

FY 1980 Summary of UMTA'S Transit Assistance Program

Prepared by: Office of Transit Assistance
Washington, D.C.



U.S. Department of Transportation

**Urban Mass Transportation
Administration**

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INTRODUCTION

UMTA programs support transit through research, technological development, demonstrations, training and planning grants and capital and operating assistance. The bulk of funding available to UMTA is administered by the Office of Transit Assistance (UTA) to support transit capital and operating programs and through the end of FY 1980, UMTA has provided almost \$20 billion for these programs to states and localities. In FY 1980 operating and capital grants exceeded \$3.9 billion. These grants were made under the following UMTA programs:

- Section 3 is a program of discretionary capital and planning assistance grants to transit agencies and public bodies throughout the nation. Grants for the Urban Initiatives program and for special transportation services for the elderly and handicapped under Section 16(b)(2) also are included under this program.
- Section 5 is a program of formula grants to designated recipients for both operating and capital assistance. Allocation formulae determine the funding distribution for various purposes under four separate tiers on the basis of population, population density, commuter rail train and route miles, and fixed guideway route miles.
- The Interstate Transfer program allows local jurisdictions, with proper approval, to substitute transit or highway related capital and planning assistance projects for non-essential segments of the Interstate Highway System.
- The Federal-Aid Urban System (FAUS) program permits the funding of transit projects with urban system Highway Trust funds.
- Section 17 is a program providing financial assistance to defray additional costs incurred by transit agencies as a result of the Conrail reorganization. While appropriations for Section 17 ended in FY 1978, some agencies received Section 17 funds in FY 1980, and some funds appropriated in prior years still remain available.
- Section 18, administered jointly by UMTA and the Federal Highway Administration, provides formula grants to states for capital and operating assistance projects in small urban (under 50,000) and rural areas. FY 1980 was the second year for grants under Section 18.

This pamphlet provides a summary of the FY 1980 transit assistance program.

