	51	41	30	57	61	86	69	395
PUERTO RICO	18	14	14	13	12	18	17	106	18	0	7	13	12	18	17	85
RHODE ISLAND	17	15	18	11	16	16	10	103	2	2	6	4	1	16	10	41
SOUTH CAROLINA	27	26	24	26	32	35	31	201	12	13	13	5	13	13	15	84
SOUTH DAKOTA	14	12	11	12	13	10	9	81	1	1	0	10	3	3	6	24
TENNESSEE	47	48	44	47	47	66	56	355	13	5	12	10	14	18	16	88
TEXAS	78	77	80	65	66	98	98	562	29	24	52	35	18	23	28	209
UTAH	11	12	9	10	13	11	10	76	3	5	5	6	1	10	10	40
VERMONT	9	9	8	8	9	9	0	52	9	6	8	8	9	9	0	49
VIRGIN ISLANDS	0	2	4	3	3	4	3	19	0	2	0	3	1	4	3	13
VIRGINIA	49	34	42	33	29	51	42	280	6	9	4	7	10	23	16	75
WASHINGTON	26	21	14	14	18	18	16	127	20	12	14	14	18	18	16	112
WEST VIRGINIA	20	16	19	18	19	24	20	136	6	2	6	6	10	16	20	66
WISCONSIN	33	33	28	43	36	61	58	292	10	10	21	31	22	39	39	172
WYOMING	7	5	7	5	6	11	7	48	3	5	2	4	6	10	7	37
TOTAL	1,549	1,515	1,400	1,435	1,347	1,887	1,618	10,751	792	712	665	668	814	1,153	1,125	5929

NOTE: THE NUMBER OF VEHICLES WITH LIFTS AND RAMPS IS NOT AVAILABLE FOR FY 1986.

TABLE 52
OBLIGATIONS FOR VEHICLES
FISCAL YEARS 1965 - 1993

08-Mar-94

(Does not include Sections 16 and 18)

