



**Federal Transit
Administration**

1994 Statistical Summaries



**Grant Assistance
Programs**



U.S. Department
of Transportation

**Federal Transit
Administration**

Administrator

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

C-95-11

MAR 17 1995

Dear Colleague:

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

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

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

I hope you will find this document useful and informative.

Thank you for your continued interest in transit.

Sincerely,

Gordon J. Linton

REPORT NO. FTA-TGM-10-95-1

REPRINT

SEPTEMBER 1995

1994
GRANT ASSISTANCE PROGRAMS
STATISTICAL SUMMARIES

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INTRODUCTION

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

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

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

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

FTA Programs

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

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

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

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

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

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

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

Special Appropriation

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

OTHER FTA PROGRAMS

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

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

Region I	Massachusetts Institute of Technology
Region II	City University of New York
Region III	Pennsylvania State University
Region IV	The University of North Carolina
Region V	The University of Michigan
Region VI	Texas A & M University
Region VII	Iowa State University
Region VIII	North Dakota State University
Region IX	University of California, Berkeley
Region X	University of Washington
National Center for Transportation Management, Research and Development	Morgan State University
Center for Transportation and Industrial Productivity	New Jersey Institute of Technology
National Rural Transportation Study Center	University of Arkansas
National Center for Advanced Transportation	University of Idaho

SECTION 15 REPORTING SYSTEM (National Transit Data Base (49 U.S.C. 5335)).

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

TABLE A
FTA APPROPRIATIONS
FISCAL YEAR 1994

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

TABLE - B
FTA APPROPRIATIONS (INCLUDES LOAN AUTHORITY, UNRESTRICTED AUTHORITY, AND CONTRACT AUTHORITY)
FISCAL YEARS 1981-1995

FISCAL YEAR	SECTION 3	SECTION 8 (PLANNING)	SECTION 16 INNOV TECH TECH INTRO	SECTION 17	SECTION 5	SECTIONS 9/9A/9B	SECTIONS 18 & RTAP	SECTIONS 6/10/11/20/32 26A/B	INTERSTATE TRANSFER	STARK-HARRIS	UNIV. TRANSPORT CENTERS.	TOTAL	ADMINISTRATION	GRAND TOTAL \$ AMOUNT
1981	17,500,000	0	0	0	0	0	0	25,000,000	0	0	0	42,500,000	0	42,500,000
1982	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1983	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1984	3,000,000	0	0	0	0	0	0	4,805,000	0	0	0	7,805,000	195,000	8,000,000
1985	65,000,000	0	0	0	0	0	0	0	0	0	0	65,000,000	300,000	65,300,000
1986	135,000,000	0	0	0	0	0	0	0	0	0	0	135,000,000	455,000	135,455,000
1987	130,735,000	0	0	0	0	0	0	0	0	0	0	130,735,000	735,000	130,735,000
1988	125,000,000	0	0	0	0	0	0	0	0	0	0	125,000,000	690,000	125,690,000
1989	169,147,000	5,000,000	0	0	0	0	0	0	0	0	0	174,147,000	853,000	175,000,000
1990	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
1991	555,675,000	15,000,000	0	0	0	0	0	26,000,000	0	0	0	596,675,000	3,325,000	600,000,000
1992	803,700,000	25,000,000	0	0	0	0	0	893,700,000	0	0	0	893,700,000	8,300,000	900,000,000
1993	883,708,000	33,500,000	0	0	0	0	0	96,250,000	0	0	0	993,458,000	6,542,000	1,000,000,000
1994	872,000,000	37,600,000	0	0	0	0	0	35,050,000	61,000,000	0	0	1,005,650,000	5,000,000	1,010,650,000
1995	1,330,110,000	36,610,000	19,900,000	0	300,000,000	0	0	45,050,000	65,700,000	0	0	1,797,370,000	5,960,000	1,803,330,000
TQ	1,078,000,000	38,700,000	22,000,000	0	500,000,000	0	0	54,000,000	632,000,000	0	0	2,349,700,000	10,300,000	2,360,000,000
1977	2,228,000,000	43,200,000	22,000,000	0	125,000,000	0	0	11,500,000	0	0	0	392,200,000	2,900,000	395,100,000
1978	1,375,000,000	55,000,000	25,000,000	0	775,000,000	0	0	61,200,000	570,072,080	0	0	2,629,472,080	12,600,000	2,642,072,080
1979	1,175,000,000	55,000,000	20,000,000	0	1,403,500,000	0	0	76,500,000	623,765,105	0	0	3,422,285,105	16,849,000	3,439,114,105
1980	1,625,075,000	55,000,000	20,000,000	0	1,405,000,000	0	0	85,000,000	70,300,000	0	0	3,689,375,000	17,884,000	3,707,259,000
1981	2,085,000,000	45,000,000	25,000,000	0	1,455,000,000	0	0	72,500,000	615,032,414	0	0	4,389,372,414	22,000,000	4,411,572,414
1982	1,377,500,000	55,000,000	7,000,000	0	1,385,250,000	0	0	68,500,000	49,600,000	0	0	3,507,650,000	24,388,000	3,532,038,000
1983	1,806,650,000	50,000,000	10,000,000	0	1,200,000,000	756,175,000	0	91,325,000	412,000,000	240,000,000	0	4,449,400,000	28,407,000	4,477,807,000
1984	1,138,900,000	50,000,000	26,100,000	0	10,000,000	2,318,608,000	0	69,986,000	54,800,000	250,000,000	0	4,213,792,000	29,400,000	4,243,192,000
1985	1,018,800,000	50,000,000	28,200,000	0	5,000,000	2,377,729,650	0	71,770,350	51,000,000	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	4,785,000	1,997,263,785	0	60,296,215	16,652,000	191,400,000	0	3,535,541,000	28,710,000	3,564,251,000
1987	915,000,000	45,000,000	35,000,000	0	7,500,000	1,824,995,000	0	75,005,000	17,400,000	200,000,000	0	3,421,020,000	31,000,000	3,452,020,000
1988	980,250,000	45,000,000	35,000,000	0	35,000,000	1,732,314,000	0	69,389,000	12,217,000	123,500,000	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	35,000,000	1,803,596,000	0	71,404,000	10,000,000	188,000,000	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	34,510,000	1,624,380,000	0	70,520,000	9,970,000	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	35,000,000	1,734,841,000	0	70,359,000	8,000,000	160,000,000	5,000,000	3,237,100,000	32,583,000	3,269,683,000
1992	1,346,187,000	43,888,000	54,884,000	0	54,884,000	1,822,782,000	0	111,087,000	60,427,000	124,000,000	8,985,000	3,730,000,000	37,000,000	3,767,000,000
1993	1,725,000,000	38,250,000	46,636,000	0	46,636,000	1,560,539,000	0	95,075,000	42,500,000	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	58,728,000	0	58,728,000	2,226,553,000	0	134,201,000	45,000,000	200,000,000	6,000,000	4,543,117,000	39,457,000	4,582,574,000
1995	1,724,904,000	41,513,000	59,152,000	0	59,152,000	2,299,836,000	0	137,536,000	48,030,000	200,000,000	8,000,000	4,570,925,000	42,783,000	4,613,708,000
TOTAL	31,700,198,000	1,103,994,000	681,608,000	69,285,000	125,000,000	23,979,390,435	1,430,443,565	1,210,389,000	8,535,180,092	2,349,704,000	44,915,000	78,408,855,092	593,539,000	79,002,394,092

* After Sequestration

** After Sequestration and Drug Assessment

NOTE:

- 1) Table B-2 breaks out FY 1995 appropriations by General Funds and Trust Funds.
- 2) The Interstate Transfer Substitution program appropriations in FY 1977 through FY 1981 included transit and highway funds. The column above includes only the transit funds. The total appropriations for these years are as follows: FY 1977-\$575 Mil.; FY 1978-\$789 Mil.; FY 1979-\$700 Mil.; FY 1980-\$700 Mil.; and FY 1981-\$865 Mil.
- 3) RTAP appropriations by fiscal year are: 1987-\$5,000,000; 1988-\$4,750,000; 1989-\$5,000,000; 1990-\$4,985,000; 1991-\$5,000,000; 1992-\$5,000,000; 1993-\$4,250,000; 1994-\$4,613,000; 1995-\$4,612,500

FIGURE B

Federal Transit Appropriations Current and Constant (1977) Dollars

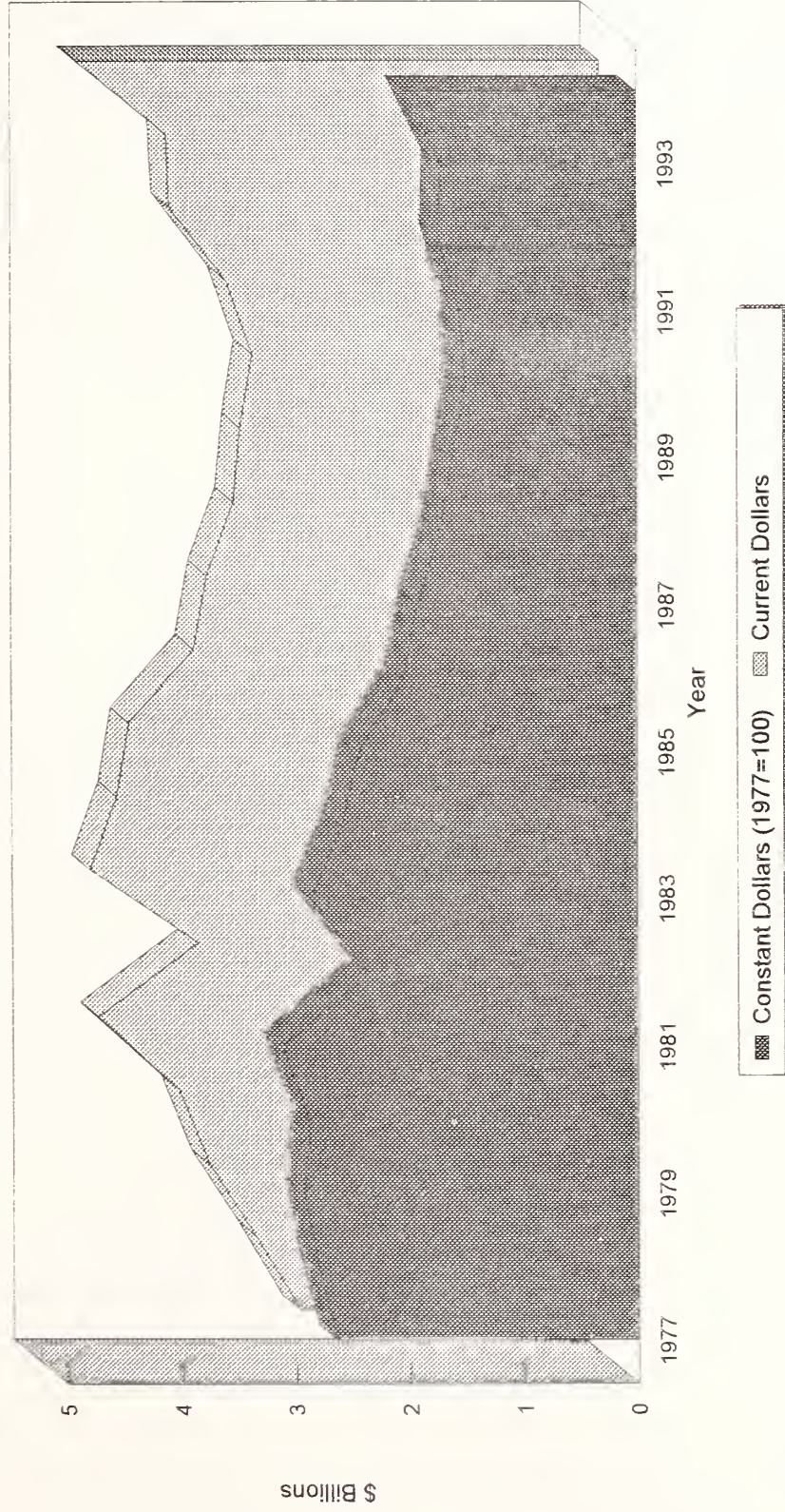


TABLE B-2

BREAKOUT OF FY 1995 APPROPRIATIONS BY PROGRAM

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

TABLE B-3

BUDGET AUTHORITIES FOR FISCAL YEARS 1961 - 1995

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

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

TABLE 1

FY 1994 OBLIGATION SUMMARY FOR FTA PROGRAMS

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

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

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

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

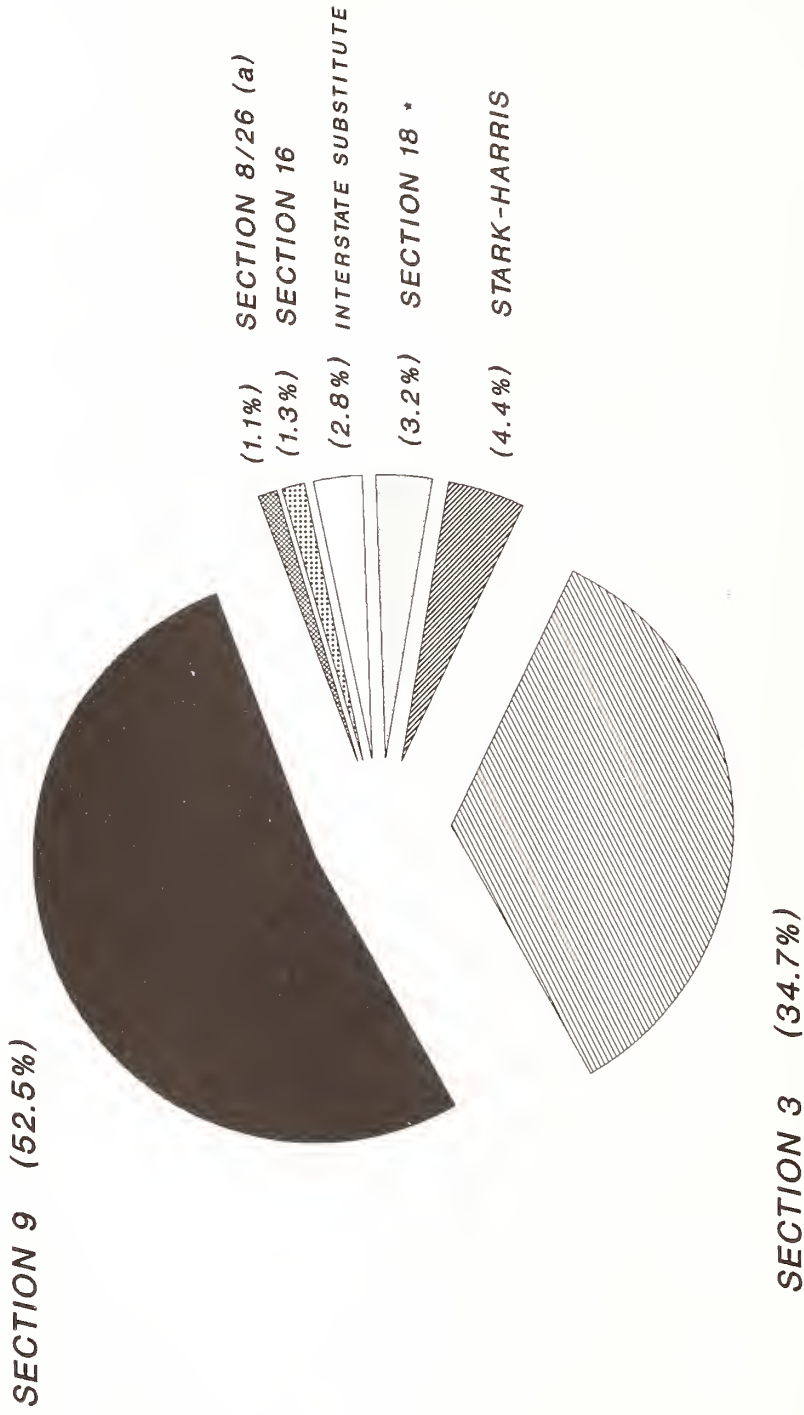
INTERSTATE SUBSTITUTE INCLUDES \$21,250 WHICH IS AN ADJUSTMENT TO A PRIOR YEAR OBLIGATION FOR GREATER HARTFORD DISTRICT. THIS ADJUSTMENT WILL NOT BE REFLECTED IN ANY OTHER INTERSTATE SUBSTITUTE DATA CONTAINED IN THIS REPORT.

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

FY 1994

OBLIGATION SUMMARY FOR ALL PROGRAMS

Figure 1

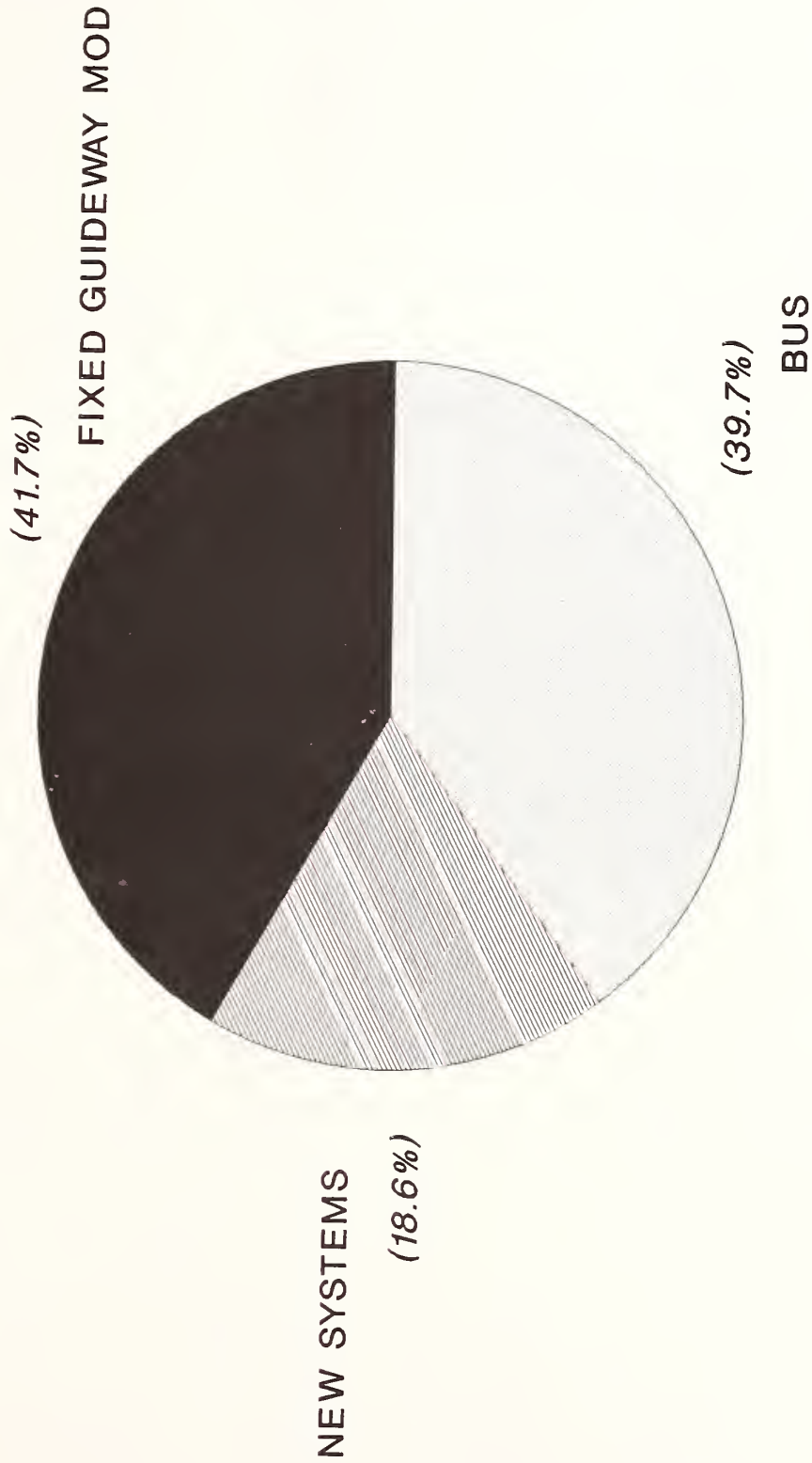


* Includes \$4.4 million for RTAP

FY 1994

Figure 1A

CAPITAL OBLIGATIONS FOR ALL GRANTS (BY CATEGORY)



PLANNING IS NOT INCLUDED

TABLE 1-1

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

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

PLEASE NOTE THAT THE SECTION 8 OBLIGATIONS REPORTED IN THE OVER 1 MILLION POPULATION GROUP ALSO INCLUDES OBLIGATIONS FOR ALL AREAS UNDER 1 MILLION POPULATION.

SECTION 18 CAPITAL INCLUDES PROJECT AND STATE ADMINISTRATION; OPERATING INCLUDES INTERCITY PROGRAM RESERVE.

TABLE 1-2

FY 1994 SUMMARY OF CAPITAL OBLIGATIONS BY PROGRAM AND BY PURPOSE

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

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

STARK-HARRIS ACT I AND II

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

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

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

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

<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	51.7
1994	<u>45.6</u> (final payment)
Total	\$ 839.4

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

TABLE 2

06-Mar-95

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

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

* INCLUDES PLANNING

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

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

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

05-Apr-95

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

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

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

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

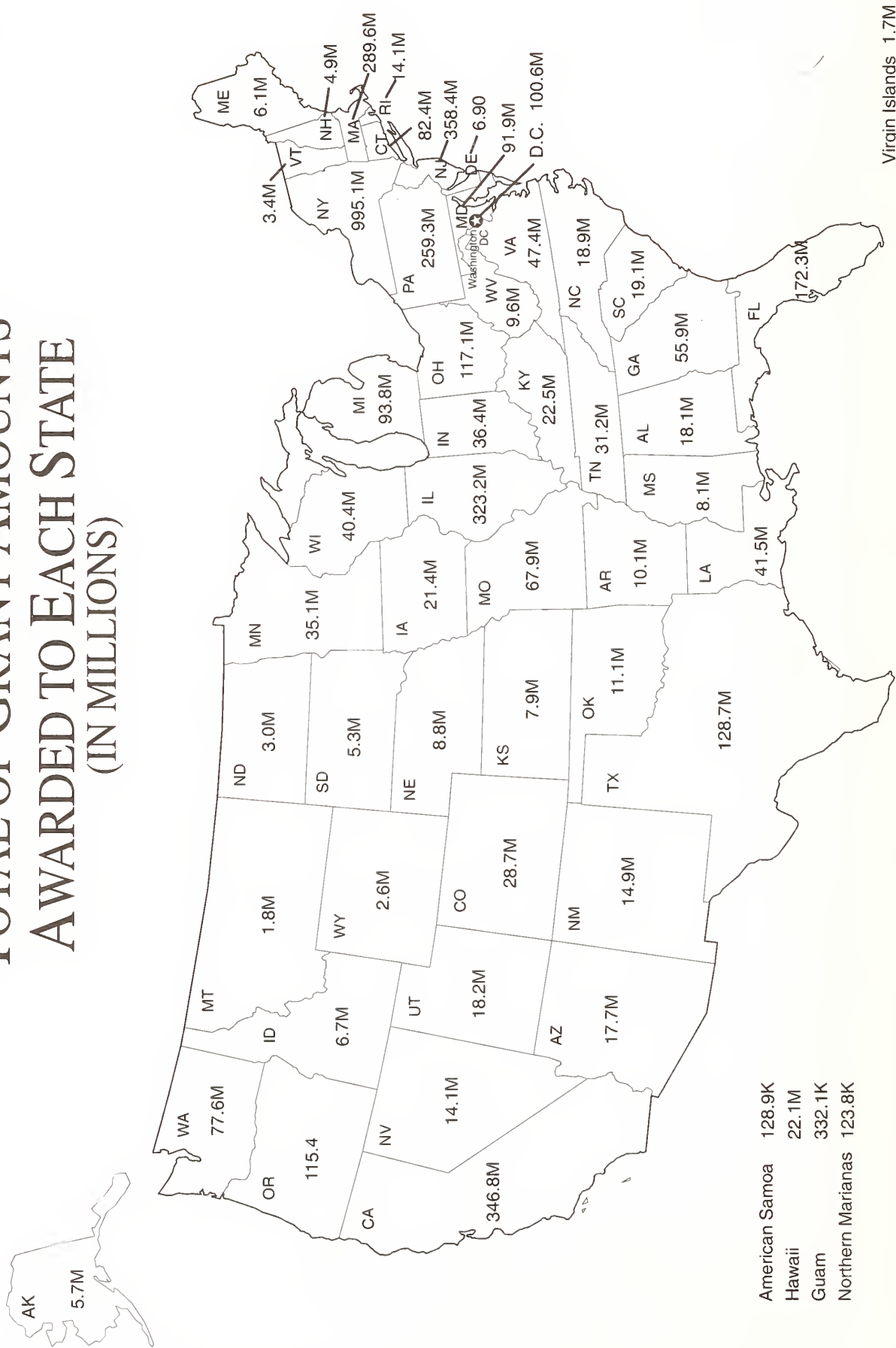
STATE	CAPITAL					INTERSTATE * SUBSTITUTE	CAPITAL	SECTIONS 8 & 26(a)(2) PLANNING			SECTION 18 OPERATING	RTAP	TOTAL \$ OBLIGATED
	SECTION 3	SECTION 9	SECTION 16	SECTION 18	SECTION 18			SECTION 8	SECTION 9	SECTION 18			
VERMONT	0	381,760	450,120	1,295,816	0	2,127,696	208,420	368,076	837,503	60,452	3,602,147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

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

FY 1994

Figure 3

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



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

Note: Stark-Harris Grants (\$199.0 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 1994, the Section 3 obligations totaled \$1.5 billion, a decrease of \$200 million compared to FY 1993. However, the total number of vehicles budgeted in FY 1994 grew to 1,490 compared to 1,167 in FY 1993.