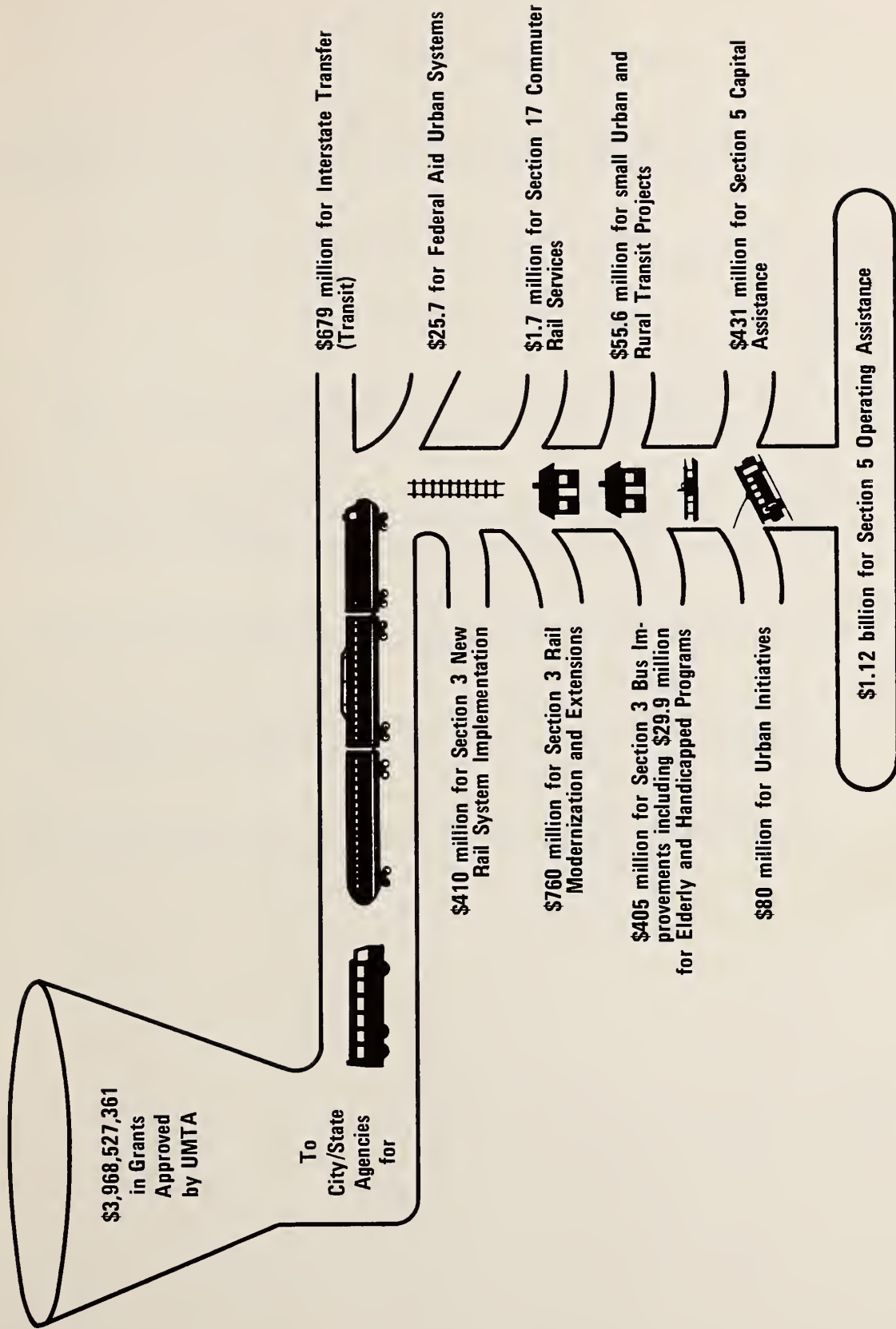


FIGURE 1. ACCOMPLISHMENTS FOR FISCAL YEAR 1980

Overview of the UMTA

Transit Assistance Program in FY 1980

A total of \$3.968 billion in capital and operating assistance funds was made available under the Transit Assistance Program in FY 1980. These grants have helped fund:

- The purchase of approximately 6,000 buses and paratransit vehicles.
- Major rail modernization and rehabilitation projects in 13 areas.
- Continuation of ongoing rail system extension projects in Boston, New York, Chicago, and Philadelphia; continued construction on Pittsburgh's East Busway.
- Continued construction on new fixed guideway systems, in Miami, Baltimore, Atlanta, Buffalo and Washington, D.C.; preliminary engineering funding for a limited number of other areas.
- Final design, engineering, and construction initiation of the Los Angeles downtown circulation system.
- Construction of terminals, transit malls and joint development projects in urban areas.
- Over \$1.1 billion in operating assistance for transit agencies throughout the country.