BY PROGRAM

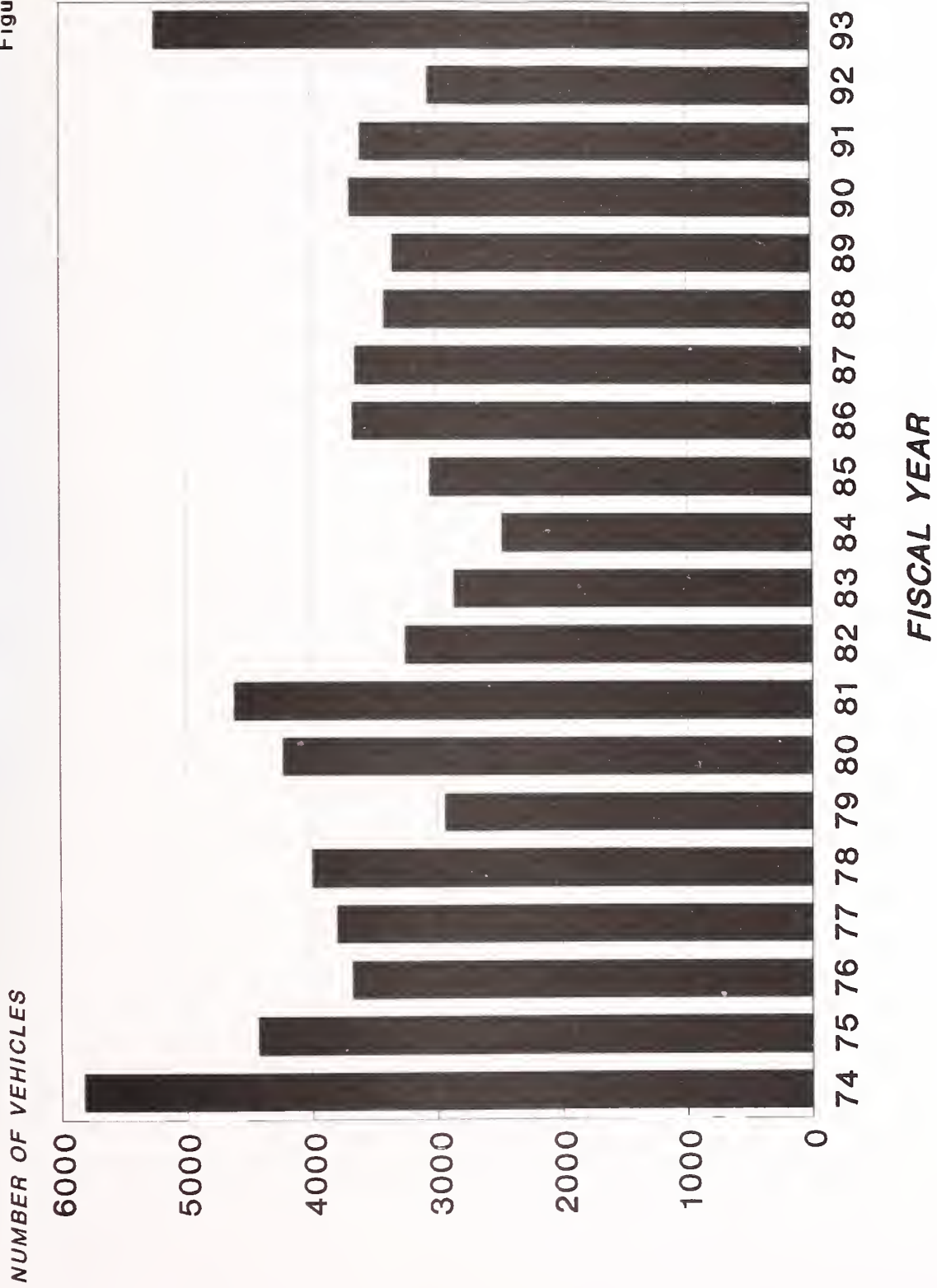
BY VEHICLE TYPE

FY	TOTAL VEHIC.	BY PROGRAM						BY VEHICLE TYPE						
		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	0	0	266	92	0	0	0
66	1110	1110	0	0	0	0	0	0	0	951	159	0	0	0
67	311	311	0	0	0	0	0	0	0	216	95	0	0	0
68	637	637	0	0	0	0	0	0	0	525	112	0	0	0
69	501	501	0	0	0	0	0	0	0	416	85	0	0	0
70	1487	1487	0	0	0	0	0	0	0	1435	52	0	0	0
71	2521	2521	0	0	0	0	0	0	0	2296	225	0	0	0
72	3502	3502	0	0	0	0	0	0	0	3235	267	0	0	0
73	4072	4072	0	0	0	0	0	0	0	3599	473	0	0	0
74	5816	5378	0	0	0	0	438	0	0	5026	634	6	150	0
75	4426	4307	99	0	0	0	20	0	0	3755	586	25	60	0
76	3318	2867	391	0	0	0	60	0	0	2926	181	73	138	0
77	359	312	47	0	0	0	0	0	0	264	81	14	0	0
77	3798	3200	472	0	0	0	126	0	0	3264	410	74	50	0
78	3992	3620	331	0	0	0	41	0	0	3408	423	141	20	0
79	2939	1020	1611	0	0	0	99	209	0	2168	399	323	49	0
80	4223	1773	2191	0	0	0	78	181	0	3230	492	236	265	0
81	4611	2790	1647	0	0	0	45	129	0	3406	399	290	516	0
82	3250	1912	1290	0	0	0	11	37	0	2490	500	63	197	0
83	2863	1714	575	0	0	0	12	3	0	2131	254	248	230	0
84	2478	174	588	292	1371	0	17	36	0	1609	437	343	89	0
85	3051	83	449	134	2302	10	73	73	0	2139	485	306	97	0
86	3666	245	338	269	2788	4	22	74	0	2561	594	426	11	0
87	3641	236	0	0	3282	49	74	74	0	2673	395	439	76	0
88	3410	373	0	0	2997	19	21	21	0	1976	697	565	114	0
89	3343	411	0	0	2911	0	21	21	0	2206	434	591	37	0
90	3685	1078	0	0	2540	26	41	41	0	2236	663	718	52	0
91	3602	1426	0	0	2069	35	72	72	0	1648	767	1047	34	86
92	3062	801	0	0	2218	3	40	40	0	1728	573	705	5	40
93	5239	1167	0	0	3996	0	76	76	0	2628	1173	1114	145	85
Total	89,271	49,386	10,029	1,254	26,474	1,093	1,035	0	66,411	12,137	7,747	2,335	430	211

- 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.
 - (3) IN FY 1992 SECTION 3 SMALL BUSES INCLUDE 8 SCHOOL BUSES.
 - (4) 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.