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

BUS AND BUS RELATED

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

FIXED GUIDEWAY MODERNIZATION

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

NEW SYSTEMS

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

TABLE 4

FY 1994
SECTION 3 OBLIGATIONS
BY STATE AND BY CATEGORY

(in regional order)

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

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

FY 1994
SECTION 3 OBLIGATIONS
(BY CATEGORY)

Figure 4

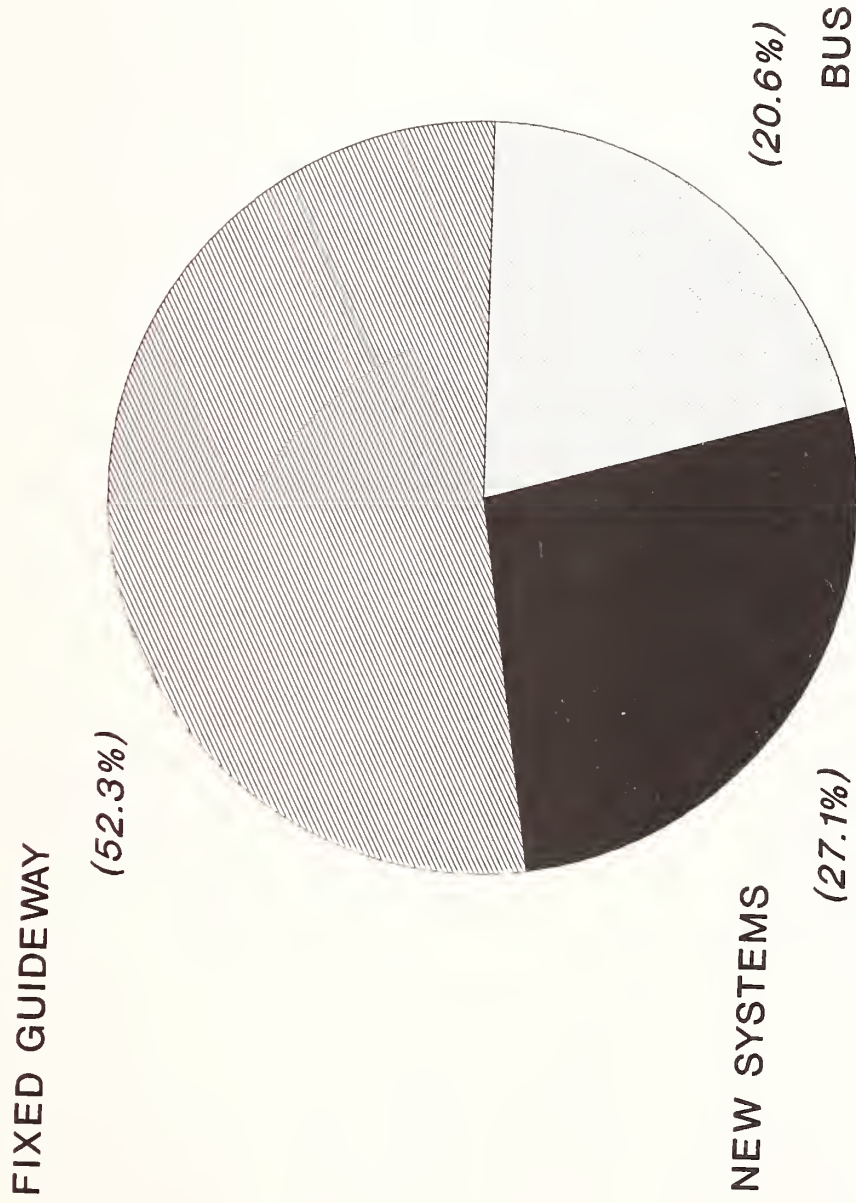


TABLE 4-1

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

ACTIVITY	34 URBANIZED AREAS OVER 1 MILLION POPULATION		91 URBANIZED AREAS 200,000 - 1,000,000		280 URBANIZED AREAS 50,000 - 200,000		URBANIZED AREAS UNDER 50,000-RURAL		TOTAL \$
BUS PURCHASES	81,661,552	60,646,158	32,580,784	16,716,875	191,605,369				
BUS OTHER	27,594,225	13,470,428	20,334,566	9,738,916	71,138,135				
BUS MAINTENANCE FACILITY	22,142,440	11,823,348	21,536,176	474,817	55,976,781				
SUB-TOTAL	131,398,217	85,939,934	74,451,526	26,930,608	318,720,285				
FIXED GUIDEWAY MOD	807,095,118	2,808,465	0	0	809,903,583				
NEW SYSTEMS	402,687,006	15,782,600	0	0	418,469,606				
GRAND TOTAL	1,341,180,341	104,530,999	74,451,526	26,930,608	1,547,093,474				
BUS PURCHASES	\$ BUS AMOUNTS	NUMBER OF BUSES		POPULATION GROUP					
829 STANDARD	156,881,771	527	OVER 1 MILLION						
11 ARTICULATED	3,000,000	329	200,000-1 MILLION						
71 MEDIUM	12,113,055	262	50,000-200,000						
2 TROLLEY STYLE	240,000	372	UNDER 50,000-RURAL						
219 SMALL	10,263,553								
354 VANS	9,066,990								
2 SEDANS	16,000	1,490	TOTAL BUSES						
2 STATION WAGONS	24,000								
1,490 TOTAL BUSES	191,605,369								

TABLE 5
OBLIGATIONS FOR BUS AND BUS RELATED EXPENDITURES
BY URBANIZED AND RURAL AREA

(IN REGIONAL ORDER)

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

Continued on next page

TABLE 5

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

Continued on next page

RURAL AREAS - UNDER 50,000 POPULATION

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

TABLE 5-1

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

(In Regional Order)

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

* INCLUDES THE PURCHASE OF 6 PEOPLE MOVERS FOR \$5,030,806

** INCLUDES THE PURCHASE OF 4 ELECTRIC TROLLEY BUSES FOR \$1,296,381

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

URBANIZED OR RURAL AREA	NO. OF STANDARD BUSES	\$ AMOUNT	NO. OF MEDIUM BUSES	\$ AMOUNT	NO. OF SMALL BUSES	\$ AMOUNT	NO. OF VANS	\$ AMOUNT	BUS OTHER	MAINTENANCE FACILITY	TOTAL \$ AMOUNT	TOTAL NO. OF BUSES
BOSTON	0	0	0	0	0	0	0	0	516,000	0	516,000	0
NEW YORK, NY	46	12,000,000	5	804,684	0	0	0	0	22,296,048	9,491,364	22,296,048	51
NORTHEASTERN, NJ	0	0	0	0	0	0	0	0	1,670,000	0	1,670,000	0
PHILADELPHIA, PA	0	0	0	0	0	0	0	0	10,348,000	9,000,000	19,348,000	0
MIAMI, FL	11	3,000,000	0	0	0	0	0	0	3,000,000	0	3,000,000	11
SAN JUAN, PR	30	5,494,912	0	0	10	228,000	0	0	5,742,912	20,000	5,742,912	40
ATLANTA, GA	56	10,000,000	0	0	0	0	0	0	1,500,000	0	11,500,000	56
CHICAGO, IL	26	4,800,000	0	0	0	0	0	0	434,070	0	5,234,070	26
NW INDIANA	1	220,000	0	0	5	167,179	11	225,488	0	12,640	625,307	17
DETROIT, MI	54	8,698,220	0	0	27	1,631,669	0	0	610,200	0	10,940,089	81
MINNEAPOLIS, MN	41	7,000,000	0	0	0	0	0	0	7,000,000	0	7,000,000	41
CLEVELAND, OH	0	0	0	0	0	0	0	0	0	3,500,000	3,500,000	0
NEW ORLEANS, LA	40	10,000,000	0	0	0	0	0	0	0	0	10,000,000	40
KANSAS CITY, MO	63	11,796,000	0	0	0	0	25	792,000	312,261	22,436	12,922,697	88
ST LOUIS, MO	7	1,164,800	0	0	0	0	47	871,600	0	0	2,036,400	54
LOS ANGELES, CA	0	0	0	0	0	0	0	0	12,203,694	0	12,203,694	0
SAN FRANCISCO, CA	0	0	0	0	0	0	6	267,000	0	96,000	363,000	6
PORTLAND, OR	16	2,500,000	0	0	0	0	0	0	0	0	2,500,000	16
SUB-TOTAL	391	76,673,932	5	804,684	42	2,026,848	89	2,156,088	27,594,225	22,142,440	131,398,217	527

200,000-1 MIL. POP.

SPRINGFIELD, MA	12	2,000,000	0	0	0	0	0	0	0	0	2,000,000	12
PROVIDENCE, RI	0	0	0	0	0	0	0	0	0	0	3,356,428	0
ALBANY, NY	5	1,024,000	0	0	0	0	0	0	0	0	1,024,000	5
BUFFALO, NY	11	2,080,496	0	0	0	0	0	0	0	7,230,948	9,311,444	11
BIRMINGHAM, AL	19	3,393,600	0	0	0	0	0	0	0	0	3,393,600	19
ORLANDO, FL	40	7,500,000	0	0	0	0	0	0	0	0	7,500,000	40
SARASOTA, FL	0	0	0	0	0	0	0	0	0	3,688,480	3,688,480	0
LOUISVILLE, KY	11	2,000,000	0	0	0	0	0	0	0	825,000	2,000,000	11
CHARLESTON, SC	26	4,763,830	7	1,282,570	0	0	0	0	1,000,000	0	6,871,400	33
CHATTANOOGA, TN	0	0	0	0	0	0	0	0	4,333,200	0	4,333,200	0
MEMPHIS, TN	0	0	0	0	0	0	0	0	3,456,800	0	3,456,800	0
NASHVILLE, TN	0	0	0	0	0	0	0	0	0	0	832,000	5
PEORIA, IL	5	832,000	0	0	0	0	0	0	0	0	832,000	5
ROCKFORD, IL	4	665,600	0	0	0	0	0	0	0	0	665,600	4
ROCK ISLAND, IL	0	0	0	0	0	0	0	0	280,000	0	280,000	0
FLINT, MI	41	7,545,606	0	0	0	0	12	240,000	0	0	7,785,606	53
GRAND RAPIDS, MI	4	652,576	0	0	0	0	0	0	0	0	652,576	4
AKRON, OH	20	3,600,000	0	0	0	0	0	0	0	0	3,600,000	20
COLUMBUS, OH	45	7,400,000	0	0	0	0	0	0	0	0	7,400,000	45
TOLEDO, OH	14	3,000,000	0	0	0	0	0	0	0	0	3,000,000	14
YOUNGSTOWN, OH	12	3,000,000	0	0	0	0	0	0	500,000	0	3,500,000	12
CORPUS CHRISTI, TX	0	0	0	0	0	0	0	0	544,000	0	544,000	0
OMAHA, NE	14	2,364,800	0	0	0	0	0	0	0	0	2,364,800	14
TUCSON, AZ	6	1,421,080	0	0	0	0	0	0	0	78,920	1,500,000	6
STOCKTON, CA	17	5,000,000	0	0	0	0	0	0	0	0	5,000,000	17
RICHLAND, WA	4	880,000	0	0	0	0	0	0	0	0	880,000	4
SUB-TOTAL	310	59,123,588	7	1,282,570	0	0	12	240,000	13,470,428	11,823,348	85,939,934	329

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

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UNDER 50,000 POP. AND RURAL AREAS	NO. OF STANDARD BUSES	\$ AMOUNT	NO. OF MEDIUM BUSES	\$ AMOUNT	NO. OF SMALL BUSES	\$ AMOUNT	NO. OF VANS	\$ AMOUNT	BUS OTHER	MAINTENANCE FACILITY	TOTAL \$ AMOUNT	TOTAL NO OF BUSES
CONCORD, NH	0	0	0	548,000	7	278,500	8	137,200	16,640	0	980,340	23
STATE OF MAINE	6	620,000	0	0	18	669,700	7	159,200	84,988	32,500	1,566,388	31
CHAMBERSBURG, PA	0	0	2	240,000	0	0	0	0	0	0	240,000	2
CHESTER, PA	0	0	0	0	0	0	0	0	1,000,000	0	1,000,000	0
FAIRFAX, VA	0	0	0	0	0	0	0	0	6,000,000	0	6,000,000	0
STATE OF WEST VA.	0	0	0	0	5	437,820	0	0	0	74,056	511,876	5
STATE OF INDIANA	0	0	1	84,000	3	144,150	1	21,300	0	120,419	369,869	5
SAN MARCOS, TX	0	0	5	818,400	0	0	0	0	309,100	0	1,127,500	5
KEY WEST, FL	0	0	0	0	0	81,600	0	0	1,775,276	0	1,856,876	0
STATE OF MICHIGAN	0	0	0	0	59	2,831,419	6	106,374	17,216	103,160	3,058,169	65
SUPERIOR, WI	0	0	0	0	0	0	2	72,000	0	0	72,000	2
STATE OF WISCONSIN	0	0	0	0	0	0	0	0	344,376	0	344,376	0
STATE OF IOWA	0	0	1	132,193	5	306,083	101	3,076,920	106,360	144,682	3,766,238	107
STATE OF MISSOURI	0	0	0	0	2	280,000	98	2,075,920	56,000	0	2,411,920	100
PITKIN CO., CO	15	3,060,800	0	0	0	0	0	0	0	0	3,060,800	15
ROCK SPRING, WY	0	0	0	0	10	471,626	2	63,670	28,960	0	564,256	12
SUB-TOTAL	21	3,680,800	17	1,822,593	109	5,500,898	225	5,712,584	9,738,916	474,817	26,930,608	372
GRAND TOTAL	840	159,881,771	73	12,353,055	219	10,263,553	358	9,106,990	71,138,135	55,976,781	318,720,285	1,490

PLEASE NOTE THAT OBLIGATIONS (\$7.6 MIL.) FOR READING, PA REPRESENTS PARTIAL FUNDING FOR A MULTI-YEAR STATEWIDE PROJECT. THE FIRST INCREMENT WAS FUNDED IN FY 1992 FOR \$6.5 MILLION.

ALSO, A PORTION OF THE BUS OBLIGATIONS FOR BOTH DETROIT AND KANSAS CITY WAS INCLUDED IN STATE GRANTS.

SECTION 9 PROGRAM

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

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

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

TABLE 7

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

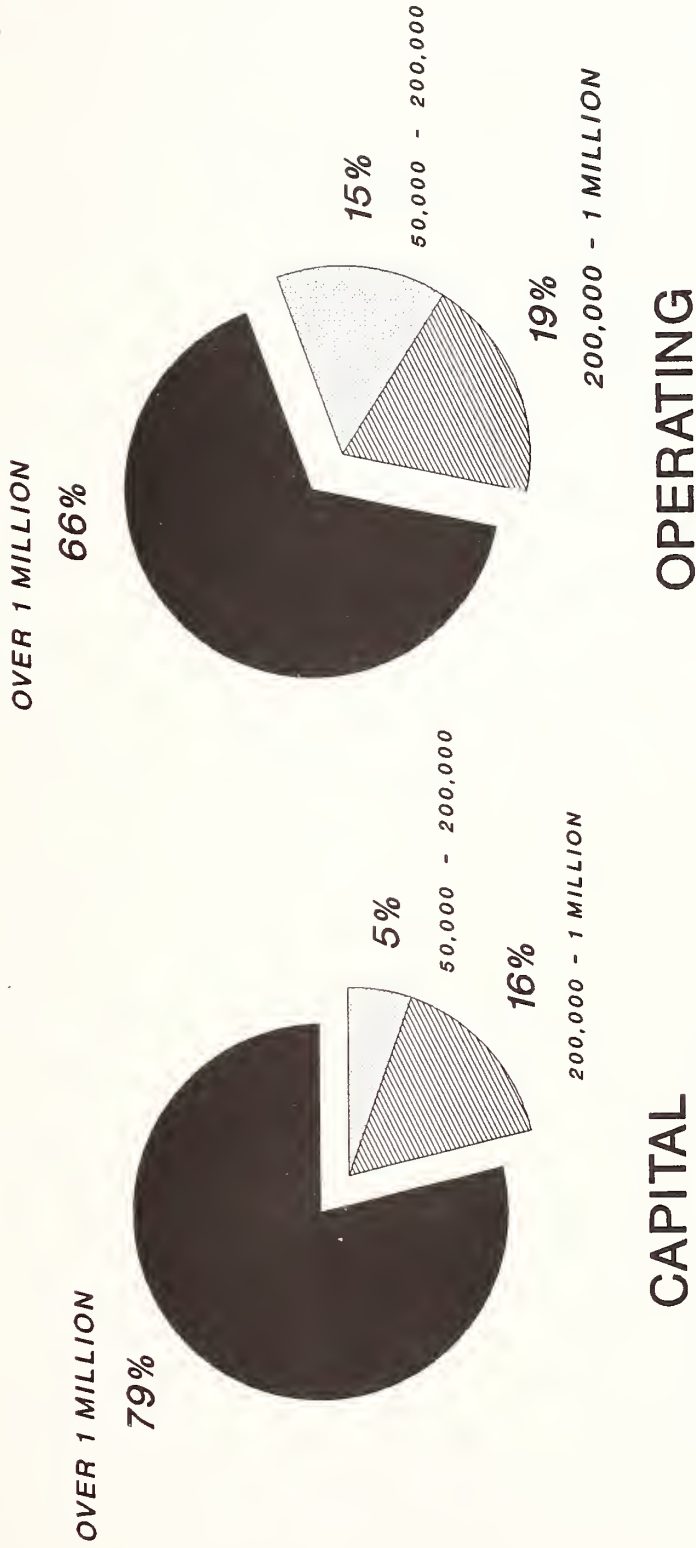
ACTIVITY	34 URBANIZED AREAS OVER 1 MILLION	91 URBANIZED AREAS 200,000- 1,000,000	280 URBANIZED AREAS 50,000- 200,000	TOTAL \$ AMOUNT 405 URBANIZED AREAS
BUS PURCHASES	361,034,906	137,617,384	48,335,835	546,988,125
BUS OTHER	166,405,370	75,982,513	19,655,219	262,043,102
BUS MAINTENANCE FACILITY	102,918,494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

BUS PURCHASES =====	\$ BUS AMOUNTS =====	NUMBER OF BUSES	POPULATION GROUP =====
2,293 STANDARD	437,869,891		
132 MEDIUM	17,452,335	2,301	OVER 1 MILLION
538 SMALL	37,438,521	1,201	200,000 - 1 MILLION
27 ARTICULATED	7,899,951	537	50,000 - 200,000
975 VANS/WAGONS	31,489,573		
27 TROLLEY STYLE	3,426,514		
47 COMMUTER INTERCITY	11,411,340		
-----	-----	4,039	TOTAL BUSES
4,039 TOTAL BUSES	546,988,125		

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

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

Figure 7



CAPITAL INCLUDES PLANNING

TABLE 7-1

FTA FY1994 USE OF SECTION 9 FORMULA FUNDS

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

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

Region	Urbanized Area (UZA) Name	Bus				Capital				Total Capital	Operating Assistance	Total Obligated
		Purchases	Qty	Maintenance Facilities	Other	Total Bus	Rail Modernization	Systems/Planning	Total			
II	More Than 1,000,000 Population:											
	NEW YORK, NY-NORTHEASTERN NJ (NJ)	0(0)		30,100,000	10,542,366	40,642,366	24,192,388	4,405,400	69,240,154	37,364,756	106,604,910	
	NEW YORK, NY-NORTHEASTERN NJ (NY)	26,248,956(145)		40,915,824	28,430,676	95,595,456	237,850,492	26,673,600	360,119,548	102,220,857	462,340,405	
	PHILADELPHIA, PA-NJ (NJ)	0(0)		0	909,000	909,000	3,098,454	82,800	4,090,254	3,599,007	7,689,261	
	Subtotals - More Than 1,000,000 Population	26,248,956(145)		71,015,824	39,882,042	137,146,822	265,141,334	31,161,800	433,449,956	143,184,620	576,634,576	
II	200,000 to 1,000,000 Population:											
	ALBANY-SCHENECTADY-TROY, NY	864,000(5)		0	893,580	1,757,580	0	80,000	1,837,580	3,679,000	5,516,580	
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (NJ)	0(0)		0	0	0	0	0	0	149,455	149,455	
	SUFFALO-NIAGARA FALLS, NY	13,688,000(82)		0	630,580	14,318,580	0	0	14,318,580	5,992,124	20,310,704	
	NEW HAVEN-MERIDEN, CT	0(0)		0	0	0	0	280,000	280,000	974,792	1,254,792	
	ROCHESTER, NY	4,099,892(23)		0	600,000	4,699,892	0	0	4,699,892	3,075,023	7,774,915	
	SYRACUSE, NY	0(0)		170,400	692,746	863,146	0	0	863,146	2,057,932	2,921,078	
	TRENTON, NJ-PA (NJ)	0(0)		0	81,000	81,000	0	9,200	90,200	1,878,361	1,968,561	
	WILMINGTON, OE-MO-NJ-PA (NJ)	0(0)		0	67,634	67,634	0	0	67,634	15,020	82,654	
	Subtotals - 200,000 to 1,000,000 Population	18,651,892(110)		170,400	2,965,540	21,787,832	0	369,200	22,157,032	17,821,707	39,978,739	
II	50,000 to 200,000 Population:											
	CONNECTICUT - GOVERNORS APPORTIONMENT	0(0)		0	0	0	8,774,628	0	8,774,628	5,677,323	14,451,951	
	NEW JERSEY - GOVERNORS APPORTIONMENT	0(0)		0	0	0	0	0	0	1,750,351	1,750,351	
	NEW YORK - GOVERNORS APPORTIONMENT	4,553,080(38)		0	1,036,616	5,989,696	0	0	5,989,696	3,622,720	9,612,416	
	Subtotals - 50,000 to 200,000 Population	4,953,080(38)		0	1,036,616	5,989,696	8,774,628	0	14,764,324	11,050,394	25,814,718	
	Subtotals - Region II	49,853,928(293)		71,186,224	43,884,198	164,924,350	273,915,962	31,531,000	470,371,312	172,056,721	642,428,033	

Region	Urbanized Area (UZA) Name	Bus				Capital				New		Total Capital	Operating Assistance	Total Obligated	
		Bus Purchases	Qty	Maintenance Facilities	Other	Total Bus	Rail Modernization	Systems/Planning	Total						
111	More Than 1,000,000 Population:														
	BALTIMORE, MD	0(0)		2,396,504	1,380,380	3,776,884	8,122,120	5,020,400	16,919,404	9,723,299	26,642,703				
	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	4,896,280(35)		0	1,670,196	6,566,476	400,000	472,784	7,439,260	4,913,074	12,352,334				
	PHILADELPHIA, PA-NJ (PA)	20,800,000(100)		8,504,138	13,442,406	42,746,544	17,969,367	0	60,715,911	26,497,285	87,213,196				
	PITTSBURGH, PA	4,689,860(35)		265,600	10,181,376	15,136,836	0	1,580,000	16,716,836	9,495,859	26,212,695				
	WASHINGTON, DC-MO-VA (DC)	22,253,735(110)		3,144,960	249,600	25,648,295	40,967,328	0	66,615,623	16,070,000	82,685,623				
	WASHINGTON, DC-MD-VA (MO)	0(0)		0	0	0	0	0	0	808,258	808,258				
	WASHINGTON, DC-MD-VA (VA)	800,000(20)		0	0	800,000	8,508,000	0	9,308,000	0	9,308,000				
	Subtotals - More Than 1,000,000 Population	53,439,875(300)		14,311,202	26,923,958	94,675,035	75,966,815	7,073,184	177,715,034	67,507,775	245,222,809				
111	200,000 to 1,000,000 Population:														
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (PA)	1,669,600(25)		40,000	314,000	2,043,600	0	56,000	2,099,600	1,931,000	4,030,600				
	HARRISBURG, PA	0(0)		0	387,920	387,920	0	100,000	487,920	1,120,344	1,608,264				
	NEWPORT NEWS-HAMPTON, VA	0(0)		0	0	0	0	0	0	0	0				
	RICHMOND, VA	5,000,728(55)		158,200	378,400	5,537,328	0	215,600	5,752,928	2,582,663	8,335,591				
	SCRANTON-WILKES BARRE, PA	511,228(3)		0	246,588	757,816	0	0	757,816	1,725,360	2,483,176				
	WILMINGTON, DE-MD-NJ-PA (DE)	3,331,868(17)		0	620,000	3,951,868	0	0	3,951,868	2,622,129	6,573,997				
	WILMINGTON, DE-MD-NJ-PA (MD)	0(0)		0	0	0	0	0	0	30,437	30,437				
	Subtotals - 200,000 to 1,000,000 Population	10,533,424(100)		198,200	1,946,908	12,678,532	0	371,600	13,050,132	10,011,933	23,062,065				
111	50,000 to 200,000 Population:														
	DELAWARE - GOVERNORS APPORTIONMENT	0(0)		0	0	0	0	0	0	286,891	286,891				
	MARYLAND - GOVERNORS APPORTIONMENT	479,600(6)		0	204,600	684,200	0	0	684,200	1,106,501	1,790,701				
	OHIO - GOVERNORS APPORTIONMENT	0(0)		0	0	0	0	0	0	166,945	166,945				
	PENNSYLVANIA - GOVERNORS APPORTIONMENT	1,261,558(12)		133,700	700,304	2,095,562	240,000	56,900	2,392,462	7,485,336	9,877,798				
	VIRGINIA - GOVERNORS APPORTIONMENT	996,514(12)		0	14,298	1,010,812	0	0	1,010,812	2,420,719	3,431,531				
	WEST VIRGINIA - GOVERNORS APPORTIONMENT	89,296(4)		48,000	350,894	488,190	0	0	488,190	2,233,723	2,721,913				
	Subtotals - 50,000 to 200,000 Population	2,826,968(34)		181,700	1,270,096	4,278,764	240,000	56,900	4,575,664	13,700,115	18,275,779				
	Subtotals - Region III	66,800,267(434)		14,691,102	30,140,962	111,632,331	76,206,815	7,501,684	195,340,830	91,219,823	286,560,653				

Capital

Region	Urbanized Area (UZA) Name	8us				New			Total Capital	Operating Assistance	Total Obligated
		8us Purchases	Qty	Maintenance Facilities	8us Other	Total 8us	Rail Modernization	Systems/Planning			
IV	More Than 1,000,000 Population:										
	ATLANTA, GA	4,144,000(23)		1,040,000	5,753,700	10,937,700	11,800,116	1,140,800	23,878,616	5,615,206	29,493,822
	FT. LAUDERDALE-HOLLYWOOD-POMPANO BCH, FL	3,120,000(19)		160,000	1,640,000	4,920,000	1,003,286	0	5,923,286	5,234,267	11,157,553
	MIAMI-HIALEAH, FL	4,376,800(55)		1,605,600	8,944,400	14,926,800	4,424,684	431,200	19,782,684	8,381,597	28,164,281
	SAN JUAN, PR	400,000(4)		125,000	1,469,756	1,994,756	0	0	1,994,756	7,107,965	9,102,721
	TAMPA-ST. PETERSBURG-CLEARWATER, FL	2,493,900(35)		925,600	7,288,056	10,707,556	0	488,000	11,195,556	5,219,393	16,414,949
	Subtotals - More Than 1,000,000 Population	14,534,700(136)		3,856,200	25,095,912	43,486,812	17,228,086	2,060,000	62,774,898	31,558,428	94,333,326
IV	200,000 to 1,000,000 Population:										
	AUGUSTA, GA-SC	0(0)	0	0	12,632	12,632	0	35,372	48,004	791,496	839,500
	BIRMINGHAM, AL	0(0)	0	0	459,480	459,480	0	0	459,480	2,345,163	2,804,643
	CHARLESTON, SC	736,000(3)	0	0	302,735	1,038,735	0	264,000	1,302,735	1,069,343	2,372,078
	CHARLOTTE, NC	556,000(22)	1,227,600	662,600	2,446,200	2,446,200	0	0	2,446,200	1,955,952	4,402,152
	CHATTANOOGA, TN-GA (TN)	0(0)	0	0	730,432	730,432	200,000	112,000	1,042,432	971,813	2,014,245
	COLUMBIA, SC	760,000(7)	0	0	390,200	1,150,200	0	411,600	1,561,800	1,091,686	2,653,486
	COLUMBUS, GA-AL (GA)	88,100(3)	0	0	160,088	248,188	0	26,140	274,328	1,051,496	1,325,824
	DAYTONA BEACH, FL	1,512,000(9)	340,800	0	206,310	2,059,110	0	0	2,059,110	1,267,050	3,326,160
	DURHAM, NC	0(0)	0	0	49,600	49,600	0	185,048	234,648	1,799,443	2,034,091
	FAYETTEVILLE, NC	511,280(7)	0	0	111,536	622,816	0	88,000	710,816	936,411	1,647,227
	FORT MYERS-CAPE CORAL, FL	1,044,000(7)	40,000	0	476,357	1,562,357	0	0	1,562,357	1,457,542	3,019,899
	GREENVILLE, SC	684,856(11)	92,800	0	31,200	808,856	0	50,000	858,856	753,357	1,612,213
	JACKSON, MS	507,850(7)	0	0	0	507,850	0	160,000	667,850	1,257,267	1,925,117
	JACKSONVILLE, FL	2,641,376(13)	160,000	0	1,444,868	4,246,244	0	360,000	4,606,244	2,004,575	6,610,819
	KNOXVILLE, TN	73,350(2)	31,648	0	637,748	742,746	0	100,000	842,746	891,576	1,734,322
	LEXINGTON-FAYETTE, KY	0(0)	248,000	0	266,775	514,775	0	28,000	542,775	1,282,934	1,825,709
	LOUISVILLE, KY-IN (KY)	0(0)	484,000	0	1,933,216	2,417,216	0	1,520,000	3,937,216	3,863,941	7,801,157
	MELBOURNE-PALM BAY, FL	952,250(29)	0	0	344,504	1,296,754	0	56,000	1,352,754	1,019,340	2,372,094
	MEMPHIS, TN-AR-MS (TN)	2,176,000(12)	196,000	0	1,317,332	3,689,332	1,116,000	0	4,805,332	3,581,058	8,386,390
	MOBILE, AL	0(0)	0	0	0	0	0	174,244	174,244	997,912	1,172,156
	MONTGOMERY, AL	0(0)	0	0	580,300	580,300	0	0	580,300	1,061,308	1,641,608
	NASHVILLE, TN	728,000(13)	12,000	0	480,000	1,220,000	0	0	1,220,000	1,660,321	2,880,321
	ORLANDO, FL	1,692,800(20)	940,000	0	3,219,060	5,851,860	0	440,000	6,291,860	2,193,950	8,485,810
	PENSACOLA, FL	0(0)	0	0	115,000	115,000	0	20,000	135,000	751,583	886,583
	RALEIGH, NC	232,815(3)	0	0	76,240	309,055	0	0	309,055	724,226	1,033,281
	SARASOTA-BRAENTON, FL	1,550,000(12)	0	0	153,440	1,713,440	0	8,000	1,721,440	1,463,756	3,185,196
	WEST PALM BCH-80CA RATON-DELRAY BCH, FL	4,344,220(40)	330,000	0	1,520,800	6,195,020	4,942,874	444,368	11,582,262	1,643,643	13,225,905