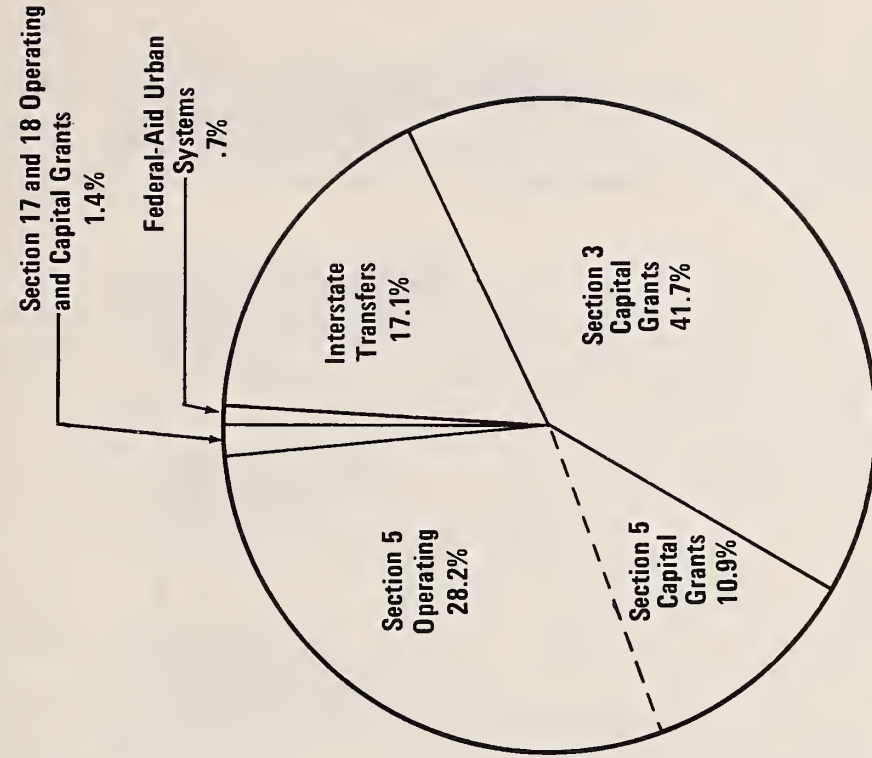
Table 1
FY 1980 Obligations

Transit Assistance Grants By Program and Type

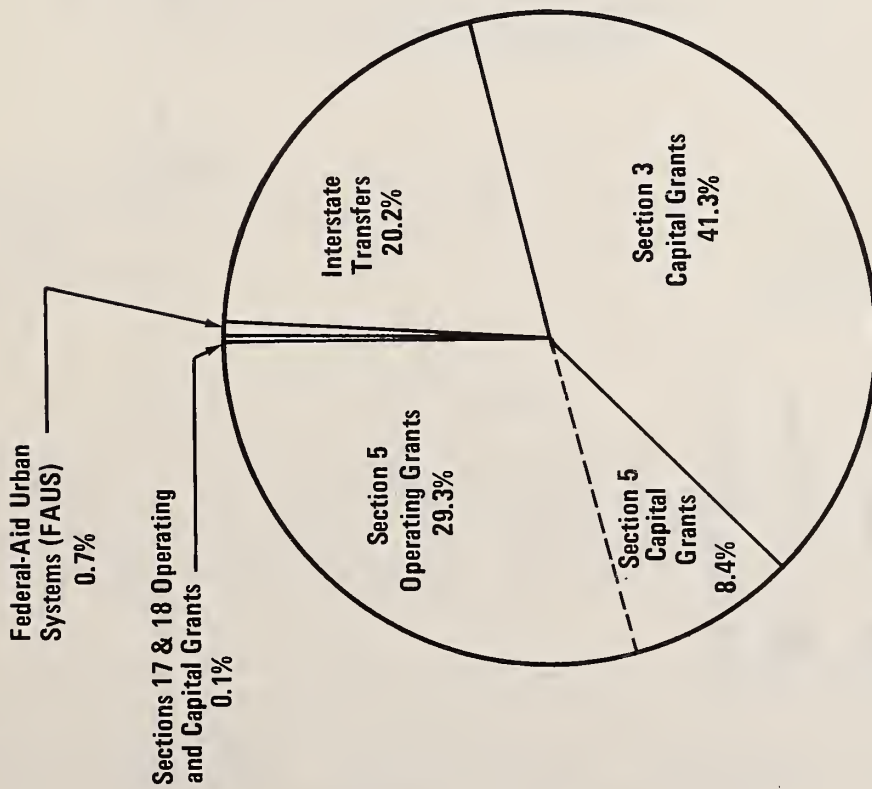
<u>PROGRAM</u>	<u>OPERATING</u>	<u>CAPITAL</u>	<u>TOTAL</u>
I. Section 3			
Bus and Bus Related		\$ 404,999,998	\$ 404,999,998
Rail Modernization and Extensions		760,000,052	760,000,052
New Starts/Downtown Circulation Systems		409,999,948	409,999,948
Urban Initiatives		<u>80,000,000</u>	<u>80,000,000</u>
<u>SUBTOTAL</u>		1,654,999,998	1,654,999,998*
II. Section 5			
Tier I	859,687,198	113,720,271	973,407,469
Tier II	145,779,805	16,961,843	162,741,648
Tier III	115,057,606	43,409	115,101,015
Tier IV	<u>0</u>	<u>300,589,460</u>	<u>300,589,460</u>
<u>SUBTOTAL</u>	1,120,524,609	431,314,983	1,551,839,592
III. Interstate (Transit)**		678,745,470	678,745,470
IV. FAUS (Transit)		25,700,723	25,700,723
V. Section 17		1,673,967	1,673,967
VI. Section 18			<u>55,567,611</u>
TOTAL			3,968,527,361