**OBLIGATIONS FOR VEHICLES
DOES NOT INCLUDE SECTIONS 16 OR 18
FISCAL YEARS 1974 - 1993**

Figure 52



NEW RAIL CARS BY TYPE AND FISCAL YEAR

FY	RAPID TRANSIT	LIGHT RAIL	COMPUTER ELECTRIC	COMPUTER 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
77	71	0	0	0	8	0	79
78	320	48	50	2	9	0	429
79	125	141	0	90	23	0	379
80	326	0	0	91	19	0	436
81	16	26	36	0	0	0	78
82	204	26	0	80	7	0	317
83	414	55	8	48	24	0	549
84	50	26	0	15	0	0	91
85	103	0	0	0	22	0	125
86	76	0	0	0	6	0	76
87	135	0	0	37	0	0	178
88	0	26	0	0	7	0	33
89	138	2	0	0	0	0	140
90	157	31	90	15	6	15	314
91	61	0	22	30	3	0	116
92	0	24	0	10	0	2	36
93	0	14	0	0	0	0	14
TOTAL	4,556	694	1,521	554	171	17	7,513

* INCLUDES 4 ELECTRIC LOCOMOTIVES IN FY 1984; 3 IN FY 1989; AND 3 IN FY 1990; 5 IN FY 1993

NOTE: USED RAIL CARS ARE NOT INCLUDED ON THIS TABLE.

TABLE 54
 OBLIGATIONS FOR FERRY BOATS AND RELATED EQUIPMENT
 FY 1984 THROUGH FY 1993

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
		1984	9A	25,000
	PURCHASE FERRY BOAT	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
CASCO BAY, ME	BUY EQUIPMENT FOR NEW TERMINAL	1987	9	92,632
	PURCHASE AND CONSTRUCT FERRY BOAT AND FERRY BOAT MOO	1991	3	909,999
	PURCHASE ONE FERRY BOAT	1991	9	58,800
MAINE (DOT)	PURCHASE ONE FERRY BOAT	1988	3	900,000
		1989	3	399,999
	PIER MODIFICATIONS	1989	9	92,400
		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 FERRY DOCK AT ST. JOHN	1993	18	1,000,000
TIDEWATER TRANSPORTATION DISTRICT COMMISSION NDRFDLK, 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 FUNDING FOR FERRY BOAT AND CONSTRUCT FERRY DOCK	1990	9	288,000
	REPLACE 4 FERRY BOAT ENGINES	1990	3	340,500
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 LAGO DE LAS ROCAS	1987	18	1,240,000
	ADD'L FUNDS FOR CONSTRUCT OF TERMINAL AND VESSEL	1988	9	4,260,000
	RECONSTRUCT CATANA 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 MAINT 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	9	744,987
	OPERATION AND MAINTENANCE	1988	9	744,987
	OPERATION AND MAINTENANCE	1989	9	678,131
	OPERATION AND MAINTENANCE	1990	9	671,841
	OPERATION AND MAINTENANCE	1991	9	671,841
	OPERATION AND MAINTENANCE	1992	9	893,401
	REHAB FERRY SUPPORT TUGBOAT FOR CRESCENT CITY CONNECTION	1993	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
SEATTLE-TACOMA WASHINGTON (WASH DOT MARINE DIV.)	PURCHASE FERRY BOAT	1986	9	2,904,775
	PURCHASE 2 PASSENGER FERRY BOATS	1987	9	4,373,596
	LAND ACQUISITION FOR BREMERTON FERRY TERMINAL 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 TERMINAL	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 VESSEL	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				89,163,882