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

* Should be Bus Other

Capital

Region	Urbanized Area (UZA) Name	Bus				Capital			New Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
		Purchases	Maintenance Facilities	Other	Total Bus	Modernization	Rail	Total				
V	More Than 1,000,000 Population:											
	CHICAGO, IL-IN (IL)	27,062,129(244)	274,000	15,433,132	42,769,261	82,776,198	2,762,400	128,307,859	46,188,616	174,496,475		
	CHICAGO, IL-IN (IN)	1,599,459(31)	0	136,000	1,735,459	1,296,000	304,000	3,335,459	5,178,732	8,514,191		
	CINCINNATI, OH-KY (OH)	8,124,000(54)	707,200	4,842,210	13,673,410	0	0	13,673,410	5,266,860	18,940,270		
	CLEVELAND, OH	7,431,543(51)	0	3,110,640	10,542,183	0	0	10,542,183	9,295,970	19,838,153		
	DETROIT, MI	12,870,000(103)	1,543,391	2,724,650	17,138,041	0	0	17,138,041	21,150,247	38,288,288		
	MILWAUKEE, WI	6,100,000(35)	972,800	2,670,558	9,743,358	0	484,000	10,237,358	5,641,011	15,878,369		
	MINNEAPOLIS-ST. PAUL, MN	9,426,673(51)	0	0	9,426,673	0	0	9,426,673	12,081,433	21,508,106		
	ST. LOUIS, IL-MO (IL)	0(0)	0	0	0	0	0	0	0	0		
	Subtotals - More Than 1,000,000 Population	72,613,804(569)	3,497,391	28,917,190	105,026,385	84,072,198	3,560,400	192,660,963	104,802,869	297,463,852		

V 200,000 to 1,000,000 Population:

	AKRON, OH	380,916(8)	0	1,666,800	2,047,716	0	112,800	2,160,516	2,303,157	4,463,673	
	ANN ARBOR, MI	1,380,000(9)	0	460,000	1,840,000	0	72,000	1,912,000	1,105,000	3,017,000	
	CANTON, OH	797,695(5)	0	148,800	946,495	0	25,000	971,495	1,127,000	2,098,495	
	COLUMBUS, OH	79,200(2)	745,520	4,196,980	5,021,700	0	193,600	5,215,300	4,345,970	9,561,270	
	DAYTON, OH	0(0)	0	5,494,330	5,494,330	0	120,000	5,614,330	2,884,311	8,498,641	
	FLINT, MI	0(0)	0	1,294,640	1,294,640	0	0	1,294,640	1,513,208	2,807,848	
	FORT WAYNE, IN	481,903(11)	100,000	28,000	609,903	0	68,468	678,371	1,076,163	1,754,534	
	GRAND RAPIDS, MI	1,224,000(9)	0	663,903	1,887,903	0	242,104	2,130,007	1,832,752	3,962,759	
	INDIANAPOLIS, IN	0(0)	0	397,470	397,470	0	0	397,470	3,773,359	4,170,829	
	LANSING-EAST LANSING, MI	983,600(46)	0	805,860	1,789,460	0	155,817	1,945,277	1,150,915	3,096,192	
	LORAIN-ELYRIA, OH	0(0)	0	0	0	0	0	0	0	0	
	MAOISON, WI	0(0)	32,000	277,200	309,200	0	242,516	551,716	987,033	1,538,749	
	PEORIA, IL	1,213,904(9)	24,000	17,600	1,255,504	0	0	1,255,504	0	1,255,504	
	ROCKFORD, IL	545,200(6)	0	120,912	666,112	0	0	666,112	960,969	1,627,081	
	SOUTH BEND-MISHAWAKA, IN-MI (IN)	719,200(8)	8,000	540,839	1,268,039	0	0	1,268,039	1,143,058	2,411,097	
	TOLEDO, OH-MI (OH)	3,546,977(66)	0	183,504	3,730,481	0	350,000	4,080,481	2,229,595	6,310,076	
	YOUNGSTOWN-WARREN, OH	0(0)	0	161,200	161,200	0	40,000	201,200	1,776,796	1,977,996	
	Subtotals - 200,000 to 1,000,000 Population	11,352,595(179)	909,520	16,456,038	28,720,153	0	1,622,305	30,342,458	28,209,286	58,551,744	

V 50,000 to 200,000 Population:

	ILLINOIS - GOVERNORS APPORTIONMENT	1,237,044(8)	698,472	302,066	2,237,582	0	0	2,237,582	7,090,635	9,328,217	
	INDIANA - GOVERNORS APPORTIONMENT	348,000(6)	72,304	135,664	555,968	0	130,380	686,348	4,631,204	5,317,552	

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

Capital

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

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

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

Region	Urbanized Area (UZA) Name	Bus				Capital				Total Capital	Operating Assistance	Total Obligated
		Purchases	Maintenance Facilities	Other	Total Bus	Modernization	Systems/Planning	Total Capital				
IX	More Than 1,000,000 Population:											
	LOS ANGELES, CA	14,056,600(97)	4,322,000	16,268,508	34,649,108	0	0	0	34,649,108	56,889,617	91,538,725	
	RIVERSIDE-SAN BERNARDINO, CA	2,352,769(22)	0	492,988	2,845,757	0	0	0	2,845,757	2,904,818	5,750,575	
	SACRAMENTO, CA	2,310,400(10)	240,000	900,000	3,450,400	13,617,040	0	0	17,067,440	3,426,877	20,494,317	
	SAN DIEGO, CA	4,985,253(19)	1,250,000	4,774,000	11,009,253	0	800,000	0	11,809,253	5,111,505	16,920,758	
	SAN FRANCISCO-OAKLAND, CA	22,036,943(98)	0	1,079,793	23,116,736	41,203,606	0	0	64,320,342	13,369,631	77,689,973	
	SAN JOSE, CA	9,718,650(45)	0	0	9,718,650	400,000	0	0	10,118,650	5,996,005	16,114,655	
	Subtotals - More Than 1,000,000 Population	55,462,615(291)	5,812,000	23,515,289	84,789,904	55,220,646	800,000	0	140,810,550	87,698,453	228,509,003	
IX	200,000 to 1,000,000 Population:											
	BAKERSFIELD, CA	2,371,975(12)	0	1,904,915	4,276,890	0	1,000,000	0	5,276,890	957,895	6,234,785	
	FRESNO, CA	0(0)	0	0	0	0	0	0	0	0	0	
	HONOLULU, HI	15,184,000(73)	0	2,412,000	17,596,000	0	35,706	0	17,631,706	2,815,753	20,447,459	
	MODESTO, CA	0(0)	0	0	0	0	0	0	0	0	0	
	OXNARD-VENTURA, CA	1,200,775(10)	1,230,400	4,440,402	6,871,577	0	54,400	0	6,925,977	1,350,200	8,276,177	
	STOCKTON, CA	1,477,277(8)	157,028	421,411	2,055,716	0	183,896	0	2,239,612	1,326,236	3,565,848	
	Subtotals - 200,000 to 1,000,000 Population	20,234,027(103)	1,387,428	9,178,728	30,800,183	0	1,274,002	0	32,074,185	6,450,084	38,524,269	
IX	50,000 to 200,000 Population:											
	CALIFORNIA - GOVERNORS APPORTIONMENT	6,601,995(77)	1,212,000	3,548,617	11,362,612	400,000	209,200	0	11,971,812	11,039,989	23,011,801	
	HAWAII - GOVERNORS APPORTIONMENT	0(0)	0	0	0	0	444,294	0	444,294	716,695	1,160,989	
	Subtotals - 50,000 to 200,000 Population	6,601,995(77)	1,212,000	3,548,617	11,362,612	400,000	653,494	0	12,416,106	11,756,684	24,172,790	
	Subtotals - Region IX	82,298,637(471)	8,411,428	36,242,634	126,952,699	55,620,646	2,727,496	0	185,300,841	105,905,221	291,206,062	

Region	Urbanized Area (UZA) Name	Capital										Total Obligated		
		Bus Purchases	Bus Maintenance Facilities	Bus Other	Total Bus	Rail Modernization	New Systems/Planning	Total Capital	Operating Assistance					
X	More Than 1,000,000 Population:													
	PORTLAND-VANCOUVER, OR-WA (OR)	4,192,917(32)	0	24,158	4,217,075	0	871,520	5,088,595	4,399,929	9,488,524				
	PORTLAND-VANCOUVER, OR-WA (WA)	3,937,632(18)	0	48,000	3,985,632	0	0	3,985,632	0	3,985,632				
	SEATTLE, WA	29,550,308(141)	0	1,667,000	31,217,308	0	1,260,000	32,477,308	7,426,014	39,903,322				
	Subtotals - More Than 1,000,000 Population	37,680,857(191)	0	1,739,158	39,420,015	0	2,131,520	41,551,535	11,825,943	53,377,478				
X	200,000 to 1,000,000 Population:													
	ANCHORAGE, AK	2,842,438(23)	0	969,600	3,812,038	0	0	3,812,038	762,198	4,574,236				
	SPOKANE, WA	0(0)	0	0	0	0	0	0	0	0				
	TACOMA, WA	1,593,818(18)	0	3,792,447	5,386,265	0	509,040	5,895,305	1,543,217	7,438,522				
	Subtotals - 200,000 to 1,000,000 Population	4,436,256(41)	0	4,762,047	9,198,303	0	509,040	9,707,343	2,305,415	12,012,758				
X	50,000 to 200,000 Population:													
	IDAHO - GOVERNORS APPORTIONMENT	2,034,924(16)	569,095	277,400	2,881,419	0	96,960	2,978,379	1,219,601	4,197,980				
	OREGON - GOVERNORS APPORTIONMENT	0(0)	192,400	1,215,361	1,407,761	0	0	1,407,761	2,145,755	3,553,516				
	WASHINGTON - GOVERNORS APPORTIONMENT	1,724,000(22)	0	254,000	1,978,000	0	200,000	2,178,000	500,000	2,678,000				
	Subtotals - 50,000 to 200,000 Population	3,758,924(38)	761,495	1,746,761	6,267,180	0	296,960	6,564,140	3,865,356	10,429,496				
	Subtotals - Region X	45,876,037(270)	761,495	8,247,966	54,885,498	0	2,937,520	57,823,018	17,996,714	75,819,732				
	Grand Totals	546,986,125(4039)	123,844,988	261,963,102	932,796,215	580,755,475	70,746,402	1,584,298,092	757,398,131	2,341,696,223				

TABLE 8

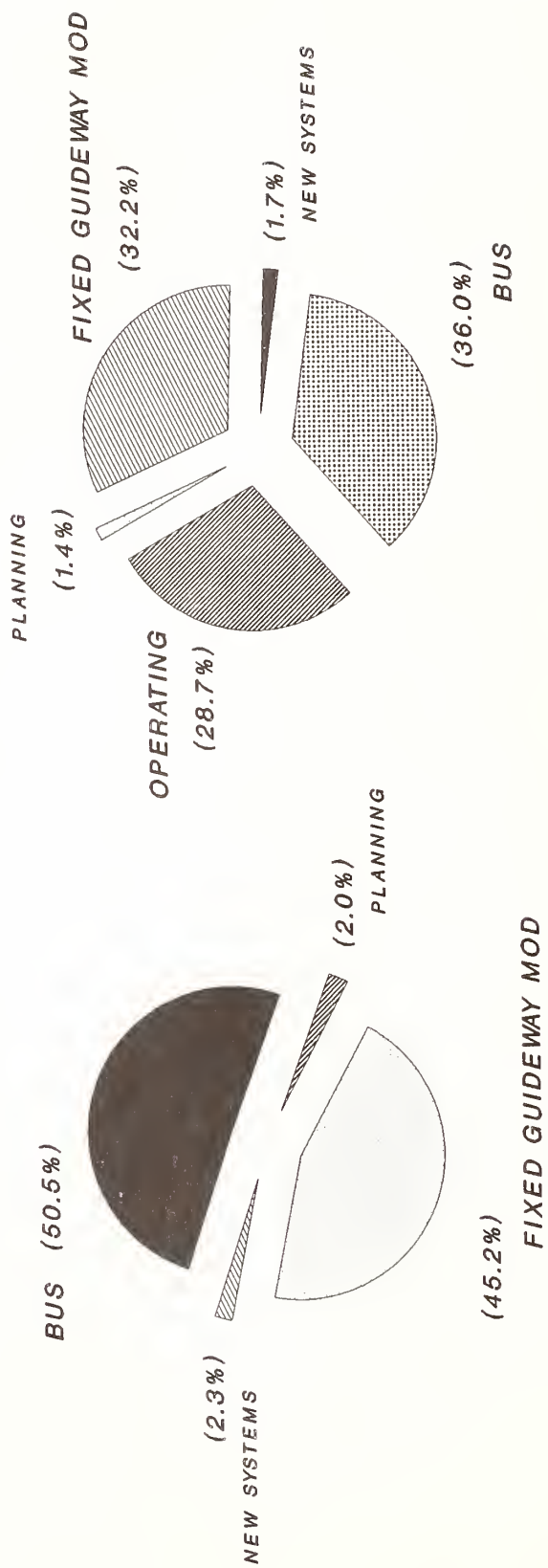
FY 1994 SECTION 3 (CAPITAL) AND SECTION 9 (FORMULA) OBLIGATIONS BY CATEGORY
FOR URBANIZED AREAS OVER 1 MILLION POPULATION

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

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

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

Figure 8



CAPITAL AND PLANNING CAPITAL AND OPERATING

SECTIONS 8 AND 26 (a)(2)

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

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

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

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

- a. Studies covering transit planning, management, operations, investment analysis and finance;
- b. Activities relating to the integration of transit facilities and services into livable communities;
- c. Preparation of engineering and architectural surveys, plans, specifications, and environmental assessments;
- d. Evaluation of previously funded projects;
- e. Activities preliminary to the construction or improved operation of public mass transportation systems, facilities, or equipment.

TABLE 9

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

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

SECTION 16 PROGRAM

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

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

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

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

TABLE 10
FY 1994 SECTION 16 OBLIGATIONS BY STATE

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

SECTION 16 FUNDS WERE TRANSFERRED TO SECTION 18 IN FY 1994 AS FOLLOWS:

CONN.-74,920; NEW YORK-600,001; KENTUCKY-140,646; OHIO-631,844;
AMERICA SAMOA-52,075; GUAM-131,903; NORTHERN MARIANAS-51,896.

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

NONURBANIZED FORMULA PROGRAM (SECTION 18)

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

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

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

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

RURAL TRANSIT ASSISTANCE PROGRAM

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

TABLE 11

SECTION 18 OBLIGATIONS IN FY 1994 BY STATE AND BY PURPOSE

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

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

FY 1994

SECTION 18 OBLIGATIONS (BY CATEGORY)

Figure 11

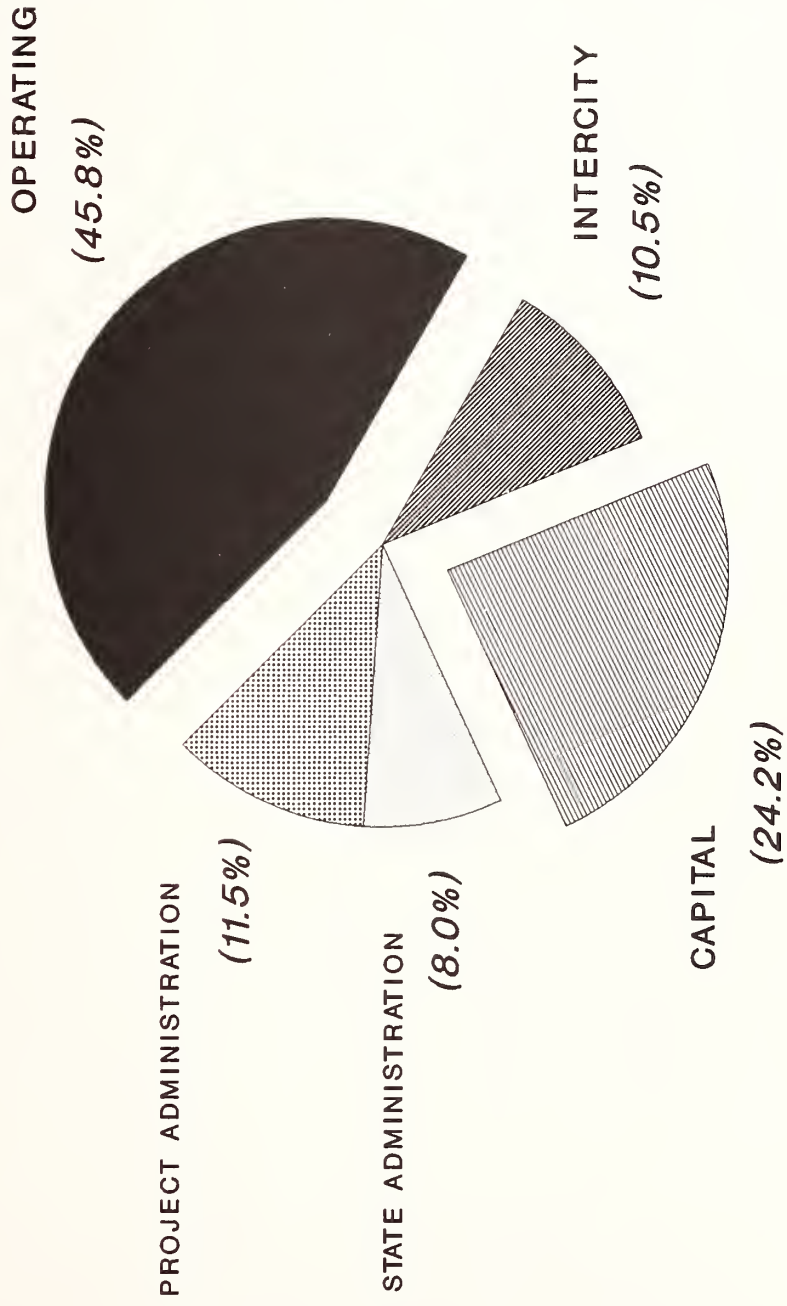


TABLE 11-1

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

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

TABLE 12

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

TABLE 13

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

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

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

FLEXIBLE FUNDS

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

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

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

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

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

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

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

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

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

Table 14

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

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

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

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

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

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

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

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

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

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

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

GRANTEE	SEC	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1994
OTHER TRANSFERS:						
CA-Fairfield	9	Multimodal Transit Facility	Congestion Relief	ISTEA Sec 1104	2,032,800	0
NJ-New Jersey Transit	3	Penn Sta. Terminal Improvement	Highway Demo	Conference Report	1,500,000	1,500,000
NY-MTA	9	North Shore Rail Line - Staten Island	Urban Access/Mobility	ISTEA 1106(b)	4,793,600	4,793,600
NY-MTA	23	Various MTA Improvements	Interstate Substitute		83,300,000	83,300,000
PA-Philadelphia	3	Frankford Transportation Center	Congestion Relief	ISTEA Section 1104	6,348,000	6,348,000
PA-Pittsburgh	3	Pitt. Airport busway*	Intermodal Project	ISTEA Section 1108	3,876,509	0
PA-Pittsburgh	3	MLK Jr. busway*	Intermodal Project	ISTEA Section 1108	9,721,600	0
RI-Rhode Island	3	Operating Expenses	Innovative Demo	ISTEA Section 1107	44,432	44,428
RI-Rhode Island	3	Operating Expenses*	Innovative Demo	ISTEA Section 1107	3,312,000	3,312,000
TX-Fort Worth	3	TX Intermodal Center	Intermodal Project	ISTEA Section 1108	4,545,600	0
					TOTAL TRANSFERRED	TOTAL OBLIGATED
FY 1994 FLEXIBLE FUNDING ACTIVITY		CMAQ \$382,755,953	STP \$208,485,873	OTHER \$119,474,541	\$710,716,367	\$473,831,920

* Funding from carryover funds transferred in FY 1993.

** Funding from carryover funds transferred in FY 1992.

TABLE 15

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

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

TABLE 16

FY 1994 OBLIGATIONS FOR FERRY BOAT EXPENDITURES

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

HISTORICAL DATA

TABLE 17

FTA ASSISTED NEW STARTS AND EXTENSIONS
OPEN

<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
Red Line - Dan Ryan Extension - Downtown to 95th Street	10
Blue Line - Kennedy Extension - Logan Square to Jefferson Park	5
Blue Line - O'Hare Extension - Jefferson Park to O'Hare Airport	7
Orange Line - Downtown to Midway Airport	9
<u>CLEVELAND</u>	
Red Line - 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
610 to Beltway 8	4
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
Red Line - Union Station to Wilshire and Alvarado (Westlake/MacArthur)	4
<u>MIAMI</u>	
Dadeland South to Okcechobee	21
Downtown Loop	2
Northern and Southern extensions of People Mover (Miramar Station to Brickell Station)	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/Parsons	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 Wilksburg	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 Lambert International Airport	18
<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	
Blue Line - King Street to Van Dorn	
Green Line - Gallery Place to U Street	
Green Line - L'Enfant Plaza to Anacostia	
Green Line - Ft. Totten to Greenbelt	
SUB-TOTAL	482 miles

UNDER CONSTRUCTION

BALTIMORE

Charles Center to Johns Hopkins 2

DALLAS

Downtown to Ledbetter Drive 10

DENVER

North I25/HOV Busway - Central Business District
to I25 and 58th Avenue 6

HOUSTON

Southwest Transitway - Interstate 610 to the Harris County Line 9

North Transitway - Beltway 8 to FM 1960 6

EASTEX - Tidwell Road North to the Will Clayton Parkway 5

JACKSONVILLE

Central to Florida Community College 1

Central to San Marco

LOS ANGELES

Red Line - MacArthur Park and Westlake to Wilshire and Vermont 7

Wilshire and Vermont to Hollywood and Vine and Wilshire to Western

PORTLAND

Downtown - Beaverton 12

SAN FRANCISCO

Daly City to Colma Station 1

WASHINGTON, D.C.

Blue Line - Van Dorn to Franconia 3

Red Line - Wheaton to Glenmont 1

Green Line - U Street to Fort Totten 3

SUB-TOTAL 66 miles

Grand-Total 548 miles

TABLE 18

OBLIGATIONS FOR FTA PROGRAMS FISCAL YEARS 1984 - 1994

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

* INCLUDES BOTH STATE AND NATIONAL TOTALS.

TABLE 19

SUMMATION OF OBLIGATIONS BY CAPITAL CATEGORIES, PLANNING, AND OPERATING
FISCAL YEARS 1987 - 1994

	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	TOTAL \$ 8 YEAR TOTAL
CAPITAL									
=====									
BUS - SECTION 3	95,301,104	119,132,738	196,843,148	186,823,974	236,858,891	211,641,398	293,321,400	318,720,285	1,658,642,938
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	932,876,215	5,223,646,500
BUS - SEC. 18 RURAL	40,777,522	51,393,665	34,612,221	34,548,649	31,911,433	52,763,649	67,720,076	62,477,670	376,204,843
BUS - SECTION 16	34,839,984	34,995,861	34,821,511	34,823,616	34,821,120	53,651,852	46,831,991	58,895,849	333,681,784
BUS - INTERSTATE SUB.	13,675,742	13,766,285	3,637,115	3,838,170	9,235,714	7,404,079	4,987,141	29,007,279	85,551,525
BUS - URBAN SYSTEMS	6,385,208	6,027,500	534,670	3,816,750	4,923,152	504,388	0	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	1,401,977,298	7,699,919,258
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	809,903,583	4,216,795,362
F.G. MOD - SECTION 9	608,611,648	708,436,474	379,418,155	411,110,834	465,621,209	497,823,300	427,105,335	580,755,475	4,078,892,430
F.G. MOD - INTERSTATE SUB.	48,048,526	71,220,635	118,751,983	96,246,244	56,408,227	205,642,081	52,842,362	83,597,768	732,757,826
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	1,474,256,826	9,028,435,616
NEW SYSTEMS - SECTION 3	245,543,197	355,194,882	361,056,001	456,232,042	329,532,032	311,711,032	786,618,831	418,469,606	3,264,357,423
NEW SYSTEMS - SECTION 9	36,632,040	9,279,268	11,215,920	3,592,800	3,460,400	17,380,596	22,902,659	29,145,120	133,608,803
NEW SYSTEMS - INTERST. SUB.	135,354,578	54,550,721	114,447,687	59,032,502	74,918,944	40,000,000	17,858,740	10,632,718	506,795,890
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	199,000,000	1,186,521,268
NEW SYSTEMS - FAUS	0	0	0	0	850,000	0	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	657,247,444	5,092,133,384
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	3,533,481,568	21,820,488,260
OPERATING									

OPERATING - SECTION 9	820,410,674	779,978,916	779,093,029	765,379,103	779,444,032	768,367,310	795,686,069	757,398,131	6,245,757,264
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	73,947,813	442,458,913
TOTAL OPERATING	861,004,248	831,280,096	823,931,757	815,279,440	831,341,143	833,679,746	860,353,803	831,345,944	6,688,216,177
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	40,440,269	372,445,807
SECTION 9 PLANNING	17,158,624	16,866,788	23,223,694	16,279,687	25,767,143	23,879,592	25,783,089	8,200,835	8,200,835
INTERSTATE SUB.	61,475	35,125	290,790	212,500	208,585	997,050	987,950	1,600,000	190,479,899
RTAP (RESEARCH AND TRAIN.)	1,397,257	5,854,883	4,047,623	4,418,385	4,416,330	4,123,828	4,769,539	4,404,448	4,393,475
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	96,819,469	33,432,293
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	4,461,646,981	29,118,995,065

TABLE 20

CAPITAL GRANTS BY FISCAL YEAR AND PROGRAM
1965 THROUGH SEPTEMBER 30, 1994

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	1,003,091,779	31,911,433	5,773,152	140,771,470	106,419,500	2,396,395,365
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
1994	1,605,989,323	0	0	1,584,298,092	63,130,305	0	124,837,765	199,000,000	3,577,255,485
TOTAL	28,828,882,226	2,083,368,792	738,855,714	13,115,157,259	562,045,270	333,643,654	6,538,388,540	2,142,674,073	54,343,015,528

* Includes Section 16 grants

** Includes Planning but not Sections 8/26 (a)/(2)

*** Includes 9B

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

OBLIGATIONS FOR CAPITAL GRANTS
ALL PROGRAMS FY 1978 - 1994
(SECTION 8 and RTAP ARE NOT INCLUDED)