* does not include \$55.150 million for planning

** does not include \$275.5 million of Interstate transfer highway projects



FY 79



FY 80

FIGURE 2. UMTA TRANSIT ASSISTANCE PROGRAM PERSPECTIVE

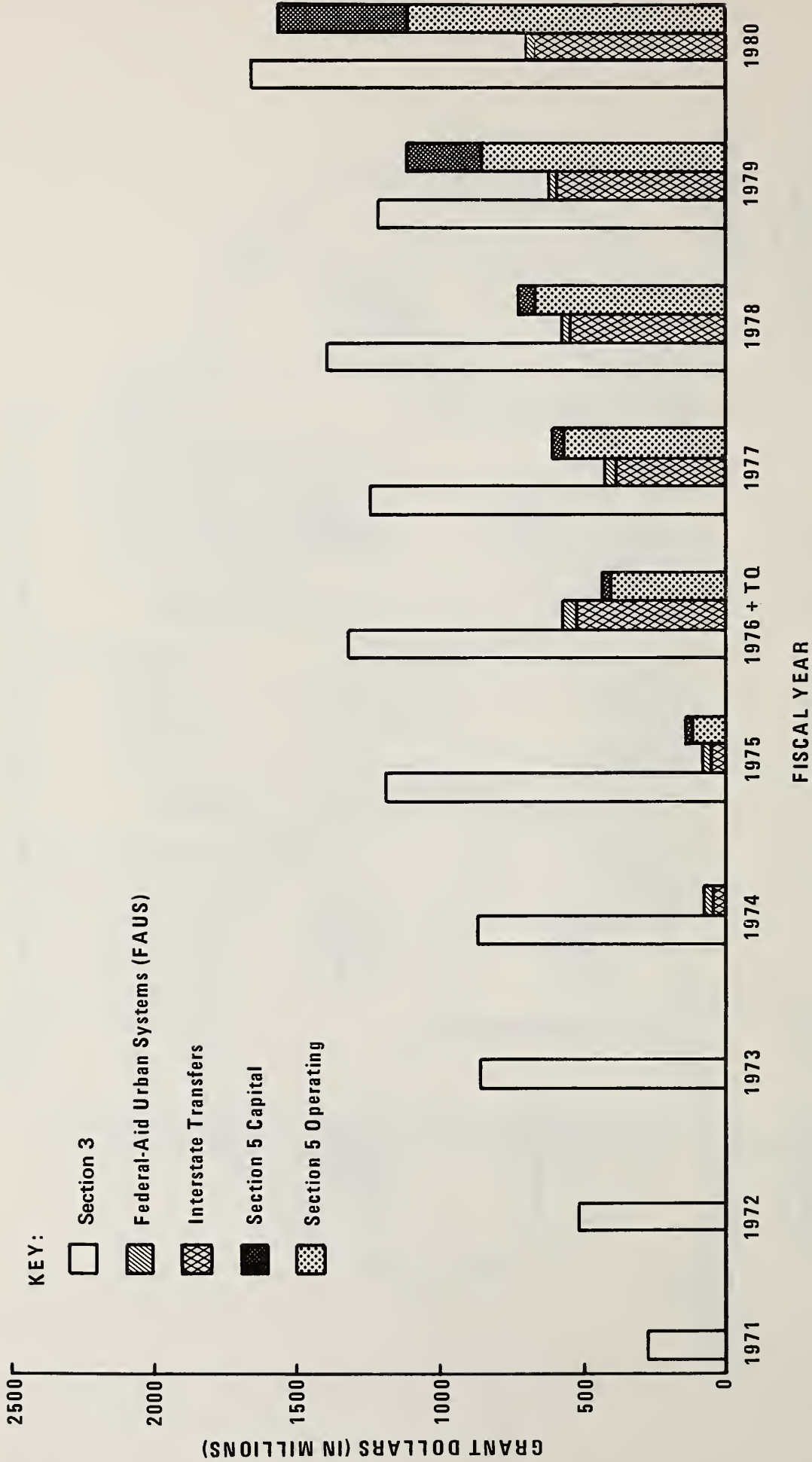


FIGURE 3. ANNUAL TRANSIT ASSISTANCE PROGRAM LEVELS FOR FISCAL YEARS 1971-1980

SECTION 3 CAPITAL PROGRAM SUMMARY

The largest element of the transit assistance program is the Section 3 discretionary grant program. Since 1965 over \$11 billion has been distributed for a variety of capital projects. The fiscal year 1980 capital obligations of \$1,655 million represent a record high level of funding. Including the use of approximately \$55 million for planning purposes, the FY 1980 Section 3 program level was slightly over \$1.710 billion.