TABLE 54-1

CUMULATIVE OBLIGATIONS FOR FERRY BOATS AND RELATED EQUIPMENT
FISCAL YEARS 1965-1993

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	34,825,066
MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) OR CRESCENT CITY CONNECTION	4 NEW FERRY BOATS, TERMINAL FACILITIES, RETROFIT BARGE, MISCELLANEOUS IMPROVEMENTS, OPERATING, MAINTENANCE	36,512,712
BRIDGEPORT, CONNECTICUT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	152,000
CITY OF PORTLAND, MAINE CASCO 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	1,774,100
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (NANTUCKET, MA)	NANTUCKET FERRY SLIP AND TERMINAL RECONSTRUCTION	1,392,584
EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY (SAULT STE. MARIE, MI)	FERRY TERMINAL	1,070,000
NEW YORK CITY DEPARTMENT OF TRANSPORTATION	3 NEW FERRY BOATS, TERMINAL FACILITY IMPROVEMENTS, MISCELLANEOUS MODERNIZA- TION (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 TRANSIT COMPLEX - PARKING GARAGE & FERRY PIER	7,707,000
PUERTO RICO PORTS AUTHORITY (SAN JUAN)	5 FERRY BOATS, TERMINAL FACILITY MISCELLANEOUS IMPROVEMENTS, ENGINEERING FOR EXPANSION, RECONSTRUCTION OF CATANO AND SAN JUAN TERMINALS. CONSTRUCTION OF HATO REY INTERMODAL AND ISLA GRAND MAINTENANCE FACILITY, 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 IMPROVE- MENTS, ENGINEERING FOR EXPANSION, MISCELLANEOUS IMPROVEMENTS, LAND ACQUISITION, BUILD LOADING OVERHEAD TERMINAL EXPANSION, CONTROL SYSTEM REPLACEMENT, REFURBISH VESSEL, CONSTRUCTION OF PEDESTRIAN FACILITIES AND BUS ACCESS LANE AT TERMINAL	36,642,306
TOTAL		230,880,616

TABLE 55

FUNDS OBLIGATED FOR BUSWAYS FROM FY 1970 THROUGH FY 1993 (IN \$MILLIONS)

CITY	BUSWAY	FISCAL YEAR	FUNDING PROGRAM	AMOUNT
PITTSBURGH, PA	SOUTH BUSWAY	1970 TO	SEC 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
	NORTHWEST FREEWAY TRANSITWAY, HOV AND CORRIDOR IMPROVEMENTS	1984	3	5.5
		1985	3	35.0
		1986	9	26.3
	SOUTHWEST FREEWAY	1986	3	62.0
		1987	5	2.5
		1990	9	20.4
		1992	9	8.1
	1993	3	20.1	
	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				710.4

TABLE 56

NUMBER OF GRANTS AWARDED BY PROGRAM
1982 - 1993

FISCAL YEAR	SEC. 3	SEC. 5	SEC. 9	SEC. 9A	SEC. 16	SEC. 18	SEC. 8	INTERSTATE TRANSFER	FED. AID URBAN SYSTEMS	TOTAL 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
TOTAL	1,424	2,698	5,531	678	656	712	2,843	288	57	14,887

* INCLUDES 9B

NOTE: STARK-HARRIS GRANTS 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, 55 Broadway, Suite 920, Kendall Square, 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 29-40, 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