Figure 20

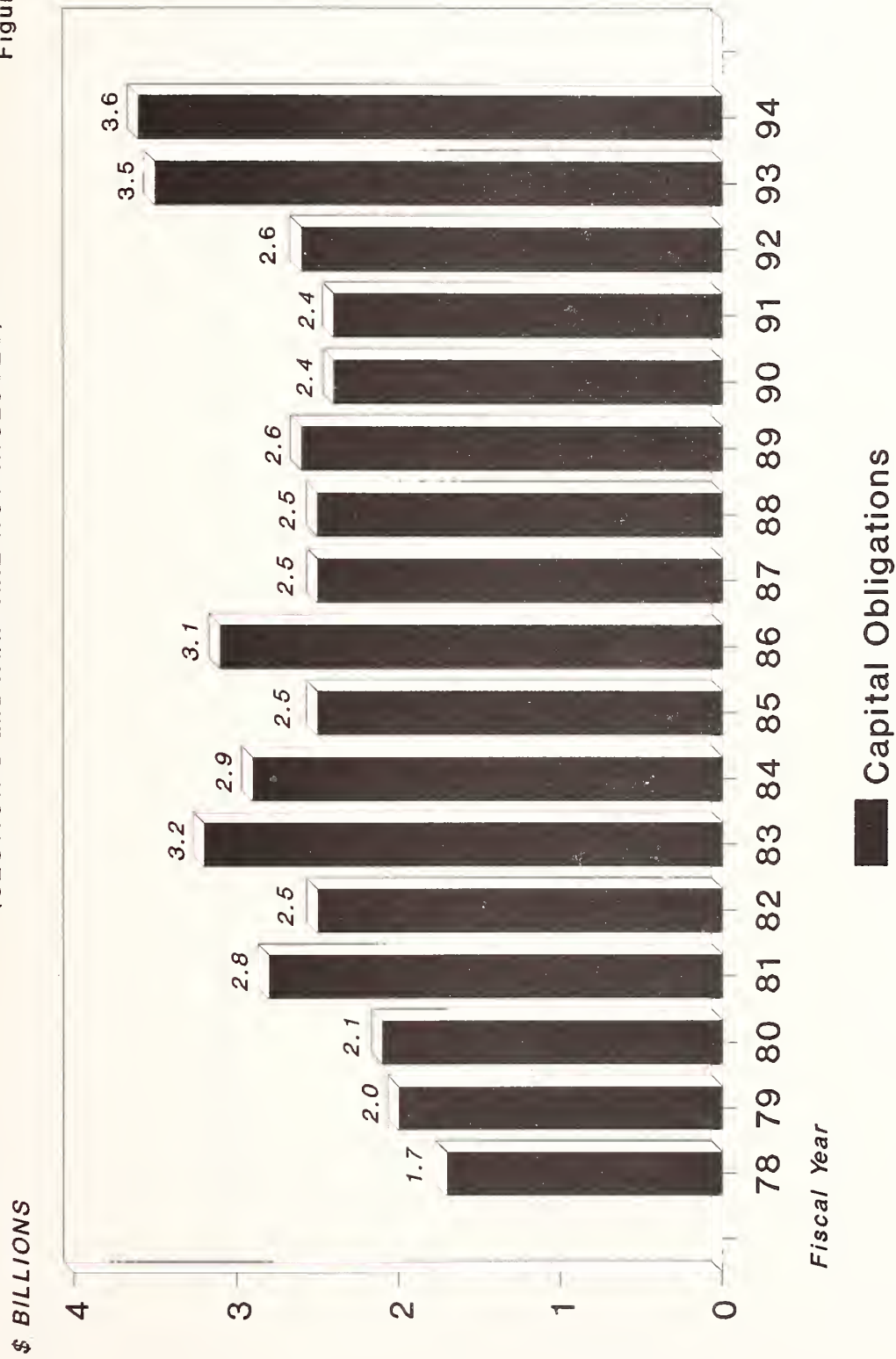


TABLE 21

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

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

FUNDS OBLIGATED FOR FORMULA OPERATING GRANTS

FISCAL YEARS 1984 - 1994

Figure 21

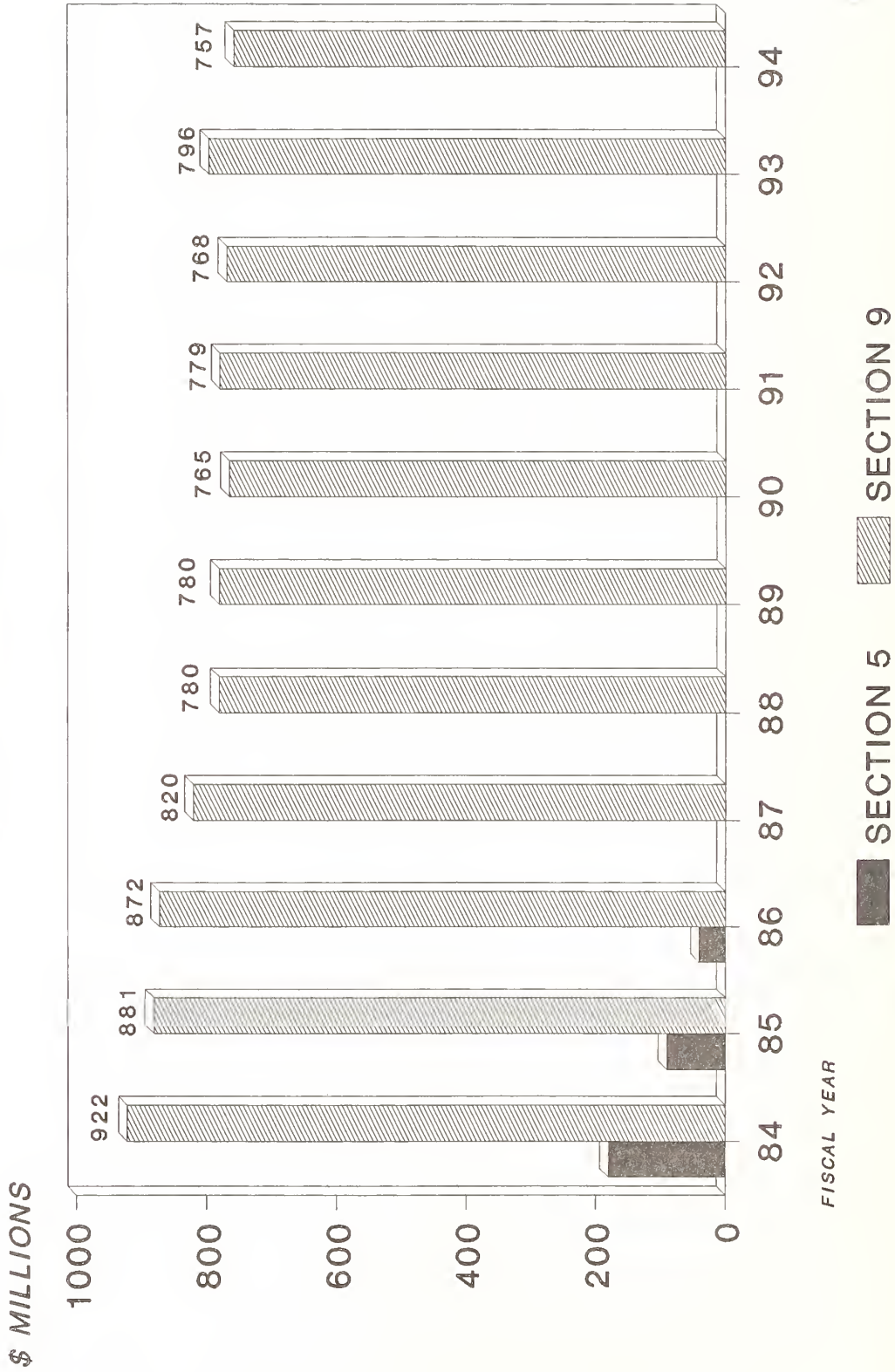


TABLE 22

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

URBANIZED AREA	FY 1965 - FY 1983 (PLANNING NOT INCLUDED)				FY 1984 THRU FY 1994 (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	3,071,488,274	4,108,980,399	560,584,010	377,175	0	7,741,428,858	12,660,829,965
WASHINGTON DC-MD-VA	197,573,786	56,750,496	2,160,097,626	0	240,000,000	2,654,421,908	104,093,933	456,197,165	2,053,777	0	1,902,674,073	2,465,018,948	5,119,440,856
CHICAGO-NW IN	1,582,003,333	168,350,218	174,358,528	7,333,054	0	1,932,045,133	1,013,717,142	1,140,679,580	697,963,875	0	0	2,852,360,597	4,784,405,730
BOSTON	893,336,879	54,168,984	1,314,274,126	0	0	2,261,779,989	553,864,811	467,952,029	112,583,299	0	0	1,134,400,139	3,396,180,128
PHILADELPHIA-NJ	958,036,605	80,096,719	357,484,436	9,287,405	0	1,404,915,165	785,024,938	546,667,260	6,492,580	145,500	0	1,338,330,278	2,743,245,443
LOS ANGEL-LONG BE, CA	536,662,479	155,508,849	0	39,656,497	0	731,827,825	1,248,343,088	688,624,765	0	0	0	1,936,967,853	2,668,795,678
SAN FRANCISCO	947,432,118	78,221,872	0	17,108,939	0	1,042,762,929	674,770,785	629,823,828	4,825,180	7,463,961	0	1,316,983,754	2,359,646,683
ATLANTA	1,060,179,736	17,417,639	0	0	0	1,077,597,375	664,549,986	194,220,665	0	0	0	858,770,651	1,936,368,026
BALTIMORE	735,785,589	31,858,867	53,089,989	0	0	820,744,455	184,113,158	131,166,408	403,859,482	0	0	719,139,048	1,538,883,503
MIAMI	887,418,923	18,826,504	0	0	0	906,245,427	231,370,871	146,431,861	0	0	0	377,802,732	1,284,048,159
PITTSBURGH	562,846,031	30,800,675	0	0	0	593,646,706	239,737,635	184,011,556	0	0	0	423,749,191	1,017,395,897
HOUSTON	74,724,632	108,151,603	0	1,083,400	0	183,969,635	404,765,019	243,717,991	0	0	0	648,483,010	832,452,645
SEATTLE-EVERETT	195,946,431	32,423,408	0	3,000,000	0	231,369,839	222,895,679	253,841,948	0	0	0	476,737,627	708,107,466
PORTLAND	116,878,252	14,389,600	137,211,522	2,524,780	0	271,004,154	324,747,418	91,429,732	19,028,303	850,000	0	436,055,453	707,059,607
CLEVELAND	314,947,060	28,484,512	3,159,994	0	0	346,591,566	147,653,327	120,978,429	44,600,821	0	0	313,232,577	659,824,143
BUFFALO **	453,979,401	27,950,964	0	1,540,000	0	483,470,365	47,533,352	47,533,352	0	0	0	100,231,371	583,701,736
ST LOUIS	118,553,667	28,667,084	0	1,547,597	0	148,768,348	356,199,498	62,988,702	0	0	0	419,199,200	567,966,548
DALLAS-FT WORTH	78,213,302	32,842,520	0	0	0	111,055,822	153,259,472	213,701,957	0	0	0	366,961,429	478,017,251
DETROIT	200,206,590	51,443,856	0	0	0	251,650,446	97,099,727	121,388,900	0	0	0	218,468,627	470,139,073
SAN JOSE	109,125,616	12,351,186	0	215,000	0	121,691,802	189,365,831	122,072,913	0	0	0	311,438,744	433,130,546
DENVER	132,120,391	44,420,457	18,419,983	0	0	194,960,841	113,649,861	94,608,767	0	0	0	208,258,628	403,219,469
NEW ORLEANS	118,383,518	18,809,804	0	0	0	137,193,322	108,084,670	61,419,636	0	0	0	169,504,306	306,697,628
MINNEAPOLIS-ST PAUL	114,800,869	24,364,096	2,999,990	5,215,139	0	147,380,094	37,475,476	96,403,595	0	8,929,000	0	142,808,071	290,188,165
SAN DIEGO	37,575,400	16,791,252	0	984,000	0	55,350,652	43,854,757	153,259,986	0	0	0	197,114,743	252,465,395
MILWAUKEE	74,893,124	17,267,656	0	0	0	92,160,780	42,800,395	87,900,420	0	0	0	130,590,815	222,751,586
SAN JUAN	62,186,101	25,409,152	0	364,000	0	87,959,253	23,772,836	60,367,000	0	0	0	84,139,836	172,099,089
CINCINNATI OH-KY	48,649,250	15,568,791	0	1,249,000	0	65,467,041	10,012,460	64,745,486	0	0	0	74,757,946	140,224,987
PHOENIX	33,703,007	17,572,936	0	0	0	51,275,943	7,703,417	66,395,448	0	0	0	74,098,865	125,374,808
KANSAS CITY	30,649,353	6,750,336	0	0	0	37,399,689	42,192,157	26,685,917	0	0	0	68,878,074	106,277,763
TOTAL	14,774,060,717	1,640,465,379	4,410,726,326	288,854,189	240,000,000	21,364,106,611	11,149,304,640	10,684,095,695	1,851,991,927	17,765,636	1,902,674,073	25,605,831,371	46,969,937,962

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

* NEW YORK 9,488,964,992
NEW JERSEY 2,660,804,393
CONNECTICUT 466,794,580
NY/NJ 44,266,000

\$ TOTAL 12,660,829,965

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

Figure 22

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



TABLE 23

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

FY 1965 - FY 1983

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

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

(IN MILLIONS)

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

SECTION 3 OBLIGATIONS FOR NEW SYSTEMS

FISCAL YEARS 1983 - 1994

Figure 24

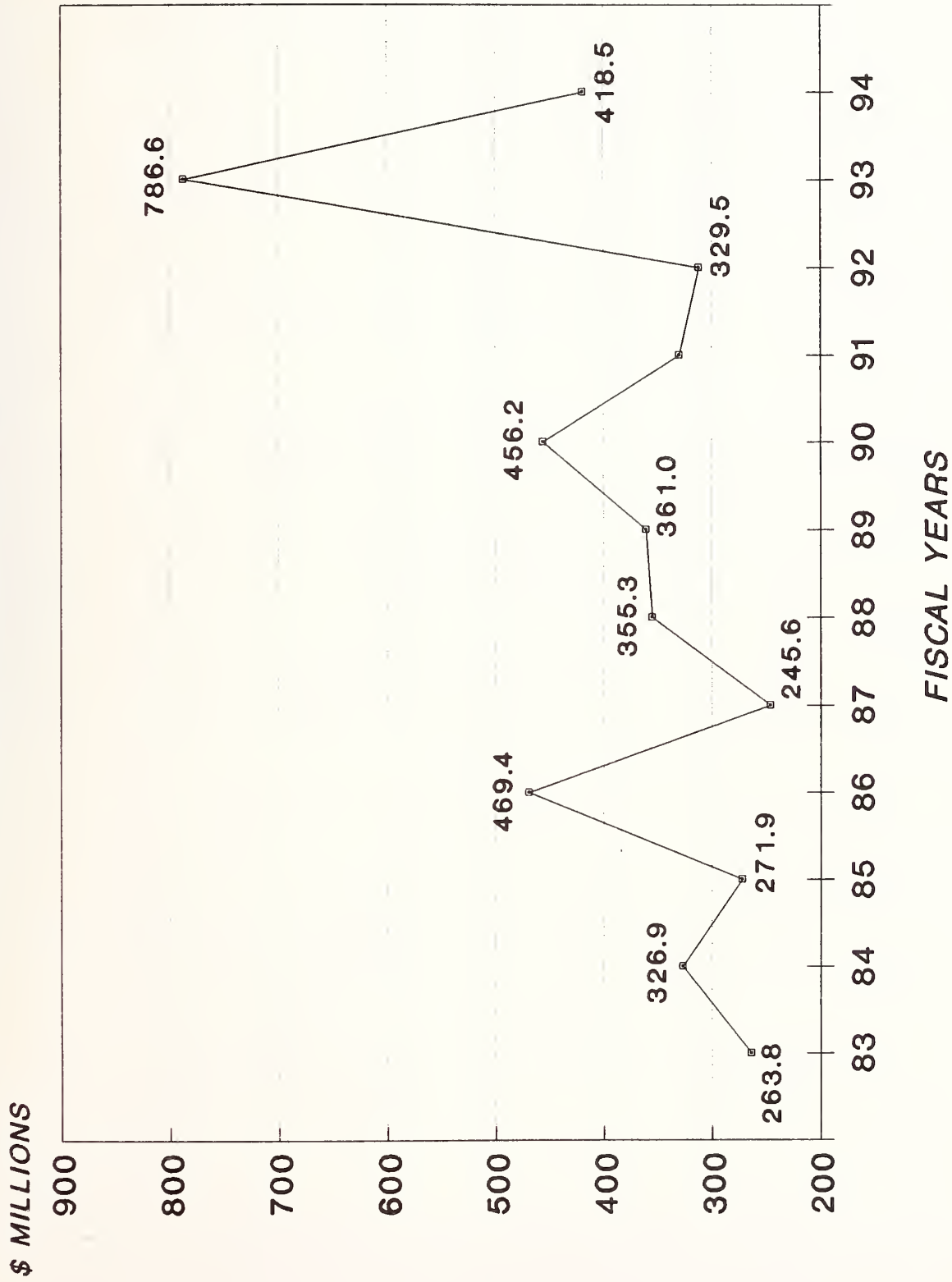


TABLE 2/5

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

(IN REGIONAL ORDER)

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

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

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

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

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

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TABLE 26

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

BUS. FIXED GUIDEWAY MOD AND NEW SYSTEMS

URBANIZED AREA	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	TOTAL \$
JACKSONVILLE, FL	15,500,000	0	0	0	5,784,750	0	29,018,692	0	0	15,045,000	65,348,442
LAKELAND, FL	0	0	0	0	0	219,999	0	1,774,800	0	0	1,994,799
MELBOURNE-COCOA FL	0	0	0	0	1,546,371	0	0	420,000	0	0	1,966,371
ORLANDO, FL	0	1,760,550	0	0	6,199,998	1,950,000	49,998	0	0	8,237,600	18,198,146
PENSACOLA, FL	0	0	0	0	0	0	956,812	0	0	0	956,812
SARASOTA, FL	0	0	0	0	0	0	0	0	0	3,688,480	3,688,480
TAMPA, FL	0	17,766,000	0	0	4,010,250	0	1,333,735	0	0	0	21,776,250
TALLAHASSEE, FL	0	0	0	0	0	0	0	265,708	0	0	1,333,735
SAVANNAH, GA	0	0	0	0	0	0	0	0	0	0	265,708
FORT WRIGHT, KY	0	0	0	0	0	0	0	0	0	2,310,000	2,310,000
LOUISVILLE, KY	0	0	0	0	0	0	54,900	0	3,799,386	2,000,000	2,000,000
ASHEVILLE, NC	0	0	0	930,000	12,270,000	3,881,250	1,305,180	125,000	0	0	3,854,286
DURHAM, NC	0	0	0	0	0	0	456,492	1,471,140	1,093,068	0	17,206,250
GASTONIA, NC	0	0	0	0	0	0	2,736,780	369,600	129,565	0	3,869,388
GREENSBORO, NC	0	0	0	0	0	0	0	2,097,744	1,050,983	0	955,657
HIGH POINT, NC	0	0	0	0	0	0	0	29,440	32,000	0	5,885,507
RALEIGH, NC	0	0	0	0	0	0	0	0	311,000	0	61,440
ROCKY MT, NC	0	0	0	0	0	0	0	0	1,050,983	0	311,000
WILMINGTON, NC	0	0	0	0	0	0	71,340	0	48,000	0	1,050,983
WINSTON SALEM, NC	0	0	0	0	0	0	511,557	0	213,289	0	119,340
CHARLESTON, SC	0	0	0	0	0	0	112,500	0	0	6,871,400	724,846
BRISTOL, TN	0	0	0	0	0	0	3,025,850	0	14,395,135	0	7,390,112
CHATTANOOGA, TN	0	0	0	0	0	0	226,275	0	0	1,093,352	112,500
CLARKSVILLE, TN	0	0	0	0	0	0	630,000	0	0	0	18,514,337
JACKSON, TN	0	0	0	0	0	0	409,125	0	0	0	226,275
JOHNSON CITY, TN	0	0	0	0	0	0	146,250	0	0	0	630,000
KINGSPOUR, TN	0	0	0	0	0	0	675,000	0	0	0	409,125
KNOXVILLE, TN	0	0	0	0	0	0	0	0	0	0	146,250
MEMPHIS, TN	0	0	0	0	0	0	2,606,863	0	243,200	4,333,200	675,000
NASHVILLE, TN	0	0	0	0	0	0	0	0	0	3,456,800	4,333,200
BLOOMINGTON IL	0	0	0	0	0	418,500	0	0	0	0	6,306,863
CHAMPAIGN-URBANA, IL	0	0	0	0	0	0	514,284	0	0	0	418,500
DECATUR, IL	0	0	0	0	0	91,500	1,157,139	0	0	0	514,284
PEORIA, IL	0	0	0	0	0	2,499,999	1,542,852	0	0	832,000	1,248,639
ROCKFORD, IL	0	0	0	0	0	0	1,285,725	0	0	0	4,874,851
ROCK ISLAND, IL	0	0	0	0	0	0	0	0	0	665,600	1,951,325
SPRINGFIELD, IL	0	0	0	0	0	1,444,500	0	0	0	280,000	1,724,500
ANDERSON, IN	0	0	0	0	0	0	0	0	527,331	1,900,000	1,900,000
BEDFORD, IN	0	0	0	0	0	0	0	0	66,444	0	527,331
BLOOMINGTON, IN	0	0	0	0	0	0	0	0	0	1,248,800	66,444
EVANSVILLE, IN	0	0	0	0	0	0	0	0	632,797	0	1,248,800
INDIANAPOLIS, IN	0	0	0	800,000	0	0	0	0	0	0	632,797
LAFAYETTE, IN	0	0	0	0	0	0	0	0	1,220,771	0	800,000
MUNCIE, IN	0	0	0	0	0	0	0	0	843,730	0	1,220,771
ANN ARBOR, MI	0	0	0	0	0	65,311	0	1,500,000	0	0	843,730
BATTLE CREEK, MI	0	0	0	0	0	0	0	0	179,703	348,000	1,500,000
BAY CITY, MI	0	0	0	0	0	0	0	0	787,500	992,000	593,014
BENTON, HARBOR, MI	0	0	0	0	0	0	0	0	0	139,760	1,779,500
FLINT, MI	0	0	0	2,013,750	0	0	0	0	171,360	7,795,606	139,760
GRAND RAPIDS, MI	0	0	0	0	0	1,074,015	0	0	12,007	652,576	9,970,716
JACKSON, MI	0	0	0	0	0	746,628	0	0	1,848,000	1,032,000	1,726,591
KALAMAZOO, MI	0	0	0	0	0	1,227,552	0	0	0	0	2,880,000
LANSING, MI	0	0	0	0	0	0	0	0	898,858	160,000	2,880,000
MUSKOGON, MI	0	0	0	0	0	92,095	0	0	1,160,000	752,000	1,227,532
SAGINAW, MI	0	0	0	0	0	0	0	0	0	0	1,058,858
	0	0	0	0	0	0	0	0	0	0	2,004,095

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

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

URBANIZED AREA	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	TOTAL \$
DULUTH, MN	0	0	0	0	0	0	0	0	0	2,000,000	2,000,000
ST. CLOUD, MN	0	0	340,000	0	0	0	0	0	0	0	340,000
AKRON, OH	0	0	0	1,495,500	0	0	2,700,000	1,450,000	0	3,600,000	9,245,500
CANTON, OH	0	0	0	0	0	0	0	1,575,000	0	0	1,575,000
COLUMBUS, OH	0	0	0	0	0	0	0	0	4,067,898	7,400,000	11,467,898
DAYTON, OH	0	0	0	0	0	0	0	0	14,146,186	1,776,333	15,922,519
TOLEDO, OH	0	0	0	0	0	0	0	0	0	3,000,000	3,000,000
YOUNGSTOWN, OH	0	0	0	0	0	0	782,250	0	0	3,500,000	4,282,250
APPLETON, WI	0	0	0	0	0	0	1,400,000	0	1,872,650	224,800	3,497,450
BELOIT, WI	0	0	0	0	0	0	168,000	0	243,220	672,000	1,083,220
GREEN BAY, WI	0	0	0	0	0	0	240,000	0	80,400	696,736	1,017,136
JANESVILLE, WI	0	0	0	0	0	0	135,000	0	259,860	289,200	684,060
KENOSHA, WI	0	0	0	0	0	0	361,000	0	223,950	567,328	1,152,278
LACROSSE, WI	0	0	0	0	0	0	650,000	0	1,181,600	135,680	1,967,280
MADISON, WI	0	0	0	0	0	0	0	0	9,670,274	0	9,670,274
MADISON, WI	0	0	0	0	0	0	418,750	0	716,563	95,200	1,230,513
OSHKOSH, WI	0	0	0	0	0	0	270,000	0	94,400	790,880	1,155,280
RACINE, WI	0	0	0	0	0	0	0	0	211,250	759,400	970,650
SHEBOYGAN, WI	0	0	0	0	0	0	115,000	4,373,552	90,266	352,400	557,686
WAUSAU, WI	0	0	0	0	0	0	0	0	0	0	4,373,552
BATON ROUGE, LA	0	0	0	0	0	0	1,350,000	0	1,287,352	0	3,711,920
ALBUQUERQUE, NM	0	0	0	1,400,000	961,920	0	946,401	0	0	0	2,233,753
SANTA FE, NM	0	0	0	0	0	0	0	0	0	0	600,000
OKLAHOMA CITY, OK	0	0	0	0	0	0	0	600,000	0	0	600,000
AUSTIN, TX	0	20,357,204	0	0	0	0	0	5,123,100	0	0	25,480,304
CORPUS CHRISTI, TX	0	0	0	0	0	0	0	0	1,532,000	544,000	2,076,000
EL PASO, TX	0	0	0	1,452,936	0	0	0	1,470,300	5,647,200	400,000	8,970,436
LAREDO, TX	0	0	0	0	0	0	0	3,000,000	0	0	10,000,000
SAN ANTONIO, TX	0	22,300,005	0	0	35,364	0	0	587,000	937,500	4,157,451	22,300,005
CEDAR RAPIDS, IA	0	0	0	0	0	0	0	0	0	0	5,727,315
DAVENPORT, IA	0	0	0	0	0	0	0	731,250	0	0	731,250
DUBUQUE, IA	0	0	0	0	0	435,600	0	0	179,692	0	615,292
IOWA CITY, IA	0	0	0	0	0	48,750	0	300,000	0	1,547,311	1,896,061
DES MOINES, IA	0	0	0	0	1,405,425	0	4,750,704	1,117,500	80,000	0	7,353,629
SIoux CITY, IA	0	0	0	0	0	131,250	0	337,500	0	0	1,296,409
WATERLOO, IA	0	0	0	0	0	94,500	0	0	0	521,649	616,149
WICHITA, KA	0	0	0	0	0	0	0	0	3,254,318	0	3,254,318
OSAGE BEACH, MO	0	0	0	0	0	165,000	0	0	0	0	165,000
COLUMBIA, MO	0	0	0	0	0	0	9,000	0	0	1,368,000	1,377,000
JOPLIN, MO	0	0	0	0	0	0	9,000	0	0	9,000	9,000
SPRINGFIELD, MO	0	0	0	0	0	0	9,000	5,117,147	0	2,964,480	9,273,073
ST. JOSEPH, MO	0	0	0	0	0	1,182,446	0	0	0	0	39,750
LINCOLN, NE	0	0	0	0	0	39,750	38,025	1,334,813	0	0	1,372,838
OMAHA, NE	0	0	0	0	0	0	0	0	0	2,364,800	2,364,800
FT. COLLINS, CO	0	0	0	0	0	0	326,001	1,152,000	0	0	1,478,001
BILLINGS, MT	0	0	0	0	0	1,931,250	0	0	0	0	1,931,250
GREAT FALLS, MT	0	0	0	0	0	1,579,617	0	0	0	0	1,579,617
SIoux FALLS, SD	0	0	0	0	0	0	0	0	0	0	2,400,000
PROVO, UT	0	0	0	0	0	0	0	0	0	0	3,750,000
SALT LAKE CITY, UT	0	0	0	0	3,508,500	0	11,400,000	0	17,668,620	0	32,577,120
TUCSON, AZ	0	0	0	0	0	0	3,000,000	3,000,000	11,254,316	1,500,000	18,754,316
PALM SPRINGS, CA	0	0	0	0	0	0	0	3,200,000	2,175,000	0	2,175,000
DAVIS, CA	0	0	0	0	0	0	0	0	0	0	3,200,000
SACRAMENTO, CA	0	0	0	0	0	757,500	3,198,636	0	0	0	757,500
SANTA CRUZ, CA	0	1,824,861	1,235,343	0	0	75,000	0	0	0	0	6,333,840
STOCKTON, CA	0	0	0	0	0	0	0	0	0	5,000,000	5,000,000
HONOLULU, HI	0	0	0	0	0	0	10,500,000	20,925,000	0	0	31,425,000
RENO, NV	0	1,710,795	0	0	0	0	3,056,175	0	0	0	4,766,970

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

BUS, FIXED GUIDEWAY MOD AND NEW SYSTEMS

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

CONTINUED ON NEXT PAGE

TABLE 26

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

BUS. FIXED GUIDEWAY MOD AND NEW SYSTEMS

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

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

TABLE 26-1

SECTION 3 OBLIGATIONS FOR FIXED GUIDEWAY MOD AND NEW SYSTEMS

FISCAL YEARS 1984 - 1994

(in regional order)