Section 3 funds are used for the purchase of buses and bus facilities, modernization of existing rail systems, construction of new fixed guideway systems, investments in urban development under the urban initiatives program, and the purchase of private transit operators. They also provide funding for specialized transportation services to assist in meeting the special needs of the elderly and handicapped persons under the 16(b)(2) program. Table 1 in the appendix shows total Section 3 capital grants by State through September 30, 1980 and Table 2 gives cumulative approved grants to the 25 largest urbanized areas.

There are other activities which are funded out of the Section 3 program but managed by other UMTA offices. They include planning and technical studies, introduction of new technology in the form of innovative and improved products, and the deployment of new techniques and methods in the management and operation of public transportation services. Only the capital and operating assistance activities managed by the Office of Transit Assistance are discussed in this year end program summary.

Table 2

FY 1980 Obligations for UMTA Section 3 Capital Programs
(exclude planning)

Bus	\$ 404,999,998
Rail	
Modernizations and	
Extensions	760,000,052
New Starts	409,999,948
Urban Initiatives	80,000,000
TOTAL	<u>1,654,999,998</u>

BUS

Approximately 70 percent of transit passenger trips are made by bus, and recent ridership increases have severely strained many cities' transit capabilities. UMTA's Section 3 bus program has provided over \$3.5 billion for bus and bus related projects since 1965, and in FY 80 twenty-four percent of Section 3 funds were dedicated to bus needs.

UMTA's bus grants have funded the purchase of private transit systems and permitted the replacement of overage buses. Growing demand for public transit has required the expansion of most fleets, for which UMTA funds also may be used. Other related facilities like garages, maintenance shops and passenger shelters are eligible for Section 3 grants as well.

During FY 80 Section 3 funds aided in the purchase of approximately 3,500 vehicles. Of this number 1,665 were standard size (35 ft.-40 ft.) buses, 160 were under 35 feet, and 1,645 were paratransit vehicles, like vans and other facilities to transport the elderly and handicapped. Buses are also purchased under other UMTA program grants and total bus acquisitions for FY 80 are detailed in the table below.

Table 3

FY 80 Bus Purchases 1>

	<u>Standard</u> <u>(35 ft.- 40 ft.)</u>	<u>Small</u> <u>(under 35 ft.)</u>	<u>Paratransit</u>	<u>Total</u>
Section 3	1665	160	1645	3470
Section 5	2050	160	35	2245
Interstate Transfer	190	0	20	210
Federal-Aid Urban System	<u>20</u>	<u>25</u>	<u>30</u>	<u>75</u>
TOTAL	3925	345	1730	6000

1> numbers are rounded and reflect preliminary analysis of data

Table 4 lists the largest Section 3 bus grants during FY 80. A brief description of how the funds were used in each city follows.

Table 4

Section 3

Ten Largest Bus Grants to Urbanized Areas

(excludes 16(b)(2) funds)

Los Angeles/Long Beach	\$38,200,000
Philadelphia	17,443,356
Seattle	16,847,244
Salt Lake City	14,940,000
Denver	14,460,000
Miami	13,500,000
St. Louis	13,200,828
Cleveland	12,800,000
Northern New Jersey	12,000,000
Portland	11,130,192

Los Angeles. A grant of over \$15 million to the Southern California Rapid Transit District (SCRTD) will permit the purchase of 135 new replacement buses, as part of an overall program to replace 940 overage buses. An additional \$12.5 million has been provided for construction of the East Valley maintenance facility. A grant for \$5.2 million will permit the Orange County Transit District (OCTD) to purchase 37 new buses for fleet expansion. An additional \$12.5 million has been provided for construction of the East Valley maintenance facility. A variety of other bus improvements also were funded for the area.

Philadelphia. The Southeastern Pennsylvania Transportation Authority (SEPTA) received \$5 million for Phase I of the rehabilitation of 125 buses and \$9.8 million to purchase up to 150 new buses. A small amount of funding for other bus improvements in the area was awarded as well.

Seattle. The grant to the Municipality of Metropolitan Seattle for \$16.8 million will fund the purchase of 116 forty foot buses equipped with lifts and radios. It also will permit continued construction of a trolleybus overhead wire system, and four park and ride facilities.