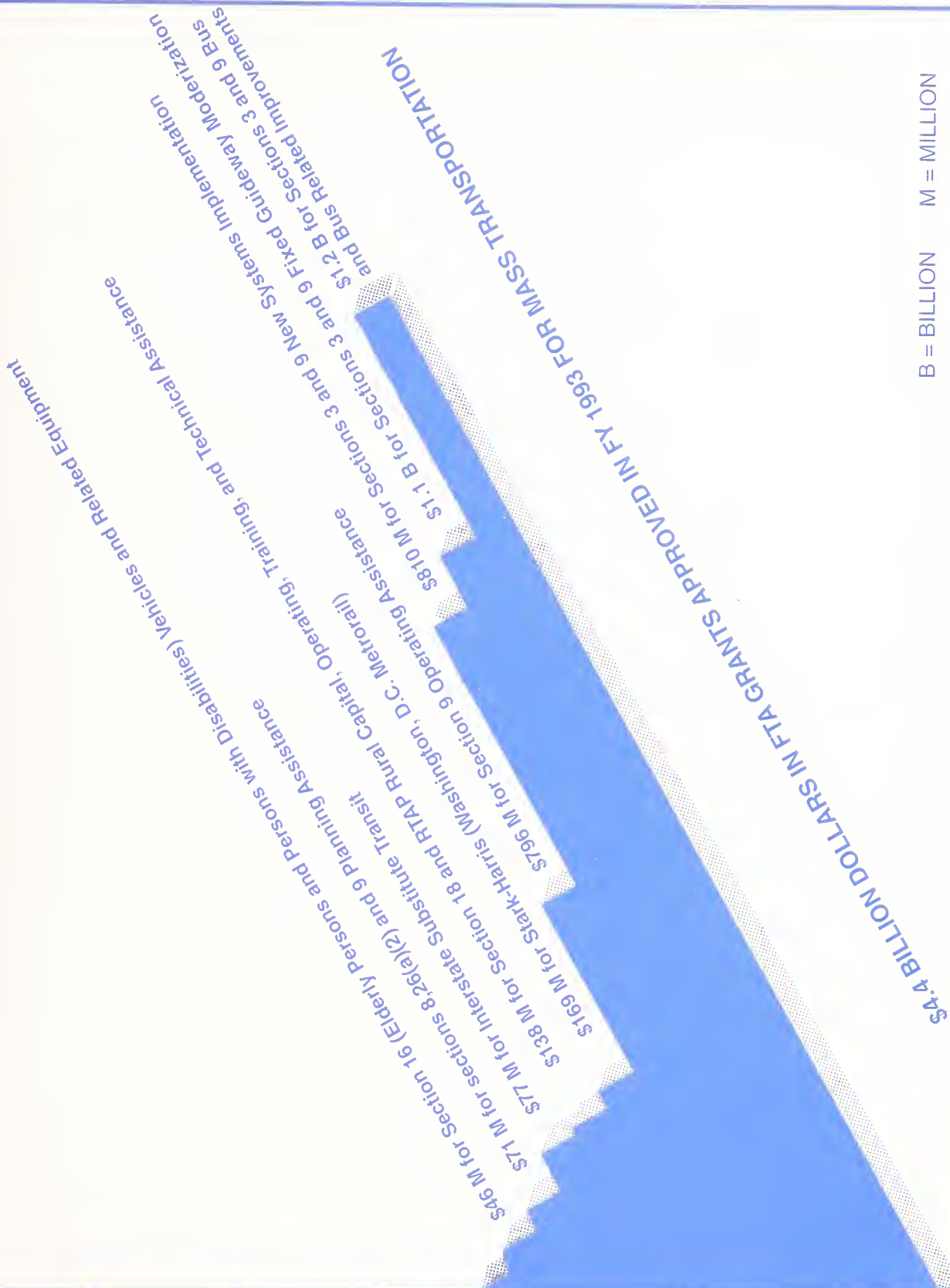
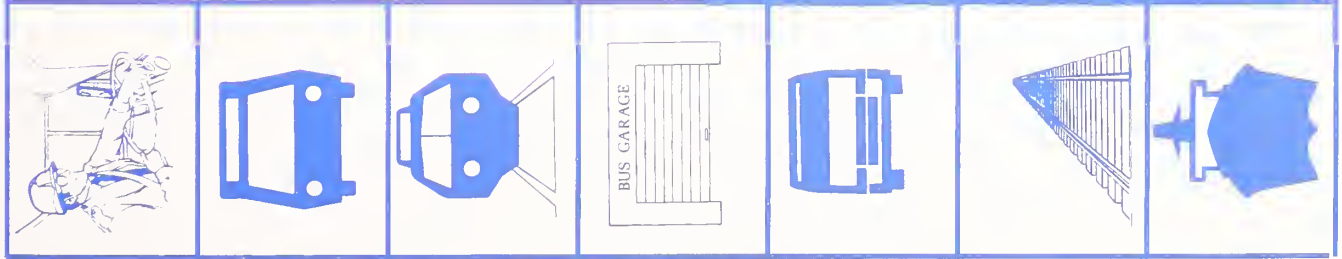
Region 9

California, Hawaii, Guam, American Samoa and North Marianas.
FTA Region 9 Office, 211 Main Street, Suite 1160, 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 1993 FTA Grant Funds by Program and Purpose



DOT LIBRARY



00399549