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

TABLE 27

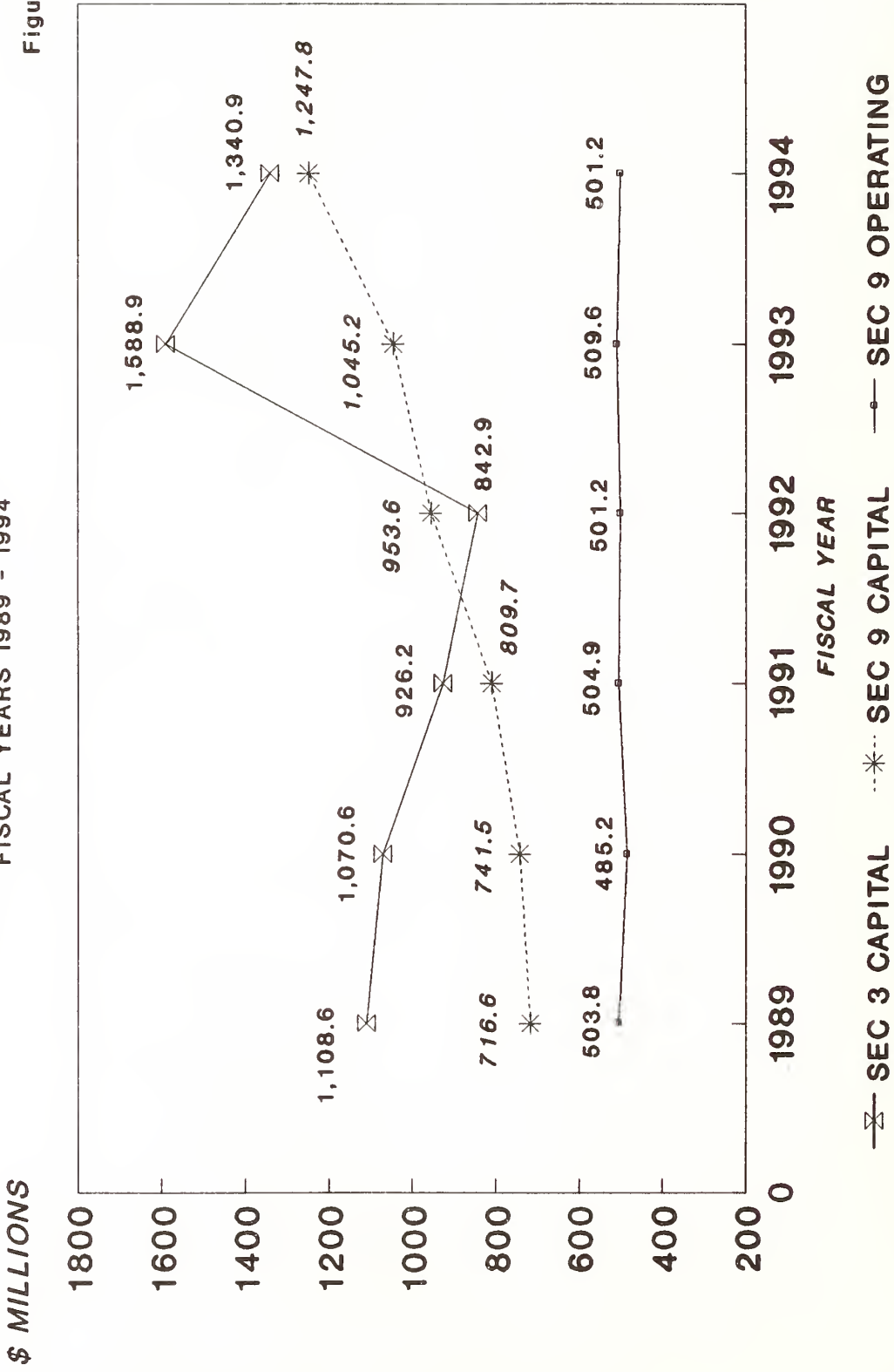
OBLIGATIONS FOR SECTION 3 AND SECTION 9 GRANTS
 URBANIZED AREAS OVER 1 MILLION POPULATION
 FISCAL YEARS 1990 - 1994

URBANIZED AREA *****	CAPITAL				SECTION 9				SECTION 9 OPERATING				GRAND TOTAL \$				
	SEC 3 1990	SEC 3 1991	SEC 3 1992	SEC 3 1993	SEC 3 1994	SEC 9 1990	SEC 9 1991	SEC 9 1992	SEC 9 1993	SEC 9 1994	TOTAL CAPITAL	OPER. 1990		OPER. 1991	OPER. 1992	OPER. 1993	OPER. 1994
BOSTON, MA	71.5	32.1	21.1	38.0	140.9	27.7	32.4	59.1	37.8	91.2	427.1	18.6	18.4	18.2	18.2	18.3	518.8
NEW YORK, NY	206.0	186.7	257.0	283.6	387.1	220.7	248.5	311.3	255.5	380.1	2066.8	104.4	104.5	101.8	107.2	102.2	2,586.9
NORTHEASTERN, NJ	43.7	68.3	6.0	164.6	212.6	58.6	54.8	68.2	75.1	69.2	703.1	30.1	29.8	29.9	24.9	37.4	855.2
BUFFALO, NY	10.0	5.7	0	0	0	1.8	2.4	0	0	0	4.2	6.1	6.0	0	0	0	16.3
BALTIMORE, MD	15.6	10.6	18.0	41.6	47.9	9.2	11.9	13.4	7.0	16.9	147.9	9.5	10.1	9.7	9.7	9.7	196.6
NORFOLK, VA	0	0	0	0	0	0	0	7.9	7.0	7.4	22.3	0	0	4.4	4.4	4.9	36.0
PHILADELPHIA, PA-NJ	53.6	77.8	53.0	81.2	95.4	44.5	48.1	46.2	30.5	64.8	410.7	30.5	32.0	31.8	37.4	30.1	572.5
PITTSBURGH, PA	9.0	0	14.0	43.4	14.8	12.7	13.9	14.3	10.4	16.7	126.2	9.7	9.6	9.5	9.5	9.5	174.0
WASHINGTON, DC-MD-VA	25.7	22.4	10.6	21.8	17.3	34.5	36.6	37.7	39.8	75.9	263.6	17.2	17.0	16.9	16.8	16.9	348.4
ATLANTA, GA	0.7	30.2	64.5	27.4	18.2	14.1	14.0	17.3	24.0	23.9	138.9	5.8	6.8	6.8	7.1	5.6	171.0
FORT LAUDERDALE, FL	0	1.8	0	4.6	10.7	2.7	3.3	5.6	3.6	5.9	36.4	3.9	3.8	11.1	7.3	5.2	67.7
MIAMI, FL	23.5	2.7	5.5	50.1	16.3	10.7	6.4	17.6	13.3	19.8	134.2	8.5	8.4	8.4	8.4	8.4	176.3
SAN JUAN, PR	3.0	0	0	0	5.7	4.6	4.9	5.1	4.3	2.0	26.6	7.7	7.6	7.7	7.2	7.1	63.9
TAMPA, FL	0	0	0	0	0	0	0	6.5	6.9	11.2	24.6	0	0	5.3	5.2	5.2	40.3
CHICAGO, IL	51.6	108.6	100.3	89.9	121.4	78.5	86.2	97.0	105.7	128.3	707	47.0	46.1	46.3	46.4	46.2	939.0
NORTHWESTERN, IN	18.3	12.4	6.0	5.7	7.8	2.6	2.3	1.4	2.6	3.3	25.7	5.2	4.8	2.8	4.9	5.2	48.6
CINCINNATI, OH	0	0	3.8	0.6	1.3	2.8	4.4	4.4	7.5	13.7	34.7	5.4	6.2	5.3	4.8	5.3	61.7
CLEVELAND, OH	29.9	23.6	10.7	11.8	15.3	7.1	8.2	15.6	13.0	10.6	81.6	9.8	9.7	9.2	9.4	9.3	129.0
DETROIT, MI	12.0	8.4	8.2	2.4	10.9	1.5	12.0	5.7	3.5	17.1	53.1	7.6	33.3	20.0	21.1	21.2	156.3
MILWAUKEE, WI	1.7	0	0	0	0	3.4	3.1	7.3	12.1	10.2	36.1	5.6	5.5	5.4	5.4	5.6	63.6
MINNEAPOLIS, MN	7.5	0	0	8.0	7.0	6.6	1.8	10.3	10.5	9.4	53.6	7.4	7.3	7.3	7.3	12.1	95.0
DALLAS-FT WORTH, TX	0.1	0	3.3	0	2.5	21.0	30.1	2.3	25.4	49.7	215	5.2	2.8	6.1	4.3	5.3	238.7
HOUSTON, TX	5.8	10.0	8.6	2.3	12.0	2.7	13.0	5.6	22.1	15.5	29.7	0	0	0	0	0	297.0
NEW ORLEANS, LA	0	0	0	0	0	0	0	12.6	10.4	7.4	30.4	5.2	8.4	6.6	6.3	6.4	79.3
SAN ANTONIO, TX	0	0	0	0	0	1.4	1.1	1.1	0.6	2.4	19.7	6.7	6.1	4.4	4.4	4.5	45.8
KANSAS CITY, KS-MO	66.9	60.4	15.9	42.2	17.1	4.0	4.8	4.3	2.4	7.1	81.9	10.2	9.6	9.6	9.6	9.6	130.5
ST. LOUIS, MO-IL	36.6	33.5	0	11.3	0	6.4	7.3	9.1	6.3	11.2	51.6	6.0	5.9	5.9	5.5	5.9	80.8
DENVER, CO	3.0	0	0	0	0	6.1	4.2	0	27.6	5.1	4.3	9.6	4.7	0	9.4	0	66.7
PHOENIX, AZ	329.7	149.2	87.8	109.2	12.2	48.7	49.1	19.5	147.2	34.6	420.5	58.0	57.4	57.0	58.1	56.9	707.9
LOS ANGELES, CA	0	0	0	0	0	0	0	3.1	1.5	2.8	7.4	0	0	2.5	1.1	2.9	13.9
RIVERSIDE, CA	0	0	0	0	0	0	0	3.4	11.2	17.1	35.9	0	0	3.4	3.5	3.4	46.2
SACRAMENTO, CA	1.4	1.3	3.3	3.2	3.1	12.0	6.8	30.5	11.3	11.8	78.7	7.4	7.3	7.3	7.3	5.1	113.1
SAN DIEGO, CA	26.5	56.0	100.7	199.1	34.1	43.7	33.7	55.5	44.7	64.3	475.1	20.0	19.0	18.8	15.8	13.4	562.1
SAN FRANCISCO, CA	0.4	0	12.7	0	0	11.2	6.5	9.9	12.3	10.1	50	6.7	6.1	6.1	6.0	6.0	80.9
SAN JOSE, CA	16.7	21.2	21.7	69.2	110.4	2.5	17.6	0.9	14.5	9.1	224.2	4.1	4.8	4.4	4.9	4.4	246.8
PORTLAND, OR-WA	0.2	0	2.3	1.9	4.8	15.7	19.9	15.3	36.3	32.5	126.4	6.1	5.9	6.7	6.2	7.4	158.7
SEATTLE-EVERETT, WA																	
TOTAL	1,070.6	926.2	842.9	1,588.9	1,340.9	741.5	809.7	953.6	1,045.2	1,247.8	7,727.6	485.2	504.9	501.2	509.6	501.2	10,229.7

SECTIONS 3 AND 9 CAPITAL AND OPERATING
URBANIZED AREAS OVER 1 MILLION POPULATION

FISCAL YEARS 1989 - 1994

Figure 27



Planning is included in Section 9 Capital

TABLE 28

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

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

SECTION 9 OBLIGATIONS FOR PLANNING
URBANIZED AREAS OVER 1 MILLION POPULATION
FISCAL YEARS 1988 - 1994

Figure 28

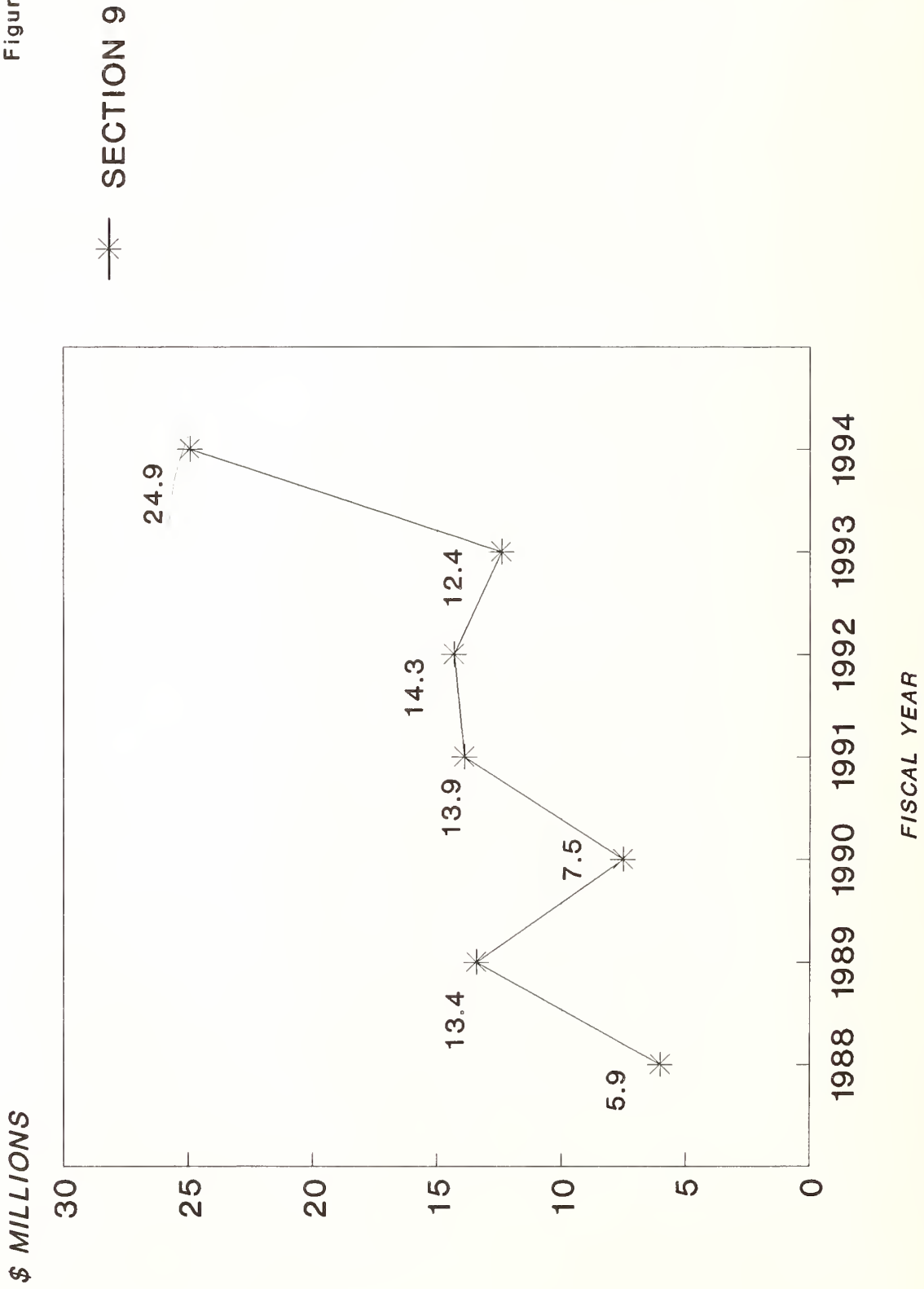


TABLE 29

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

(IN MILLIONS)

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

NOTE: DISCRETIONARY (TRUST FUNDS) INCLUDES SECTIONS 3, 8, 16 AND FAUS.

FORMULA (GENERAL FUNDS) INCLUDES SECTIONS 9, 18, RTAP AND INTERSTATE TRANSFER.

SECTION 9B FINANCED OUT OF THE TRUST FUNDS IS INCLUDED IN SECTION 9.

WITH THE EXCEPTION OF PUERTO RICO, OBLIGATIONS FOR U. S. TERRITORIES ARE NOT INCLUDED ON THIS TABLE.

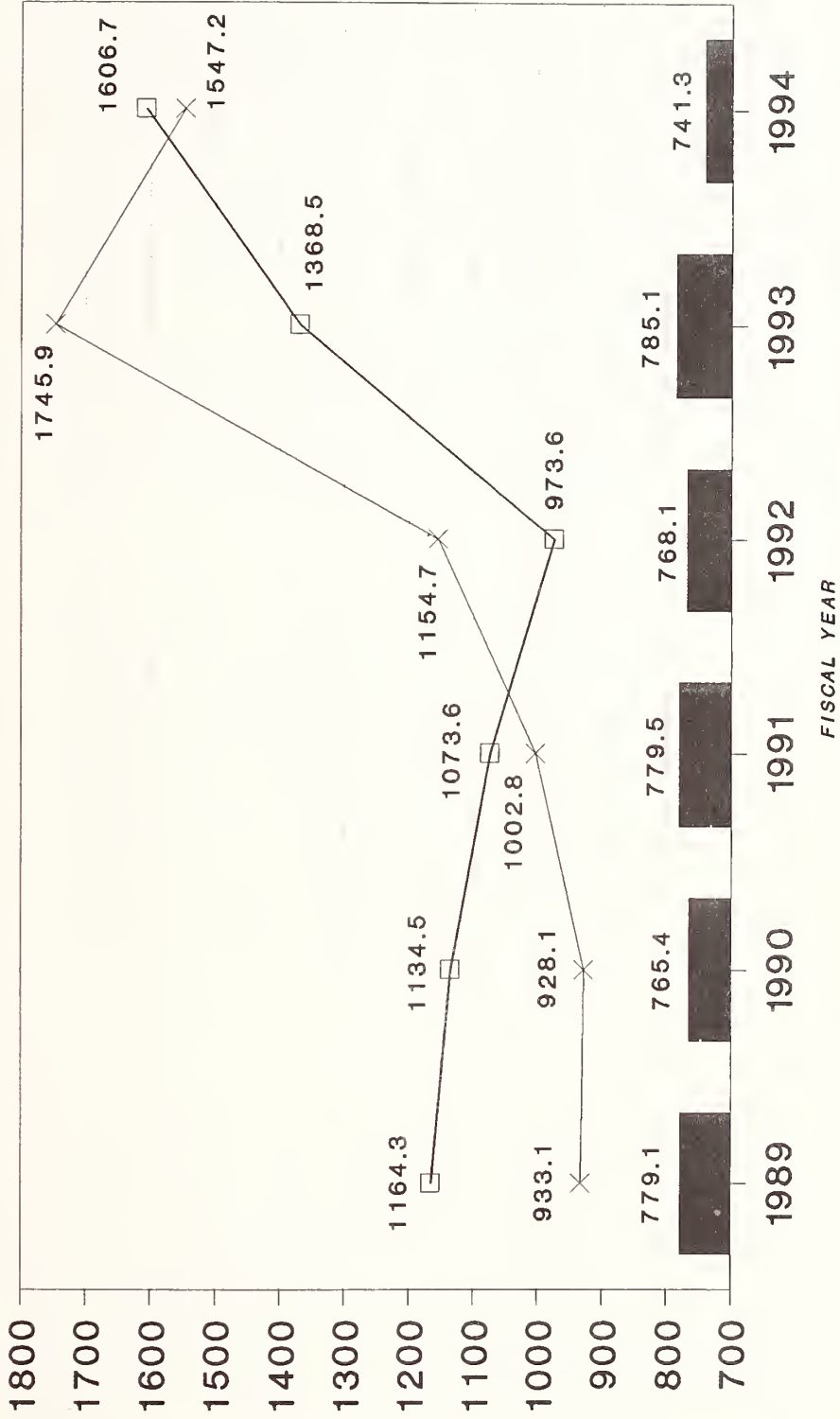
DISTRICT OF COLUMBIA DOES NOT INCLUDE STARK-HARRIS.

TOTAL SECTION 3 AND SECTION 9 OBLIGATIONS

FISCAL YEARS 1989 - 1994

\$ MILLIONS

Figure 30



SECTION 3
 SECTION 9 CAPITAL
 SECTION 9 OPERATING

SECTION 9 CAPITAL INCLUDES PLANNING

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

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

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

TABLE 31

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

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

TABLE 32

SECTIONS 3 AND 9 OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION

ALL URBANIZED AREAS

FISCAL YEARS 1989 - 1994

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

SECTION 3 AND SECTION 9 FUNDS OBLIGATED
 FIXED GUIDEWAY MODERNIZATION

FISCAL YEARS 1988 - 1994

Figure 32

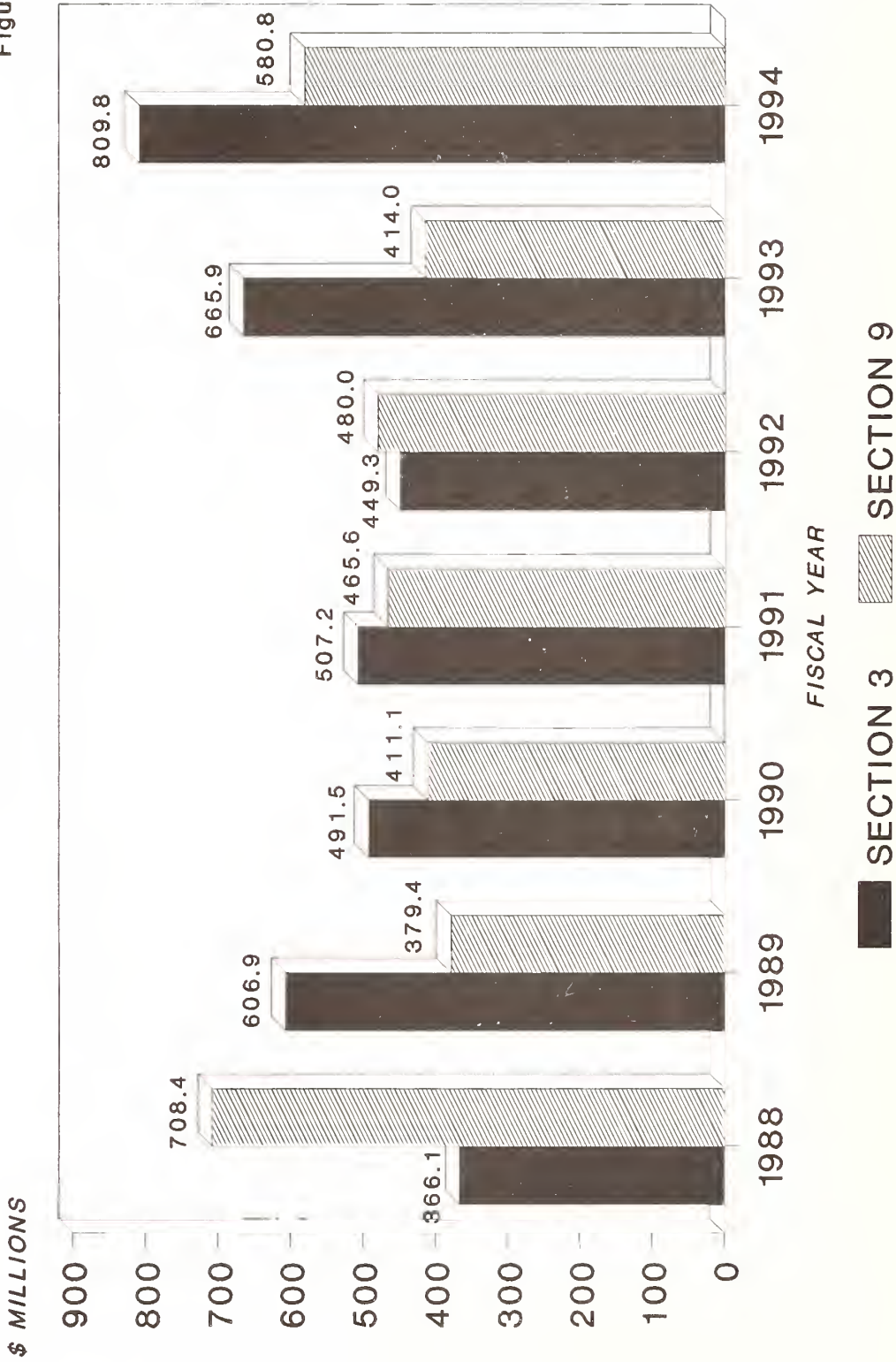


TABLE 33

OBLIGATION PERCENTAGES FOR FIXED GUIDEWAY MODERNIZATION

SECTIONS 3 AND 9

FISCAL YEARS 1989 - 1994

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

TABLE 34

SECTION 3 AND SECTION 9 OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION
URBANIZED AREAS OVER 1 MILLION POPULATION

FISCAL YEARS 1990 - 1994

URBANIZED AREA	SEC. 3 FY 1990	SEC. 3 FY 1991	SEC. 3 FY 1992	SEC. 3 FY 1993	SEC. 3 FY 1994	SEC. 9 FY 1990	SEC. 9 FY 1991	SEC. 9 FY 1992	SEC. 9 FY 1993	SEC. 9 FY 1994	\$ TOTAL
BOSTON, MA	71,373,000	31,999,998	0	0	140,412,164	27,622,565	32,360,776	35,055,036	37,795,148	47,990,000	424,608,687
NEW YORK, NY/ NORTHEASTERN NJ SW CONNECTICUT	179,092,701 40,200,000 23,372,400	159,999,999 39,999,999 22,699,995	209,835,980 0 28,145,360	236,644,258 100,619,925 16,960,000	264,999,068 71,995,763 35,258,228	202,384,000 41,553,696 0	205,690,252 54,821,533 0	266,847,248 34,272,000 0	232,966,874 50,586,868 0	237,850,492 24,192,388 0	2,196,310,872 458,242,172 126,435,983
BALTIMORE, MD	8,250,000	8,625,000	8,735,676	13,042,932	14,505,612	2,328,900	4,107,200	6,380,000	2,067,544	8,122,120	76,164,984
NORFOLK, VA	0	0	0	0	0	0	0	0	0	400,000	400,000
PHILADELPHIA, PA-NJ SO. NEW JERSEY	53,604,744 0	77,782,500 0	53,005,000 0	66,115,876 6,000,000	70,036,342 6,000,000	40,722,193 0	41,790,063 0	18,932,899 0	16,382,781 0	21,067,821 0	459,440,219 12,000,000
PITTSBURGH, PA	3,999,999	0	5,000,000	18,831,760	14,845,572	540,000	320,500	120,000	0	0	43,657,831
WASHINGTON, DC WASHINGTON, DC-VA	0 0	0 0	5,679,000 0	14,110,772 0	17,289,510 0	19,568,280 0	18,135,080 0	25,123,458 0	8,613,304 11,121,000	40,967,328 8,508,000	149,486,732 19,629,000
ATLANTA, GA	0	0	2,555,028	5,955,024	6,716,788	0	3,157,212	6,891,200	9,145,600	11,800,116	46,220,968
FT. LAUDERDALE, FL	0	0	0	0	750,000	0	0	416,080	0	1,003,286	2,169,366
MIAMI-HIALEAH, FL	0	2,650,002	5,475,000	4,716,628	3,667,492	4,173,600	1,624,800	6,329,680	1,977,669	4,424,684	35,039,555
CHICAGO, IL NORTHWESTERN, IN	46,872,975 18,342,999	98,900,001 12,417,498	80,917,948 6,049,001	89,867,763 5,040,000	99,742,083 7,216,800	43,043,310 1,004,691	71,753,700 537,361	62,832,079 544,217	28,466,537 1,368,000	82,776,198 1,296,000	705,172,594 53,816,567
CINCINNATI, OH-KY	0	0	0	0	0	0	0	0	1,600,000	0	1,600,000
CLEVELAND, OH	19,614,756	6,750,000	9,901,633	10,288,387	10,825,336	256,000	0	8,843,200	0	0	66,479,312
DALLAS, TX	0	0	0	0	0	0	0	0	0	18,002,400	18,002,400
NEW ORLEANS, LA	5,764,053	0	0	2,354,728	0	0	0	0	0	42,701	8,161,482
ST. LOUIS, MO	0	0	0	2,000,000	0	0	0	0	0	0	2,000,000
SACRAMENTO, CA	0	0	1,057,764	2,700,190	3,062,334	0	0	3,480,956	660,000	0	10,961,244
SAN DIEGO, CA	21,012,060	44,340,996	30,679,911	66,638,661	33,733,802	17,891,299	11,560,364	2,463,120	9,725,000	41,203,606	279,249,819
SAN FRANCISCO-OAKLAND, CA	0	0	0	0	0	6,051,116	0	0	0	400,000	6,451,116
SAN JOSE, CA	0	0	0	1,683,358	1,190,073	0	16,011,872	0	240,654	0	19,125,957
PORTLAND, OR	0	0	2,279,996	0	4,848,151	1,200,000	1,164,000	299,301	0	0	9,791,448
SEATTLE-EVERETT, WA	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	491,499,667	506,165,988	449,317,297	663,570,262	807,095,118	408,339,650	463,034,713	480,030,474	413,985,712	563,664,180	5,246,703,081

TABLE 35

DISCRETIONARY FUNDS OBLIGATED FOR RAIL MODERNIZATION

FISCAL YEARS 1971 - 1983
(\$ MILLIONS)

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

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

URBANIZED AREA	FY 1990		FY 1991		FY 1992		FY 1993		FY 1994		FY 1990		FY 1991		FY 1992		FY 1993		FY 1994		TOTAL \$ AMOUNT	TOTAL NO OF BUSES			
	SEC 3 BUS (NO.)	AMOUNT	SEC 3 BUS (NO.)	AMOUNT	SEC 3 BUS (NO.)	AMOUNT	SEC 3 BUS (NO.)	AMOUNT	SEC 3 BUS (NO.)	AMOUNT	SEC 3 BUS (NO.)	AMOUNT	SEC 9 BUS (NO.)	AMOUNT	SEC 9 BUS (NO.)	AMOUNT	SEC 9 BUS (NO.)	AMOUNT	SEC 9 BUS (NO.)	AMOUNT			SEC 9 BUS (NO.)	AMOUNT	
BOSTON, MA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253		
NEW YORK, NY	12	3,638,125	24	3,999,999	0	0	107	16,871,496	113	19,106,668	2	73,000	102	16,352,665	78	12,251,937	145	26,248,956	0	0	0	0	85,956,840		
NORTHEASTERN NJ	0	0	0	0	0	0	0	0	0	0	0	16	2,888,589	30	1,600,000	0	0	0	0	0	0	0	145	145,152,490	
BUFFALO, NY	13	1,999,998	0	0	0	0	12	1,657,500	14	2,325,956	0	0	0	0	0	0	0	0	0	0	0	0	0	655	
BALTIMORE, MD	0	0	12	1,974,999	51	9,305,960	0	0	40	5,504,426	38	6,626,400	1	80,000	0	0	0	0	0	0	0	0	0	152	
NORF-VA BCH-NEWP NEWS, VA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	
PHILADELPHIA, PA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	
PITTSBURGH, PA	88	5,000,001	0	0	0	0	5	261,200	6	144,000	38	9,439,870	38	9,439,870	15	620,000	100	16,557,100	110	22,253,735	20	800,000	35	4,886,280	
WASHINGTON, DC-MD-VA	0	0	0	0	0	0	63	9,040,000	100	18,192,800	25	4,600,000	25	4,600,000	15	913,400	110	22,253,735	110	22,253,735	35	4,688,860	100	20,800,000	
WASHINGTON, DC-MD-VA (VA)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	
ATLANTA, GA	5	727,500	0	0	0	0	57	8,838,456	10	960,800	31	4,104,736	78	10,289,937	19	3,120,000	20	800,000	20	800,000	20	800,000	20	800,000	25
FT. LAUD.-HOLLYW.-POMP BE, FL	15	3,225,000	0	0	0	0	13	1,792,000	10	960,800	32	5,280,000	32	5,280,000	31	4,228,400	55	4,376,800	55	4,376,800	55	4,376,800	55	4,376,800	250
MIAMI, FL	20	3,000,000	0	0	0	0	40	5,722,912	18	1,200,000	21	1,581,552	0	0	0	0	0	0	0	0	0	0	0	0	90
SAN JUAN, PR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	
TAMPA-ST. PETE-CLEARWAT, FL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	
CHICAGO, IL	0	0	0	0	9	1,625,200	0	0	218	27,755,599	93	14,517,945	93	14,517,945	657	66,688,163	244	27,062,129	244	27,062,129	35	2,493,900	35	2,493,900	141
NORTHWESTERN, IN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1284	
CINCINNATI, OH-KY	0	0	0	0	3	588,600	19	1,124,117	37	6,512,000	17	536,994	17	536,994	5	531,200	31	1,595,459	31	1,595,459	31	1,595,459	31	1,595,459	105
CLEVELAND, OH	0	0	0	0	33	626,500	0	0	37	2,258,061	13	1,913,347	1	141,504	9	1,213,738	54	8,124,000	54	8,124,000	54	8,124,000	54	8,124,000	164
DETROIT, MI	94	12,000,000	58	8,247,312	17	2,415,850	81	10,329,889	46	7,235,600	12	1,776,823	22	3,458,864	103	12,870,000	103	12,870,000	103	12,870,000	103	12,870,000	103	12,870,000	501
MILWAUKEE, WI	15	1,757,002	0	0	0	0	0	0	14	1,766,688	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116
MINNEAPOLIS-ST. PAUL, MN	41	7,471,092	0	0	18	6,500,000	41	7,000,000	2	473,184	0	0	20	2,720,000	0	0	0	0	0	0	0	0	0	0	201
DALLAS-FORT WORTH, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	359	
HOUSTON, TX	0	0	0	0	40	4,000,000	0	0	120	18,585,840	0	0	10	2,303,852	65	18,769,434	124	14,745,691	124	14,745,691	124	14,745,691	124	14,745,691	474
NEW ORLEANS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	
SAN ANTONIO, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
KANSAS CITY, MO-KS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	
ST. LOUIS, MO-IL	16	438,004	52	4,231,000	0	0	24	4,400,000	0	0	0	0	61	1,965,488	67	2,637,775	0	0	0	0	0	0	0	0	128
DENVER, CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHOENIX, AZ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LOS ANGELES-LONG BEACH, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SACRAMENTO, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SAN DIEGO, CA	7	1,380,000	7	990,500	0	0	29	3,954,066	24	4,265,738	23	3,636,208	26	1,884,024	43	6,684,804	26	1,884,024	43	6,684,804	26	1,884,024	43	6,684,804	114
SAN FRANCISCO-OAKLAND, CA	5	187,500	0	0	0	0	13	2,340,000	42	7,283,760	16	4,057,596	27	5,450,810	21	1,677,600	22	3,924,800	22	3,924,800	22	3,924,800	22	3,924,800	266
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SAN FRANCISCO-OAKLAND, CA	0	0	0	0	6	1,061,175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SAN FRANCISCO-OAKLAND, CA	0	0	0	0	32	14,357,287	6	267,000	153	16,975,390	94	15,467,861	176	43,228,720	81	17,679,146	98	22,036,943	98	22,036,943	98	22,036,943	98	22,036,943	645
SAN JOSE, CA	0	0	0	0	0	0	0	0	34	5,157,936	41	6,530,874	55	9,941,634	55	8,675,732	45	9,718,650	45	9,718,650	45	9,718,650	45	9,718,650	177
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PORTLAND, OR-WA	107	14,200,000	133	18,500,000	8	1,597,144	0	0	49	14,040,072	51	17,892,703	38	4,251,404	134	30,871,078	141	29,550,308	141	29,550,308	141	29,550,308	141	29,550,308	645
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SEATTLE-EVERETT, WA	6	218,812	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUB-TOTAL	444	55,143,034	298	39,698,810	214	33,820,616	468	98,499,357	527	81,661,552	1,038	170,232,942	1,208	180,157,908	2,481	359,626,468	2,301	361,034,906	2,301	361,034,906	2,301	361,034,906	2,301	361,034,906	10,372
200,000-1 MILLION POP.	173	20,943,127	109	19,588,144	172	24,934,872	231	46,575,628	329	60,646,158	727	76,114,412	728	74,446,271	1,137	133,019,566	1,201	137,617,384	1,201	137,617,384	1,201	137,617,384	1,201	137,617,384	5,566
50,000-200,000 POP.	163	17,570,379	246	26,494,126	149	19,364,821	178	24,544,562	262	32,580,784	388	35,569,031	304	23,564,216	282	26,134,560	378	39,434,788	378	39,434,788	378	39,434,788	378	39,434,788	2,887
NON-URBAN POP	298	10,416,274	781	22,122,906	165	9,288,561	290	21,431,600	372	16,716,875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,906
GRAND TOTAL	1,078	104,072,814	1,434	107,903,986	700	87,408,570	1,167	191,051,147	1,490	191,605,369	2,540	297,670,535	2,069	269,911,570	2,218	280,738,759	3,996	532,080,822	4,039	546,988,125	4,039	546,988,125	4,039	546,988,125	20,731

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

SECTION 3 AND SECTION 9 FUNDS OBLIGATED FOR BUSES

Fiscal Years 1989 - 1994

Figure 36

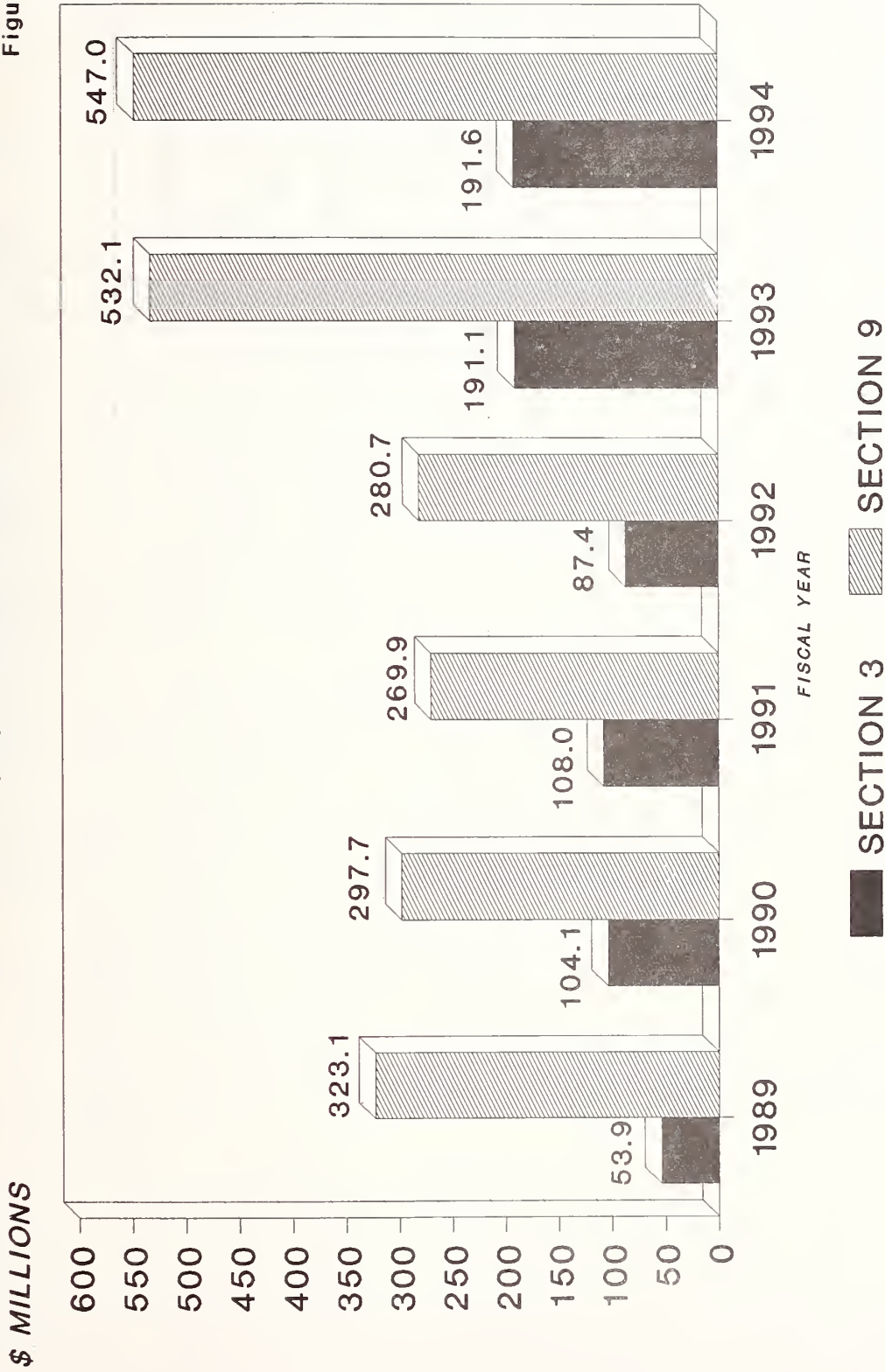


TABLE 37

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

URBANIZED AREA	SEC. 3 FY 1990	SEC. 3 FY 1991	SEC. 3 FY 1992	SEC. 3 FY 1993	SEC. 3 FY 1994	SEC. 9 FY 1990	SEC. 9 FY 1991	SEC. 9 FY 1992	SEC. 9 FY 1993	SEC. 9 FY 1994	TOTAL \$
OVER 1 MILLION POPULATION											
BOSTON, MA	111,645	159,999	10,000,000	0	516,000	31,100	0	24,022,000	30,000	265,920	35,136,664
NEW YORK, NY/	0	56,250	0	0	0	584,000	4,682,218	14,312,150	9,649,032	28,430,676	57,714,326
NORTHEASTERN NJ	1,470,000	0	1,046,792	0	1,670,000	155,200	0	25,785,256	13,574,800	10,542,366	56,506,014
BUFFALO, NY	0	0	0	0	0	0	37,920	0	0	0	193,120
BALTIMORE, MD	7,304,496	0	0	0	0	1,360,800	702,000	3,619,600	144,000	1,380,380	14,511,276
NORFOLK-VA BCH-NEWP NEWS, VA	0	0	0	0	0	0	0	2,320,800	215,600	1,670,196	4,206,596
PHILADELPHIA, PA-NJ	0	0	10,348,000	0	0	3,788,800	0	4,587,508	8,152,292	14,351,406	50,336,006
PITTSBURGH, PA	0	0	0	0	0	6,407,200	4,563,644	11,252,296	9,640,424	10,181,376	49,692,588
WASHINGTON, DC-MD-VA (DC)	25,741,709	22,398,625	4,900,000	8,080,000	0	976,000	276,000	2,586,188	2,049,216	249,600	67,257,338
WASHINGTON, DC-MD-VA (VA)	0	0	0	0	0	0	0	0	6,600	0	6,600
ATLANTA, GA	0	0	1,500,000	2,526,880	0	3,670,000	8,110,000	4,979,132	2,987,808	5,753,700	29,527,520
FORT LAUDERDALE, FL	0	0	0	0	0	905,208	2,033,600	1,456,480	1,436,544	1,640,000	7,471,832
MIAMI, FL	150,000	0	0	0	0	1,728,000	3,229,600	3,864,720	5,464,192	8,944,400	23,380,912
SAN JUAN, PR	0	0	0	0	0	4,176,200	352,400	1,892,400	2,697,600	1,469,756	10,588,356
TAMPA-ST. PETE-CLEARWAT, FL	0	0	0	0	0	0	0	3,388,864	748,608	7,288,056	11,425,528
CHICAGO, IL	0	0	674,800	0	434,070	7,720,147	6,871,960	5,099,825	9,097,825	15,433,132	45,331,759
NORTHWESTERN, IN	0	0	0	0	0	132,000	139,400	43,608	363,583	136,000	814,591
CINCINNATI, OH	0	0	0	0	0	556,400	168,668	4,308,000	4,128,279	4,842,210	14,003,557
CLEVELAND, OH	120,000	0	0	0	0	1,108,749	341,541	1,316,380	10,657,584	3,110,640	16,654,894
DETROIT, MI	0	147,060	0	0	610,200	169,680	15,920	3,397,600	0	2,724,650	7,065,110
MILWAUKEE, WI	0	0	0	0	0	1,206,962	1,708,799	6,645,445	3,659,937	2,670,558	16,091,701
MINNEAPOLIS-ST. PAUL, MN	0	0	0	1,180,000	0	6,125,000	433,244	7,544,506	3,286,667	0	18,569,417
DALLAS-FORT WORTH, TX	173,424	1,457,250	0	1,457,600	0	19,138,214	20,014,968	2,314,260	13,372,000	4,781,600	62,535,892
HOUSTON, TX	0	0	0	116,187,500	0	3,187,572	20,430,000	26,284,511	3,370,751	715,048	170,348,806
NEW ORLEANS, LA	0	0	0	0	0	80,288	3,547,289	4,055,384	933,480	3,860,471	12,476,911
SAN ANTONIO, TX	0	0	0	0	0	0	0	10,209,884	4,833,917	6,042,879	21,086,680
KANSAS CITY, MO-KS	0	0	0	0	312,261	1,020,879	626,400	296,705	239,319	1,054,424	3,549,988
ST. LOUIS, MO-IL	0	0	0	0	0	81,126	690,181	228,930	228,930	402,515	1,402,752
DENVER, CO	0	47,895	0	0	0	3,938,908	56,169	3,593,589	806,890	2,067,784	10,511,235
PHOENIX, AZ	0	0	0	0	0	2,329,430	1,024,000	0	9,517,190	1,141,180	14,011,800
LOS ANGELES-LONG BEACH, CA	0	0	0	0	12,203,694	14,402,116	1,970,080	13,011,634	31,929,740	16,268,508	89,785,772
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	0	98,864	492,988	591,852
SACRAMENTO, CA	0	0	0	1,120,000	0	0	0	1,200,000	3,788,536	900,000	7,008,536
SAN DIEGO, CA	0	0	0	0	0	1,978,666	2,378,400	5,298,082	6,753,080	4,774,000	21,182,228
SAN FRANCISCO-OAKLAND, CA	0	0	0	12,600,000	0	6,041,900	4,214,783	9,695,332	15,904,880	1,079,793	49,536,688
SAN JOSE, CA	0	0	0	0	0	0	0	0	3,600,000	0	3,600,000
PORTLAND, OR-WA (OR)	2,499,999	2,715,889	5,811,736	0	0	735,840	0	0	5,105,921	24,158	16,893,543
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	0	0	1,734,600	48,000	1,782,600
SEATTLE-EVERETT, WA	0	0	0	0	0	0	0	10,134,554	3,810,000	1,667,000	15,611,554
SUB-TOTAL POPULATION	37,571,273	26,982,968	22,433,328	159,907,628	27,594,225	96,172,059	88,010,129	219,206,874	194,218,689	166,405,370	1,038,502,543
200,000-1,000,000	1,841,375	3,299,397	9,154,300	21,909,577	13,470,428	43,591,275	28,954,125	38,333,077	62,024,468	75,982,513	298,560,535
50,000-200,000	2,050,947	5,517,878	12,268,651	4,870,859	20,334,566	15,994,011	17,176,789	17,285,367	16,288,290	19,655,219	131,442,577
NON-URBAN	1,681,787	2,226,274	1,024,411	8,333,431	9,738,916	0	0	0	0	0	23,004,819
GRAND TOTAL	43,145,382	38,026,517	44,880,690	195,021,495	71,138,135	155,757,345	134,141,043	274,825,318	272,531,447	262,043,102	1,491,510,474

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

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

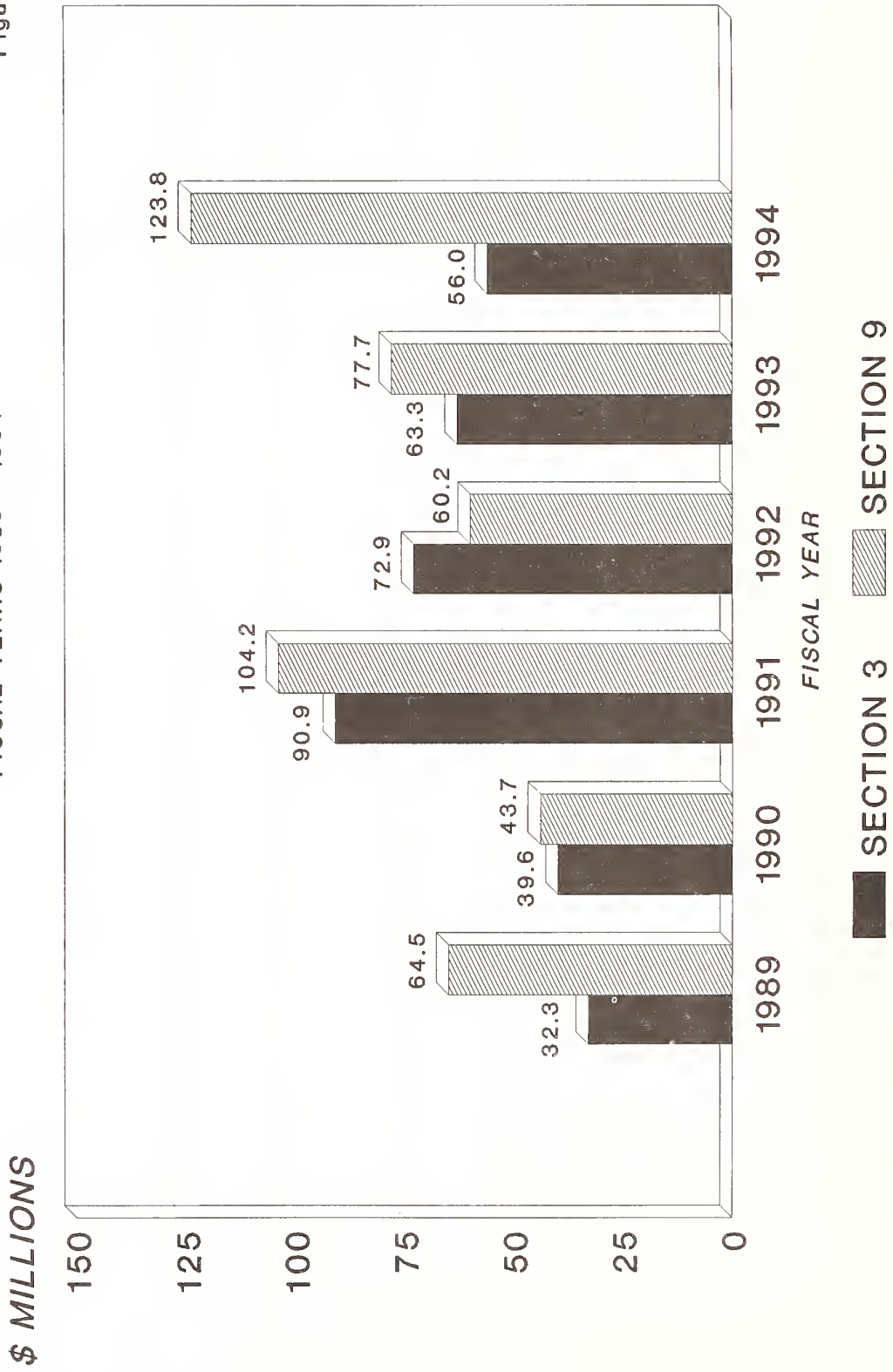
URBANIZED AREA	SEC. 3 FY 1990	SEC. 3 FY 1991	SEC. 3 FY 1992	SEC. 3 FY 1993	SEC. 3 FY 1994	SEC. 9 FY 1990	SEC. 9 FY 1991	SEC. 9 FY 1992	SEC. 9 FY 1993	SEC. 9 FY 1994	TOTAL
OVER 1 MILLION POPULATION											
BOSTON, MA	0	0	69,324	6,508,636	9,491,364	0	20,164	1,440,000	0	30,000	119,488
NEW YORK, NY	0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

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

SECTION 3 AND SECTION 9 OBLIGATIONS
BUS MAINTENANCE FACILITIES

FISCAL YEARS 1989 - 1994

Figure 38



INTERSTATE SUBSTITUTE TRANSIT PROGRAM

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

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

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

*Represents Interstate Substitute Highway funds

TABLE 39

INTERSTATE SUBSTITUTE TRANSIT
OBLIGATIONS
FISCAL YEARS 1974 - 1994

In descending order by
total amounts received

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

PLEASE NOTE THAT OBLIGATIONS INCLUDE TRANSFERRED SUBSTITUTE HIGHWAY FUNDS AS FOLLOWS: FY 1992-NEW YORK, \$100 MILLION, FY 1993-WATERLOO, \$107,996; FY 1994-NEW YORK, \$83.3 MILLION.

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT

FISCAL YEARS 1982 - 1994

Figure 39

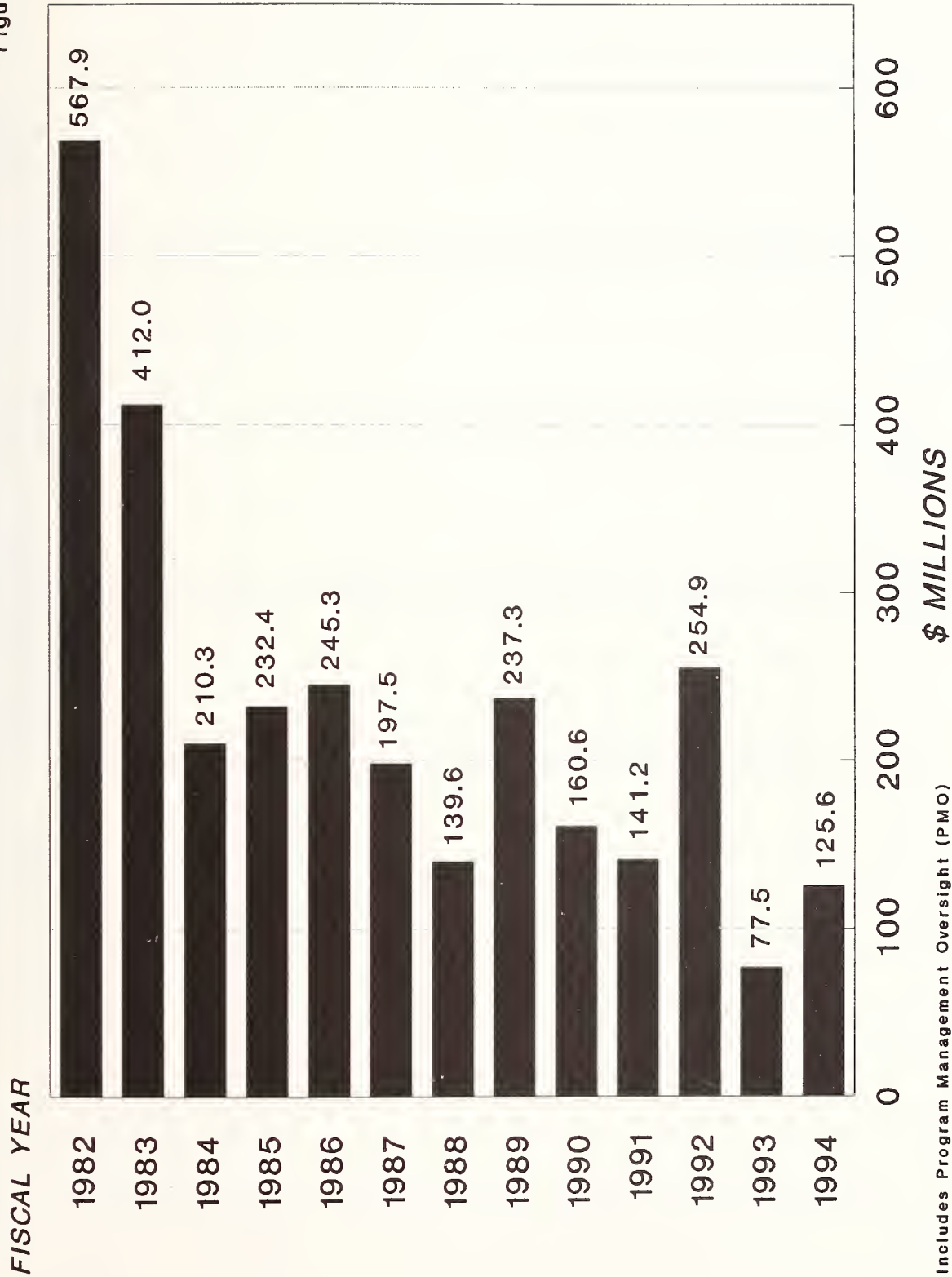


TABLE 40

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

FISCAL YEAR	FIXED				11 YEAR				
	BUS	GUIDEWAY MOD	NEW SYSTEM	PLANNING	FY 1991	FY 1992	FY 1993	FY 1994	\$ TOTAL
1984	9,282,696	112,693,598	87,904,232	380,001	59,825,610	40,000,000	17,858,740	10,632,718	399,159,482
1985	44,169,304	63,632,195	124,336,697	299,914	12,229,844	0	0	0	49,482,121
1986	11,069,935	29,555,673	203,325,440	200,000	0	0	0	0	16,577,761
1987	12,619,292	49,104,976	135,354,578	61,475	0	0	0	0	381,284,085
1988	11,781,962	73,204,958	54,550,721	35,125	0	0	0	0	63,744,662
1989	3,077,798	119,311,300	114,447,687	290,790	2,863,490	40,000,000	17,858,740	10,632,718	849,150
1990	3,850,070	96,234,344	59,032,502	212,500	74,918,944	0	0	0	11,264,998
1991	9,235,714	56,408,227	74,918,944	208,585	124,837,765	0	0	0	0
1992 *	7,404,079	205,642,081	40,000,000	997,050	254,043,210	0	0	0	0
1993 *	4,987,141	52,842,362	17,858,740	987,950	76,676,193	0	0	0	0
1994 *	29,007,279	83,597,768	10,632,718	1,600,000	124,837,765	0	0	0	0
TOTAL	146,485,270	942,227,482	922,362,259	5,273,390	2,016,348,401	40,000,000	17,858,740	10,632,718	922,362,259

URBANIZED AREAS THAT RECEIVED FUNDING FOR NEW SYSTEMS ARE:

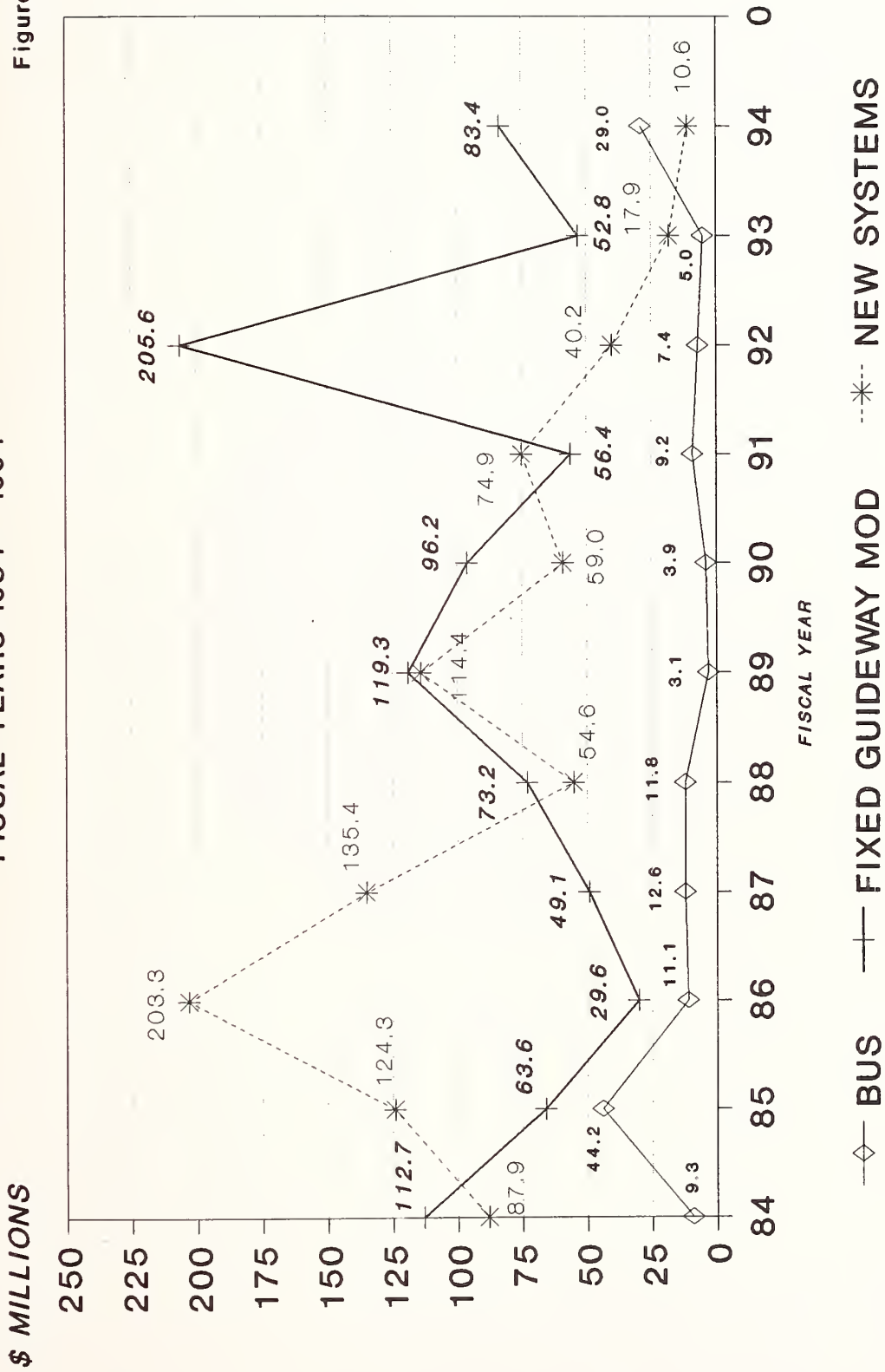
	FY 1984-1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	11 YEAR \$ TOTAL
Baltimore	106,512,999	0	19,595,530	90,898,450	53,835,435	59,825,610	40,000,000	17,858,740	10,632,718	399,159,482
Boston	23,720,746	19,999,990	5,761,385	0	0	0	0	0	0	49,482,121
Memphis	0	0	0	0	4,347,917	12,229,844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

* INCLUDES TRANSFERS FROM HIGHWAY SUBSTITUTE FUNDS

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT BY CATEGORY

FISCAL YEARS 1984 - 1994

Figure 40



Does not include Total Planning (\$5.3 Million)

TABLE 40 -1

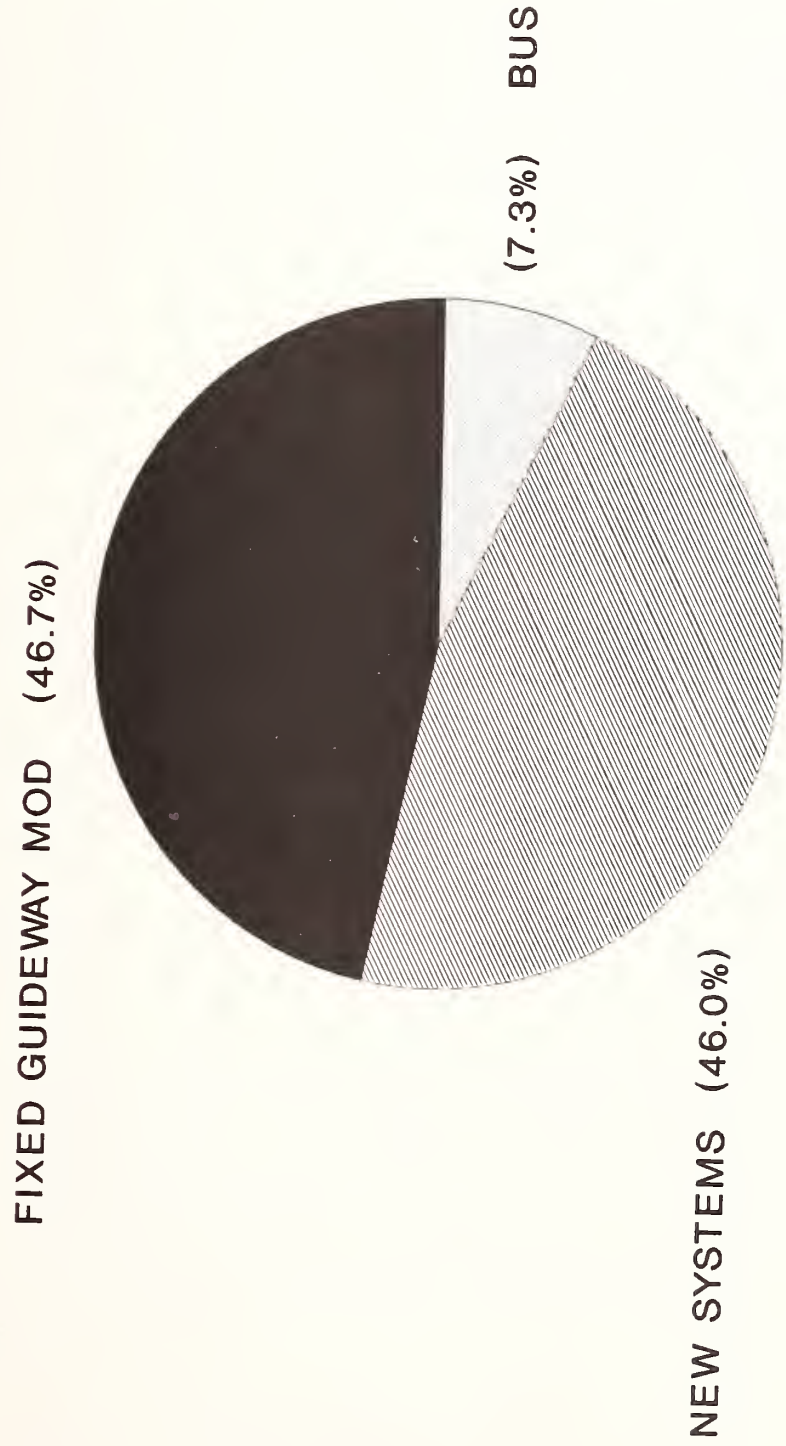
CUMULATIVE OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS

BY PURPOSE
FISCAL YEARS 1984 - 1994

URBANIZED OR RURAL AREA	NO. OF BUSES	BUS AMOUNT	MAINTENANCE FACILITIES	BUS OTHER	TOTAL \$	FIXED			NEW SYSTEMS	PLANNING	TOTAL \$	11 YEAR CUMULATIVE \$ GRAND TOTAL
						GUIDEWAY MOD	NEW SYSTEMS	PLANNING				
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	510,085	0	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	24,297,046	24,297,046	523,575,915	0	0	0	523,575,915	547,872,961	
NE NEW JERSEY	0	0	0	1,393,694	1,393,694	6,271,874	0	0	0	6,271,874	7,665,568	
SO NEW JERSEY	0	0	0	5,045,481	5,045,481	6,492,580	0	0	0	6,492,580	11,538,061	
BALTIMORE, MD	0	0	0	0	0	4,700,000	399,159,482	0	0	403,859,482	403,859,482	
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	4,282,008	4,282,008	
CLEVELAND	197	28,808,849	7,342,934	3,317,588	39,469,371	5,131,450	0	0	0	5,131,450	44,600,821	
INDIANAPOLIS	13	1,194,135	0	2,811,197	4,005,332	0	0	0	0	4,005,332	4,005,332	
WATERLOO	21	1,896,687	0	341,105	2,237,792	0	0	0	0	0	2,237,792	
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	16	3,000,000	0	0	3,000,000	0	11,264,998	4,763,305	0	16,028,303	19,028,303	
TOTAL	492	56,647,693	39,898,661	49,938,916	146,485,270	942,227,482	922,362,259	5,273,390	0	1,869,863,131	2,016,348,401	

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

Figure 40-1



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

TABLE 41

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

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

TABLE 42

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

STATE	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	\$ TOTAL
ALABAMA	508,404	531,212	627,078	628,692	625,484	625,520	626,384	952,764	844,032	1,205,760	7,175,330
ALASKA	195,584	136,434	139,132	139,178	139,088	139,089	139,113	159,608	167,262	177,708	1,532,196
AMERICAN SAMOA	0	0	0	50,940	50,934	50,934	0	0	0	0	152,808
ARIZONA	343,196	397,000	461,194	462,276	460,129	460,154	460,731	842,461	748,998	903,234	5,539,373
ARKANSAS	377,000	410,196	477,500	478,635	476,384	476,410	477,015	677,785	602,032	719,942	5,172,899
CALIFORNIA	1,851,428	2,277,187	2,785,098	2,793,657	2,776,666	2,776,864	2,781,426	4,906,464	4,392,269	6,502,019	33,843,078
COLORADO	299,052	341,977	393,182	394,046	392,333	392,353	392,813	620,672	516,566	705,076	4,448,070
CONNECTICUT	376,576	438,616	512,632	513,880	511,404	511,433	512,096	679,068	551,024	730,100	5,336,829
DELAWARE	166,957	177,303	189,646	189,854	189,446	189,557	247,098	231,677	231,677	256,053	2,029,033
DIST. OF COL.	189,000	192,474	208,396	208,666	208,133	208,139	208,282	248,540	230,267	256,287	2,158,184
FLORIDA	1,662,652	1,580,452	1,925,110	1,930,904	1,919,404	1,919,536	1,922,624	3,631,892	2,977,168	3,682,148	23,151,890
GEORGIA	585,000	603,864	716,876	718,780	715,000	715,044	716,060	1,156,196	1,082,347	1,318,978	8,328,145
GUAM	0	127,394	0	0	0	0	0	0	0	0	127,394
HAWAII	357,828	192,538	208,476	208,745	208,212	208,218	208,361	312,067	283,614	322,820	2,510,879
IDAHO	233,470	205,732	224,784	225,106	224,469	224,476	224,647	304,640	289,287	329,895	2,486,506
ILLINOIS	2,040,188	1,240,954	1,504,316	1,508,752	1,499,944	1,500,046	1,502,412	2,324,001	1,938,956	2,387,318	17,446,887
INDIANA	530,872	630,965	750,372	752,384	748,389	748,436	749,509	1,167,030	1,036,716	1,262,068	8,376,741
IOWA	388,566	453,565	531,104	532,412	529,818	529,848	530,545	0	644,144	772,463	4,912,465
KANSAS	333,028	384,332	445,534	446,565	444,518	444,542	445,091	630,413	546,615	650,827	4,771,465
KENTUCKY	982,000	491,000	595,256	596,769	593,765	593,800	594,607	870,972	810,588	980,048	7,108,805
LOUISIANA	528,000	496,454	584,110	585,594	582,661	582,695	583,486	866,634	813,081	983,156	6,605,871
MAINE	222,816	246,932	275,708	276,195	275,232	275,244	275,500	369,908	351,484	407,452	2,976,471
MARYLAND	411,148	481,716	565,900	567,318	564,502	564,535	565,291	920,158	816,733	987,711	6,445,012
MASSACHUSETTS	636,408	762,525	912,976	915,515	910,481	910,540	911,892	1,370,816	1,158,404	1,413,832	9,903,389
MICHIGAN	794,000	944,548	1,137,960	1,141,220	1,134,750	1,134,826	1,136,563	1,835,812	1,687,214	2,207,734	13,154,627
MINNESOTA	899,172	531,604	627,562	629,179	625,969	626,007	626,869	744,725	827,673	1,001,354	7,140,114
MISSISSIPPI	867,748	390,816	453,548	454,604	452,504	452,532	453,092	635,444	586,048	559,360	5,305,996
MISSOURI	696,616	686,632	819,176	821,409	816,975	817,027	818,218	1,206,197	1,050,767	1,279,592	9,012,609
MONTANA	182,780	197,027	214,024	214,312	213,743	213,750	213,902	281,298	268,783	304,323	2,303,942
NEBRASKA	530,000	299,281	340,008	341,104	339,729	339,745	340,114	454,111	397,435	464,773	3,846,700
NEVADA	171,672	183,184	196,914	197,146	196,687	196,692	196,816	313,419	306,129	350,899	2,309,558
NEW HAMPSHIRE	195,540	212,936	233,688	234,038	233,344	233,352	233,536	309,896	291,460	332,604	2,510,394
NEW JERSEY	734,560	884,884	1,064,216	1,064,216	1,061,200	1,061,304	1,062,920	1,697,032	1,382,548	1,693,380	11,706,260
NEW MEXICO	344,732	229,082	253,646	254,059	253,238	253,247	253,468	373,323	354,455	411,171	2,980,421
NEW YORK	1,680,000	2,042,792	2,495,388	2,500,000	2,487,872	2,488,048	2,492,116	3,767,488	2,365,848	3,297,512	25,617,064
NORTH CAROLINA	960,300	676,776	806,996	809,190	804,834	804,884	806,054	1,373,830	1,225,325	1,497,296	9,765,485
NORTH DAKOTA	186,920	191,968	207,774	208,040	207,511	207,518	207,660	257,779	234,875	262,033	2,172,078
NO. MARIANAS	100,633	50,187	50,490	0	0	0	0	0	0	0	201,310
OHIO	1,926,000	1,164,256	1,409,518	1,413,651	1,405,446	1,405,542	1,407,745	2,278,768	1,921,747	1,858,688	16,191,361
OKLAHOMA	416,000	455,639	533,668	534,984	532,373	532,384	533,085	771,611	705,104	848,490	5,863,338
OREGON	335,207	385,072	446,450	447,482	445,429	445,453	446,004	704,383	658,401	790,244	5,104,125
PENNSYLVANIA	1,464,204	1,457,169	1,771,556	1,776,855	1,766,337	1,766,460	1,769,284	2,876,080	2,415,856	2,982,094	20,045,895
PUERTO RICO	693,776	373,030	431,564	432,550	430,592	430,612	431,140	642,782	626,680	750,680	5,243,406
RHODE ISLAND	361,980	236,396	262,688	263,121	262,252	262,252	262,498	353,108	317,336	364,876	2,946,507
SOUTH CAROLINA	377,000	391,400	454,268	455,329	453,224	453,248	453,812	745,808	682,924	820,828	5,287,841
SOUTH DAKOTA	378,000	201,582	219,654	219,959	219,355	219,362	219,524	274,997	250,375	281,365	2,484,173
TENNESSEE	548,000	601,784	714,306	716,202	712,438	712,481	713,492	1,101,368	989,220	1,242,432	8,051,723
TEXAS	1,366,090	1,348,530	1,637,280	1,642,145	1,632,486	1,632,599	1,635,192	2,752,388	2,493,726	3,079,212	19,219,648
UTAH	201,088	219,852	242,236	242,615	241,866	241,874	242,076	348,591	333,095	384,530	2,697,823
VERMONT	165,468	175,448	187,356	187,558	187,160	187,166	187,268	224,796	0	450,120	1,952,340
VIRGIN ISLANDS	0	122,152	0	129,448	129,420	129,421	129,429	132,142	132,027	133,764	1,037,803
VIRGINIA	510,000	575,262	740,322	683,314	679,759	679,800	680,754	1,137,292	1,027,439	1,250,498	7,964,440
WASHINGTON	425,126	499,141	587,436	588,925	585,971	586,006	586,799	981,289	623,829	1,083,424	6,547,946
WEST VIRGINIA	642,000	337,406	387,566	388,378	386,701	386,720	387,171	540,283	510,022	605,189	4,571,436
WISCONSIN	552,104	601,612	714,092	715,988	712,225	712,268	713,279	1,081,970	944,209	1,146,696	7,894,443
WYOMING	151,252	156,434	163,854	163,977	163,729	163,734	163,798	194,355	188,177	203,793	1,713,103
TOTAL	32,077,141	29,624,704	34,839,984	34,995,861	34,821,511	34,823,616	34,821,120	53,651,852	46,831,991	58,895,849	395,383,629

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

TABLE 43
 OBLIGATIONS FOR SECTION 18 (RURAL)
 FISCAL YEARS 1986 - 1994

STATE	FY 86/ 87 RURAL	FY 88 RURAL	FY 89 RURAL	FY 90 RURAL	FY 91 RURAL	FY 92 RURAL	FY 93 RURAL	FY 94 RURAL	TOTAL \$ RURAL
ALABAMA	14,643,173	5,826,413	3,586,959	3,574,903	2,486,680	4,053,384	3,812,654	3,885,148	41,869,314
ALASKA	352,369	0	169,273	344,057	144,349	176,153	2,589,605	704,605	4,480,411
AMERICAN SAMOA	26,146	47,210	24,081	23,898	75,771	117,138	24,081	117,868	456,193
ARIZONA	1,875,039	756,443	599,934	963,728	618,730	1,508,835	1,343,986	1,785,597	9,452,292
ARKANSAS	4,036,148	1,644,389	1,284,738	1,274,977	1,324,988	2,341,327	1,744,945	2,373,190	16,024,702
CALIFORNIA	5,890,947	2,815,749	2,872,493	2,819,071	2,931,416	4,982,213	5,047,118	7,473,396	34,832,403
COLORADO	2,498,342	1,477,217	1,199,669	973,272	675,849	1,081,003	982,640	1,289,294	10,177,286
CONNECTICUT	1,250,432	1,121,164	848,385	642,435	636,599	964,698	1,731,833	1,433,566	8,629,112
DELAWARE	460,568	165,745	169,085	167,800	174,382	175,000	238,788	324,372	1,875,740
FLORIDA	7,481,264	3,807,319	2,478,178	2,444,000	2,907,368	4,202,786	3,737,769	4,882,769	31,941,453
GEORGIA	4,501,102	4,527,663	2,132,318	2,116,117	2,199,120	3,733,326	3,191,276	4,525,942	26,926,864
GUAM	386,967	217,148	218,943	218,341	221,438	0	572,529	332,127	2,167,493
HAWAII	614,739	202,098	206,171	204,605	212,630	419,009	1,648,172	0	3,507,424
IDAHO	1,952,454	610,983	613,441	584,346	647,661	908,724	2,173,868	1,900,252	9,991,729
ILLINOIS	6,606,495	3,925,611	3,856,157	0	3,347,732	3,673,985	3,980,431	4,514,573	29,904,984
INDIANA	4,851,329	2,561,146	2,526,166	2,154,091	2,137,726	2,221,579	3,143,155	2,993,637	22,588,829
IOWA	3,253,523	1,548,556	1,599,862	1,526,521	1,584,046	2,855,300	1,819,131	2,580,803	16,767,742
KANSAS	2,736,244	1,443,143	1,658,778	1,516,659	1,160,461	1,692,847	1,447,061	2,052,253	13,707,446
KENTUCKY	4,814,327	459,048	2,220,633	2,199,451	2,356,300	2,843,291	2,812,399	3,387,822	21,093,271
LOUISIANA	3,355,228	2,326,387	1,494,365	1,483,012	1,541,184	2,311,271	1,975,696	2,801,973	17,289,116
MAINE	1,567,374	737,773	652,768	647,809	673,219	1,115,276	953,350	2,092,061	8,439,630
MARYLAND	1,852,267	786,131	801,974	795,881	827,099	1,392,371	1,277,349	1,687,984	9,421,056
MASSACHUSETTS	2,707,878	1,473,880	1,022,564	1,039,392	993,763	1,492,199	1,609,831	1,912,703	12,252,210
MICHIGAN	6,711,378	2,543,447	2,596,157	2,575,261	2,676,233	4,041,130	3,774,029	6,209,927	31,127,562
MINNESOTA	3,453,440	1,613,029	1,479,999	1,617,263	1,748,564	1,757,277	4,943,308	617,768	17,230,648
MISSISSIPPI	5,096,451	2,711,773	3,013,270	1,429,477	1,741,315	2,482,782	1,995,616	2,891,768	21,362,452
MISSOURI	4,588,752	2,230,972	2,097,711	1,867,394	2,074,172	2,729,847	2,756,839	3,283,580	21,629,267
MONTANA	879,493	422,497	431,011	427,736	444,515	684,790	585,365	830,176	4,705,583
NEBRASKA	1,557,189	772,667	729,294	736,447	713,571	1,007,745	919,044	1,252,631	7,688,588
NEVADA	311,013	150,072	153,097	151,934	157,893	337,344	288,365	408,965	1,958,683
NEW HAMPSHIRE	1,279,944	612,835	696,853	681,157	769,783	893,199	856,344	1,693,440	7,483,555
NEW JERSEY	1,625,590	784,386	800,198	794,118	825,266	0	2,368,748	0	7,198,306
NEW MEXICO	1,321,821	654,311	618,308	579,761	597,925	0	2,049,306	1,436,944	7,258,376
NEW YORK	6,915,575	1,917,930	1,898,318	5,638,913	3,191,859	4,495,492	5,466,491	6,801,924	36,326,502
NORTH CAROLINA	7,656,996	4,335,600	4,392,740	3,052,270	2,475,956	4,348,603	5,016,533	3,252,102	34,530,800
NORTH DAKOTA	1,376,823	571,864	546,762	499,577	429,989	527,468	495,548	613,953	5,061,984
NO. MARIANAS	25,530	0	0	0	0	158,717	105,429	123,819	413,495
OHIO	10,188,182	1,602,278	5,026,344	3,666,873	3,275,335	6,160,809	4,255,940	6,008,771	40,184,532
OKLAHOMA	2,816,541	1,556,351	1,579,879	2,220,835	2,579,912	2,921,180	3,742,050	3,812,080	21,228,828
OREGON	1,286,700	2,645,249	520,500	1,507,981	605,600	1,432,100	2,103,853	0	10,101,983
PENNSYLVANIA	7,310,940	3,931,922	3,501,084	3,474,484	3,610,773	5,018,467	5,040,952	5,964,779	37,853,401
PUERTO RICO	10,022,622	1,318,314	835,310	1,430,476	1,139,236	1,620,690	1,385,384	1,964,776	19,716,808
RHODE ISLAND	236,813	114,268	116,571	106,666	92,193	154,993	177,468	304,312	1,303,284
SOUTH CAROLINA	5,938,720	2,691,622	1,681,052	1,799,106	2,061,130	2,699,917	2,278,267	2,897,641	22,047,455
SOUTH DAKOTA	1,312,753	733,439	618,254	516,245	467,278	617,302	527,675	748,360	5,541,306
TENNESSEE	4,543,801	1,830,565	1,867,455	1,853,267	1,925,966	3,276,892	2,637,473	3,740,519	21,675,938
TEXAS	21,288,912	19,659,331	3,803,195	11,855,020	13,039,805	14,410,015	5,822,731	10,638,275	100,517,284
UTAH	623,128	300,676	306,736	304,405	316,346	0	867,956	567,298	3,286,545
VERMONT	605,979	411,185	437,413	352,813	335,879	752,844	4,715,980	2,133,319	9,745,412
VIRGIN ISLANDS	0	216,851	72,002	71,454	74,258	118,129	6,205,175	1,523,959	8,281,828
VIRGINIA	3,928,296	1,978,690	1,716,681	2,138,330	1,873,905	2,866,351	5,214,527	3,631,658	23,348,438
WASHINGTON	3,102,454	1,133,760	1,126,379	1,133,362	1,161,669	1,761,819	2,459,994	2,374,113	14,253,550
WEST VIRGINIA	2,570,370	1,190,125	1,152,900	1,144,140	1,189,020	1,629,804	1,393,173	1,975,825	12,245,357
WISCONSIN	4,825,552	2,454,847	2,166,996	2,043,944	2,064,135	3,884,799	4,419,585	3,846,015	25,705,073
WYOMING	1,957,544	1,122,773	1,231,545	1,063,869	270,552	1,023,865	336,679	477,486	7,484,313
TOTAL	203,073,657	102,694,845	79,450,949	84,448,944	83,808,544	118,076,085	133,063,494	137,078,118	941,694,636

TABLE 44

CUMULATIVE OBLIGATIONS
SECTION 18
FISCAL YEAR AND CATEGORY

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

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

SECTION 18 OBLIGATIONS BY CATEGORY

FISCAL YEARS 1984 -1994

Figure 44

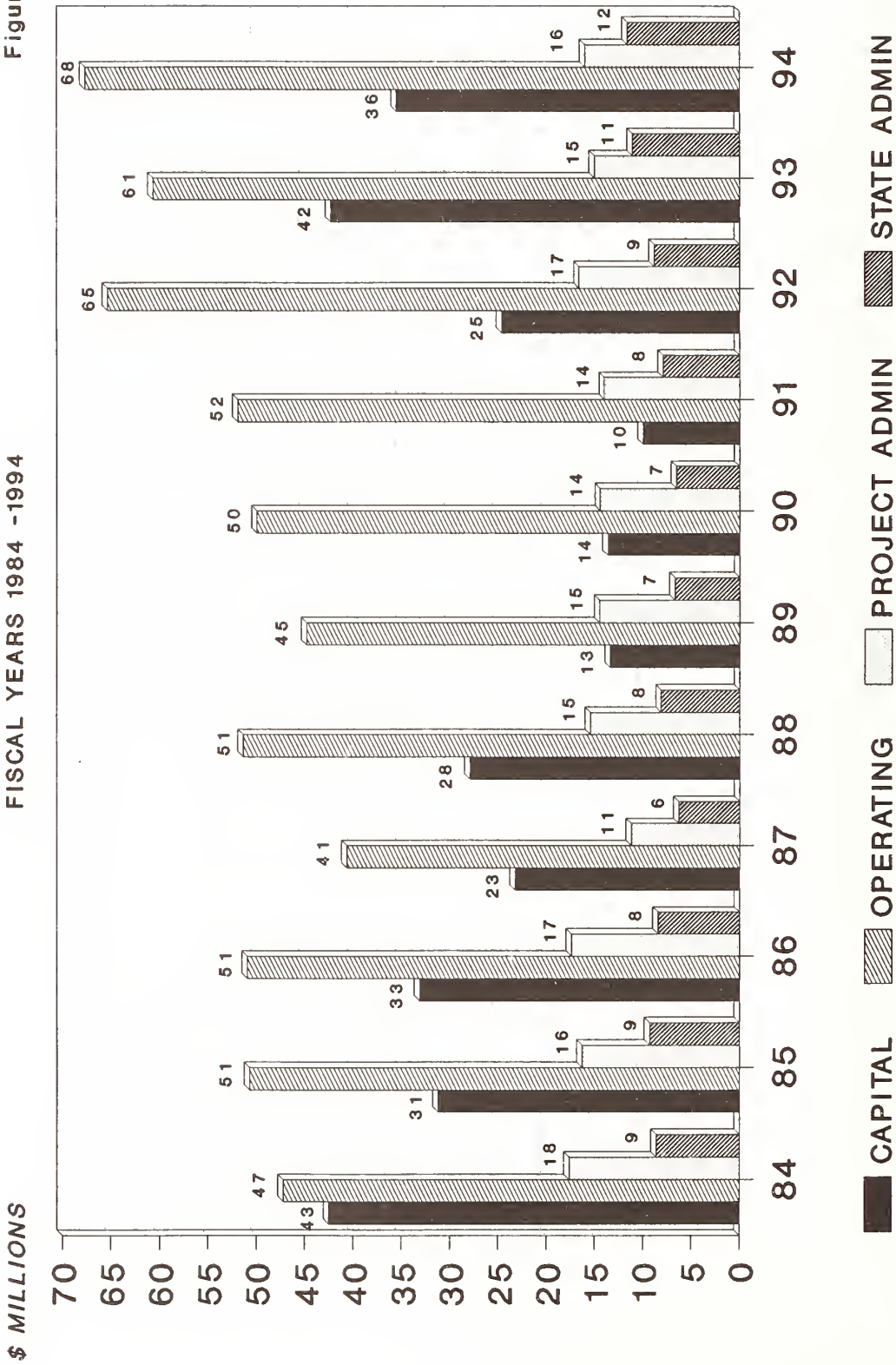


TABLE 45

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

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

TABLE 46

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

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

PLEASE NOTE THAT SECTION 18 OBLIGATIONS FOR GUAM INCLUDE TRANSFERS OF SECTION 16 AND RTAP FUNDS FOR FISCAL YEARS 1987-1994.
AMERICAN SAMOA - NO FUNDS WERE TRANSFERRED TO SECTION 18 OR OBLIGATED IN FY 1993. THE \$24,081 SHOWN IS AN ADJUSTMENT TO A
PRIOR YEAR OBLIGATION.

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

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

TABLE 47

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

(\$ IN MILLIONS)

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

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

TABLE 47-1

FLEXIBLE FUNDS OBLIGATIONS BY SOURCE

STATE	FY 1992			FY 1993			FY 1994			TOTAL	OTHER	CUMULATIVE
	CMAQ	STP	OTHER	CMAQ	STP	OTHER	CMAQ	STP	OTHER			
ALABAMA	\$0	\$501,476	\$0	\$1,435,000	\$2,792,000	\$0	\$4,227,000	\$0	\$764,300	\$0	\$5,492,776	
ALASKA	0	248,388	248,388	1,966,982	0	0	1,966,982	0	2,797,438	0	5,012,808	
ARKANSAS	0	0	0	0	0	0	0	0	3,495,000	0	3,495,000	
ARIZONA	0	600,000	0	12,149,580	1,386,682	0	13,536,262	0	1,791,700	0	15,327,962	
CALIFORNIA	9,269,000	1,731,000	0	41,345,557	34,036,935	0	75,382,502	30,474,388	11,290,270	0	128,147,160	
COLORADO	0	0	0	0	140,000	0	140,000	0	986,000	0	1,126,000	
CONNECTICUT	14,173,600	61,832	0	5,253,600	0	0	5,253,600	8,442,400	8,894,628	0	36,826,060	
WASH. D.C.	4,600,000	0	0	4,455,808	0	0	4,455,808	2,078,400	4,480,600	0	20,346,460	
FLORIDA	0	0	0	4,455,808	5,188,784	0	5,188,784	1,187,200	110,000	0	6,880,939	
GEORGIA	0	394,955	0	3,897,466	1,290,000	0	1,290,000	0	0	0	1,290,000	
HAWAII	0	0	0	3,897,466	0	0	3,897,466	2,353,545	0	0	6,251,011	
IDAHO	0	0	0	39,805,017	539,500	0	40,344,517	22,768,800	137,500	0	74,150,817	
ILLINOIS	10,900,000	0	0	1,368,000	0	0	1,368,000	2,996,171	0	0	4,364,171	
INDIANA	0	0	0	3,609,520	0	107,996	107,996	0	0	0	107,996	
IOWA	0	0	0	3,609,520	0	0	3,609,520	344,000	1,200,000	0	5,153,520	
KENTUCKY	0	0	0	0	0	0	0	860,000	7,859,000	0	8,612,645	
LOUISIANA	0	0	0	0	753,645	0	753,645	0	0	0	1,513,112	
MAINE	0	0	0	0	0	0	0	0	0	0	0	
MARYLAND	3,300,000	0	0	5,690,000	0	0	5,690,000	1,232,000	0	0	10,222,000	
MASSACHUSETTS	24,000,000	0	0	9,637,120	1,763,148	0	11,400,268	52,018,480	0	0	87,418,748	
MICHIGAN	0	0	0	1,986,000	1,102,337	0	3,088,337	8,710,600	2,531,563	0	14,330,500	
MINNESOTA	0	0	0	4,336,267	3,170,400	0	7,506,667	4,800,000	878,400	0	13,185,067	
MISSOURI	0	0	0	320,000	0	0	320,000	0	0	0	320,000	
MONTANA	0	0	0	840,800	0	0	840,800	0	0	0	840,800	
NEBRASKA	0	400,000	0	0	0	0	0	0	0	0	400,000	
NEW HAMPSHIRE	0	0	0	0	0	0	0	427,232	0	0	427,232	
NEW JERSEY	0	0	0	30,000,000	4,000,000	0	34,000,000	10,300,000	3,261,000	1,500,000	49,061,000	
NEW MEXICO	0	0	0	998,187	400,000	0	1,398,187	2,100,000	107,200	0	3,605,387	
NEW YORK	36,650,000	13,350,000	100,000,001	78,026,960	32,470,000	0	110,496,960	36,321,600	38,358,556	88,093,600	423,270,717	
NORTH CAROLINA	0	0	0	0	160,000	0	160,000	0	0	0	160,000	
OHIO	12,148,000	1,298,977	0	7,994,055	8,520,024	0	16,514,079	5,304,293	7,986,390	0	43,251,739	
OKLAHOMA	0	0	0	400,000	0	0	400,000	400,000	0	0	800,000	
OREGON	0	0	0	4,303,000	965,000	0	5,268,000	4,217,075	100,320	0	9,585,395	
PENNSYLVANIA	0	400,000	0	1,498,000	824,000	0	11,430,000	16,568,000	1,738,000	6,348,000	36,484,000	
RHODE ISLAND	0	0	1,395,568	1,200,000	0	0	4,512,000	0	3,356,428	0	9,263,996	
TENNESSEE	0	0	0	0	600,000	0	600,000	0	759,600	0	1,359,600	
TEXAS	0	0	0	5,912,938	132,000	1,457,600	7,502,538	14,021,013	0	0	21,523,551	
UTAH	0	0	0	2,400,000	0	0	2,400,000	90,000	0	0	2,490,000	
VERMONT	0	390,000	0	152,000	5,530,209	0	5,682,209	545,960	1,053,620	0	7,671,789	
VIRGINIA	6,144,000	0	0	1,240,000	12,855,844	0	14,095,844	7,805,000	8,552,280	0	36,597,124	
VIRGIN ISLANDS	0	0	0	0	6,104,197	0	6,104,197	0	1,380,750	0	7,484,947	
WASHINGTON	0	0	0	14,029,596	1,032,300	0	15,061,896	8,114,200	1,207,448	0	24,383,544	
WEST VIRGINIA	0	0	0	291,246	0	0	291,246	0	0	0	291,246	
WISCONSIN	0	1,600,000	0	2,318,400	0	0	2,318,400	3,893,000	2,520,000	0	10,331,400	

TOTAL \$121,184,600 \$20,728,240 \$101,643,957 \$243,556,797 \$288,861,109 \$125,757,005 \$13,985,696 \$428,603,710 \$259,639,217 \$114,894,675 \$99,298,028 \$473,831,920 \$1,145,992,427

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

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

TABLE 48

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

(IN REGIONAL ORDER)

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

TRANSFER OF FUNDS
Sections 9, 9A, 9B to Section 18
FISCAL YEARS 1984 - 1994

Figure 48

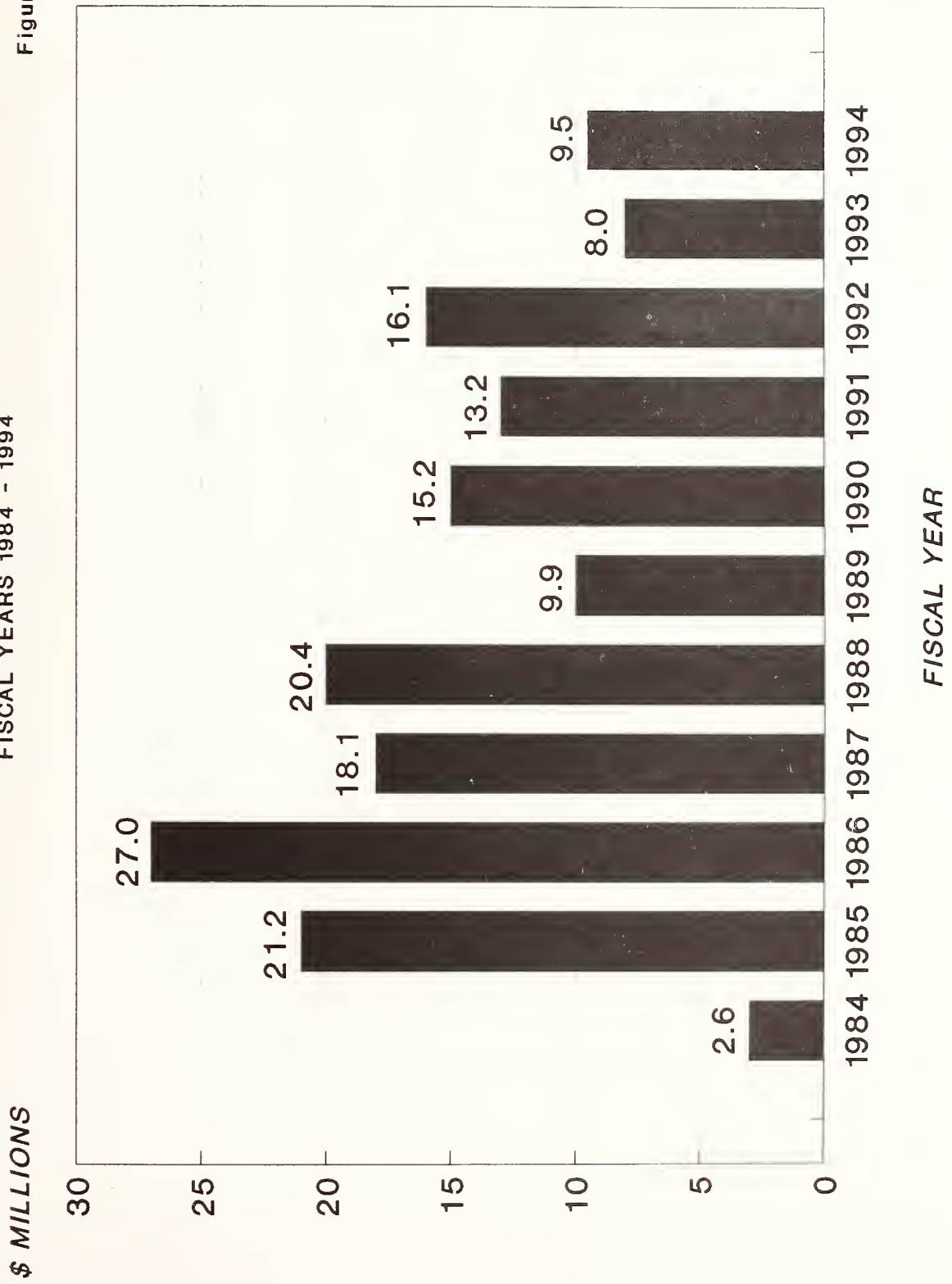


TABLE 49

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

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

* RHODE ISLAND TRANSFER IN FY 1986 WAS A DEOBLIGATION.

TABLE 50

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

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

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

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

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

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

BY PROGRAM

BY VEHICLE TYPE

FY	TOTAL VEHICLES	Sec.3	Sec.5	Sec.9A	Sec.9	FAUS	Interstate Substitute	BY VEHICLE TYPE						
								40'-35' Stand.	30' or Less	Vans	Articu- lated	Trolley Style	Intercity Commuter	
65	358	358	0	0	0	0	0	0	266	92	0	0	0	0
66	1,110	1,110	0	0	0	0	0	0	951	159	0	0	0	0
67	311	311	0	0	0	0	0	0	216	95	0	0	0	0
68	637	637	0	0	0	0	0	0	525	112	0	0	0	0
69	501	501	0	0	0	0	0	0	416	85	0	0	0	0
70	1,487	1,487	0	0	0	0	0	0	1,435	52	0	0	0	0
71	2,521	2,521	0	0	0	0	0	0	2,296	225	0	0	0	0
72	3,502	3,502	0	0	0	0	0	0	3,235	267	0	0	0	0
73	4,072	4,072	0	0	0	0	0	0	3,599	473	0	0	0	0
74	5,816	5,378	0	0	0	438	0	0	5,026	634	6	150	0	0
75	4,426	4,307	99	0	0	20	0	0	3,755	586	25	60	0	0
76	3,318	2,867	391	0	0	60	0	0	2,926	181	73	138	0	0
TQ	359	312	47	0	0	0	0	0	264	81	14	0	0	0
77	3,798	3,200	472	0	0	126	0	0	3,264	410	74	50	0	0
78	3,992	3,620	331	0	0	41	0	0	3,408	423	141	20	0	0
79	2,939	1,020	1,611	0	0	99	209	0	2,168	399	323	49	0	0
80	4,223	1,773	2,191	0	0	78	181	0	3,230	492	236	265	0	0
81	4,611	2,790	1,647	0	0	45	129	0	3,406	399	290	516	0	0
82	3,250	1,912	1,290	0	0	11	37	0	2,490	500	63	197	0	0
83	2,863	1,714	575	559	0	12	3	0	2,131	254	248	230	0	0
84	2,478	174	588	292	1,371	17	36	0	1,609	437	343	89	0	0
85	3,051	83	449	134	2,302	10	73	0	2,139	485	306	97	24	0
86	3,666	245	338	269	2,788	4	22	0	2,561	594	426	11	74	0
87	3,641	236	0	0	3,282	49	74	0	2,673	395	439	76	58	0
88	3,410	373	0	0	2,997	19	21	0	1,976	697	565	114	58	0
89	3,343	411	0	0	2,911	0	21	0	2,206	434	591	37	75	0
90	3,685	1,078	0	0	2,540	26	41	0	2,336	663	718	52	16	0
91	3,602	1,426	0	0	2,069	35	72	0	1,648	767	1,047	34	20	86
92	3,062	801	0	0	2,218	3	40	0	1,728	573	705	5	11	40
93	5,239	1,167	0	0	3,996	0	76	0	2,628	1,173	1,114	145	94	85
94	5,545	1,490	0	0	4,039	0	16	0	3,138	960	1,333	38	29	47
Total	94,816	50,876	10,029	1,254	30,513	1,093	1,051	69,549	13,097	9,080	2,373	459	258	

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

OBLIGATIONS FOR VEHICLES
DOES NOT INCLUDE SECTIONS 16 OR 18
FISCAL YEARS 1974 - 1994

Figure 52

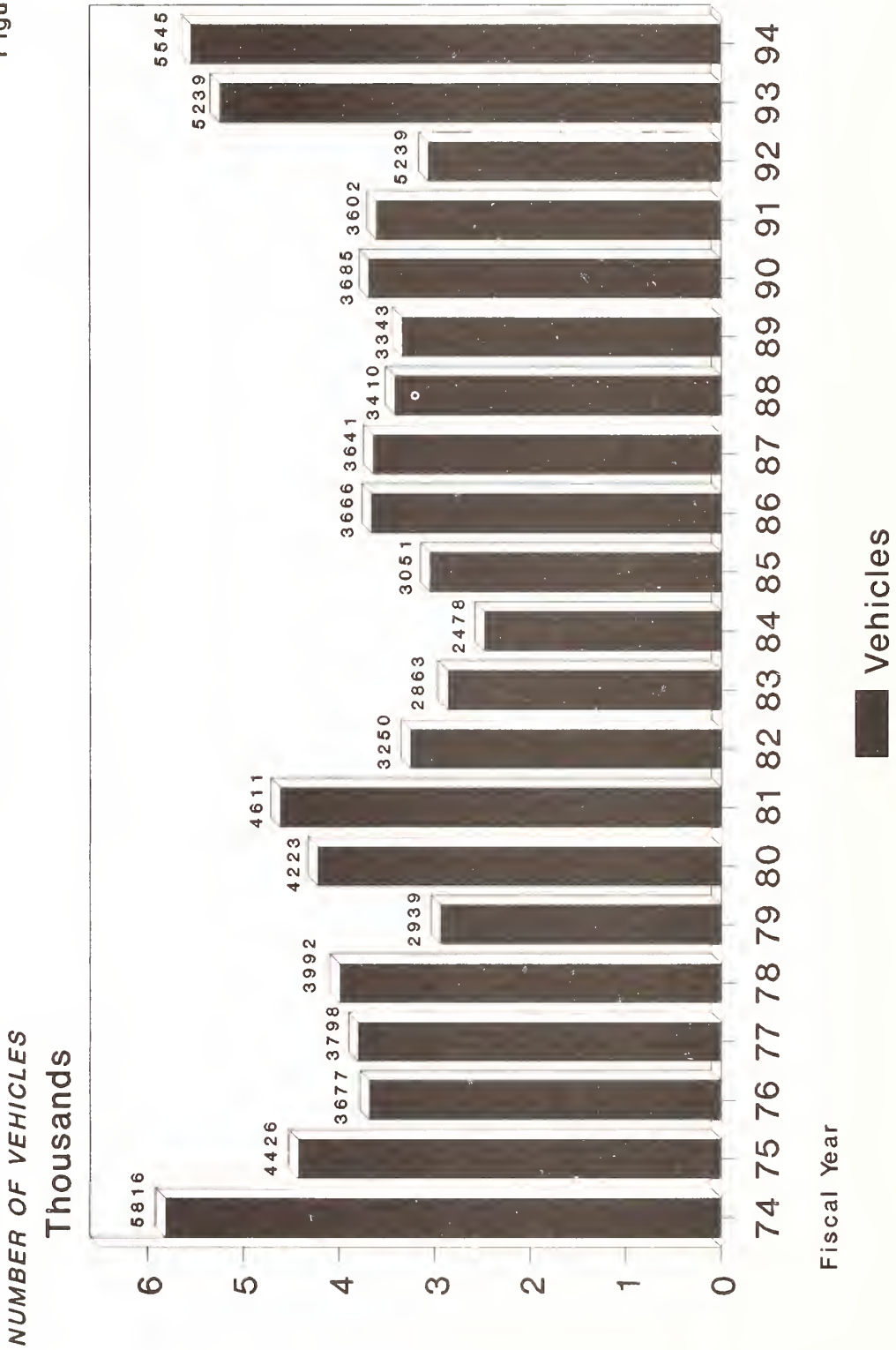


TABLE 53

NEW RAIL CARS BY TYPE AND BY FISCAL YEAR FUNDING

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

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

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

GRANTEE	PURPOSE	FISCAL YEAR	FUNDING SOURCE	\$ AMOUNT	
BRIDGEPORT, CT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	1988	SECTION 9	152,000	
PORTLAND, ME	CONSTRUCT FERRY TERMINAL	1984	5	526,896	
		1984	9A	25,000	
	PURCHASE FERRY BOAT	1984	9	2,120,501	
		1985	3	376,884	
		1985	9	114,108	
PENOBSCOT BAY, ME	PURCHASE FERRY BOAT	1984	3	1,207,500	
	PARTIAL PURCHASE OF FERRY BOAT	1985	9	88,000	
	PARTIAL PURCHASE OF FERRY BOAT	1986	3	274,998	
	ADD'L FUNDS FOR CONSTRUCT OF FERRY VESSEL	1992	3	533,336	
CASCOT BAY, ME	BUY EQUIPMENT FOR NEW TERMINAL	1987	9	92,632	
	PURCHASE AND CONSTRUCT FERRY BOAT AND FERRY BOAT MOD	1991	3	909,999	
	PURCHASE ONE FERRY BOAT	1991	9	58,800	
MAINE (DOT)	PURCHASE ONE FERRY BOAT	1988	3	900,000	
		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 DERRY DOCK AT ST. JOHN	1993	18	1,000,000	
TIDEWATER TRANSPORTATION DISTRICT COMMISSION NORFOLK, VA	2 PEDESTRIAN BOATS	1984	9	580,000	
	PARTIAL FUNDING OF 2 PEDESTRIAN BOATS	1986	9	145,600	
	PURCHASE PEDESTRIAN FERRY BOAT	1989	9	440,000	
	ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL			288,000	
	REPLACE 4 FERRY BOAT ENGINES	1990	3	340,500	
	CONVERT FERRY BOAT TO NATURAL GAS FUEL	1994	9	400,000	
PUERTO RICO PORTS AUTH AND DEPT. OF TRANSPORT AND PUBLIC WORKS	TERMINAL CONSTRUCTION AND UTILITY RELOCATION	1985	9	6,427,200	
	TERMINAL CONSTRUCTION AND UTILITY RELOCATION	1986	9	3,732,848	
	CONSTRUCT TERMINAL AND VESSEL	1987	9	2,600,000	
	PURCH FERRY BOAT AND IMPROVEMENTS AT LAGOS DOS BOCAS	1987	18	1,240,000	
	ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL	1988	9	4,260,000	
	RECONSTRUCT CATANO AND SAN JUAN TERMINALS	1989	9	1,134,400	
	PURCHASE FERRY BOAT	1989	18	835,310	
	CONSTRUCT FERRY MAINTENANCE FACILITY	1991	9	2,023,200	
	CONSTRUCT OF HATA REY INTERMODAL TERMINAL, PARTIAL CONSTRUCT	1990	9	2,808,000	
	ISLA GRANDE MAINTENANCE FACILITY				
	ADD'L FUNDS FOR CONSTRUCT. OF FERRY BOAT MAINTENANCE FACILITY	1992	9	2,547,200	
	PURCHASE OF FERRY BOAT	1992	18	1,000,000	
	EXPAND AND REMODEL SAN JUAN FERRY TERMINAL	1993	9	2,240,000	
MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) CRESCENT CITY CONNECTION	VESSEL MODIFICATION AND GENERAL IMPROVEMENTS	1984	5	2,842,036	
	VESSEL IMPROVEMENTS	1985	9	773,700	
	INSTALL ALARM SYSTEMS	1986	9	2,474,628	
	OPERATION AND MAINTENANCE	1987 - \$745; 1988 - \$745; 1989 - \$678 1990 - \$672; 1991 - \$672; 1992 - \$893 1994 - \$660	VAR.	9	5,065,188
	REHAB FERRY SUPPORT TUGBOAT FOR CRESCENT CITY CONNECTION	1993	9	160,000	
	PRELIMINARY DESIGN-FERRY BOAT ALTERNATIVE FUELS	1994	9	160,000	
GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	FERRY DIESEL CONVERSION AND VESSEL IMPROVEMENT	1984	9	2,515,400	
	VESSEL IMPROVEMENTS	1985	9	767,200	
	FERRY AND VESSEL IMPROVEMENTS	1986	9	473,000	
	OPERATION AND MAINTENANCE	1987	9	64,000	
	RADAR AND PUBLIC ADDRESS EQUIPMENT	1988	9	135,200	
	REFURBISH FERRY BOAT	1989	9	484,800	
	REPLACE AND BUY ADD'L TICKET VENDING MACHINES	1992	FAUS	256,000	
	DOCK IMPROVEMENTS AND OPERATING AT SAUSALITO FERRY TERMINAL	1994	9	2,829,734	
SEATTLE-TACOMA WASHINGTON (WASH DOT MARINE DIV.)	PURCHASE FERRY BOAT	1986	9	2,904,775	
		1987	9	4,373,596	
	LAND ACQUIST. FOR BREMEERTON FERRYTON FERRY, TERM. EXPANSION				
	CONSTRUCT PHASE II OVERHEAD LOADING AT KINGSTON TERMINAL				
	PARTIAL PURCHASE OF PASSENGER ONLY FERRY	1987	9	120,932	
	FERRY TERMINAL EXPANSION, REFURBISH FERRY VESSEL	1988	9	6,053,155	
	LAND ACQUISITION, CONTROL SYSTEM REPLACEMENT				
	CONSTRUCT PASSENGER -ONLY FLOAT AT SEATTLE FERRY TERM.	1990	9	1,200,000	
	CONSTRUCT PEDESTRIAN FACILITY AT KINGSTON FERRY TERMINAL	1991	9	1,164,000	
	CONSTRUCT BUS ACCESS LANE AT WINSLOW FERRY TERM				
	REFURBISH FERRY TERMINAL	1992	3	2,279,996	
	1992	9	1,651,204		
TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS)	TERMINAL IMPROVEMENTS	1984	9A	125,000	
			9	343,800	
	TERMINAL IMPROVEMENTS	1985	9	368,000	
	TERMINAL IMPROVEMENTS	1986	9	248,000	
	TERMINAL IMPROVEMENTS	1987	9	194,400	
			TOTAL	93,213,616	

TABLE 54-1

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

GRANTEE	PURPOSE	CUMULATIVE FUNDING
GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	3 NEW FERRY BOATS, TERMINAL FACILITIES, MISCELLANEOUS RADAR AND PUBLIC ADDRESS EQUIPMENT, REFURBISH FERRY BOAT REPLACE TICKET AND VENDING MACHINES	37,654,800
MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) OR CRESCENT CITY CONNECTION	4 NEW FERRY BOATS, TERMINAL FACILITIES, RETROFIT BARGE, MISCELLANEOUS IMPROVEMENTS, OPERATING, MAINTENANCE	37,332,712
BRIDGEPORT, CONNECTICUT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	152,000
CITY OF PORTLAND, MAINE 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	2,174,100
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 ST E. 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 TRANS COMPLEX - PARKING GARAGE & FERRY PIER	7,707,000
PUERTO RICO PORTS AUTHORITY (SAN JUAN)	5 FERRY BOATS, TERMINAL FACILITY MISCELLANEOUS IMPROVEMENT, ENGINEERING FOR EXPANSION, RECONSTRUCTION OF CATANO AND SAN JUAN TERMINALS, CONSTRUCTION OF HATO REY INTERMODAL AND ISLA GRAND MAINTENANCE 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 AND REFURBISH VESSEL CONSTRUCTION OF PEDESTRIAN FACILITIES AND BUS ACCESS LANE AT TERMINAL	36,642,306
	TOTAL	234,930,350

TABLE 55

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

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

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

TABLE 56
NUMBER OF GRANTS AWARDED BY PROGRAM
1982 - 1994

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

* INCLUDES 9 B

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

FTA REGIONAL OFFICES

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

EASTERN AREA

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

Region 2

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

SOUTHEASTERN AREA

Region 3

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

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FTA Region 4 Office, 1720 Peachtree Road, NW, Suite 400, Atlanta, Georgia 30309.
telephone (404) 347-3948 fax (404) 347-7849

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

MIDWESTERN AREA

Region 6

Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

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

Region 7

Iowa, Kansas, Missouri, and Nebraska.

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

Region 8

Arizona, Colorado, Montana, Nevada, North Dakota, South Dakota, Utah, and Wyoming

FTA Region 8 Office, Columbine Place, 216 Sixteenth Street, Suite 650, Denver, Colorado 80202.

telephone (303) 844-3242 fax (303) 844-4217

Region 9

California, Hawaii, Guam, American Samoa and North Marianas.

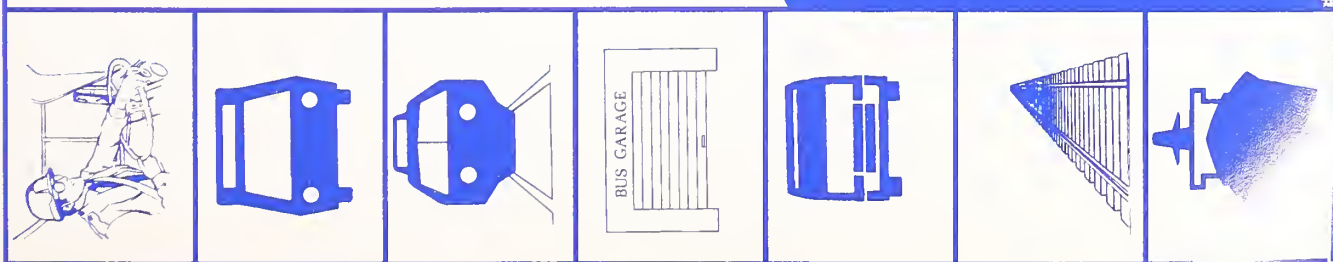
FTA Region 9 Office, 201 Mission Street, Suite 2210, San Francisco, California 94105.
telephone (415) 744-3133 fax (415) 744-2726

Region 10

Alaska, Idaho, Oregon and Washington.

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

Distribution of FY 1994 FTA Grant Funds by Program and Purpose



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

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