Salt Lake City. The Utah Transit Authority (UTA) received \$11.9 million for the construction of the Meadowbrook Transit Complex, and \$3 million to acquire 26 buses for expansion as part of a larger overall project for the purchase of 100 buses for expansion of the fleet.

Denver. Grants totalling \$14.5 million to the Regional Transportation District (RTD) will permit 186 buses to be retrofitted with wheelchair lifts, partial construction of the Transitway Mall, and the purchase of 20 articulated buses for enlargement of the fleet as part of a larger overall program to purchase 89 expansion buses.

Miami. Metropolitan Dade County received \$7 million for the Coral Way Maintenance Facility, \$3 million for Central Maintenance Facility design and renovation, and the acquisition of communication equipment. An additional \$3 million was received for construction/renovation of the North Division Bus Garage, and \$40,000 was made available for design of the North East Maintenance Facility.

St. Louis. A \$7.7 million grant received by the Bi-State Development Agency will be used primarily for the start of construction of the main maintenance shops at South County and East St. Louis garages. An additional \$1.8 million was received for land acquisition for the garage rehabilitation program at DeBaliviere and North County garages. A \$3.7 million grant will permit the purchase of twenty-eight 40 ft. Advanced Design replacement buses.

Cleveland. A grant of \$12.8 million made to the Greater Cleveland Regional Transit Authority (GCRTA) will fund the construction of two bus garages.

Northern New Jersey. The \$12 million grant received by the New Jersey Transit Corporation (NJTC) will permit the acquisition of 105 Advance Design Buses.

Portland. The Tri-County Metropolitan Transportation District (Tri-Met) of Portland received \$8.4 million for the purchase of 30 articulated buses and the acquisition of systemwide radios. A second grant of \$2.8 million was made for the purchase of self service fare collection equipment.

Program Innovations

During FY 1980 the Office of Transit Assistance undertook several program initiatives designed to increase passenger capacity and improve the quality of rolling stock in a cost effective manner. These measures, taken together, should permit improved service and equipment with a minimum expenditure of funds.

Bus Rehabilitation. Recognizing that the rehabilitation of older buses may offer a flexible and cost effective alternative to new bus procurements, UMTA is in the process of establishing a policy which provides for the use of Section 3, 5, Interstate Transfer and FAUS funds for bus rehabilitation purposes. Philadelphia received funds for the rehabilitation of 125 buses during FY 80. Other rehabilitation programs have been started in Atlanta where 50 buses were rehabilitated and Albany, New York, received funding for the rehabilitation of 20 buses (with Section 5 funds).

Emergency Stockpiling of Buses. UMTA has proposed to allow grantees to retain, store and maintain buses that would normally be retired and sold or scrapped. The stockpiled buses will provide transit operators with the capacity to respond to substantial and unexpected changes in demand for service due to national energy shortages, unexpected changes in local circumstances or the reduction of available transit capacity resulting from buses being removed from service for rehabilitation. Capital costs for this program are eligible under the Section 5, Interstate Transfer and FAUS programs.

Life Cycle Costing. The FY 1980 and 1981 DOT Appropriation Acts incorporated new requirements affecting the procurement of rolling stock under the Sections 3, 16(b)(2) and 5 programs which had previously existed as optional procedures available to grantees under provisions of the Surface Transportation Assistance Act (STAA) of 78. These new provisions require that life-cycle cost, performance and standardization factors be taken into consideration by a grantee prior to awarding a procurement

contract for any type of rolling stock using FY 1980 and 1981 Section 3 or 5 funds. Educational seminars have been conducted on the implementation of life-cycle cost (LCC) procedures for grantees at all ten UMTA Regional Offices, and in May 1980 UMTA published suggested application procedures for grantees (Life-Cycle Cost Procurement Procedures for Advanced Design Buses). The LCC procedures were developed through pilot studies done in conjunction with two UMTA grantees (Phoenix Transit Administration and the Regional Transportation Authority of Chicago). UMTA grantees must now familiarize themselves with the LCC procedures and begin conducting procurements with them, where possible. UMTA has been working with its grantees at their request to assist them in evaluating these factors in considering bids. The Rhode Island Public Transit Authority of Providence is the first system in the country to complete a life cycle cost procurement and to receive funds toward such a procurement.

16(b)(2) Program - Elderly and Handicapped

Section 16(b)(2) of the Urban Mass Transportation Act provides for the availability of Section 3 funds to private, nonprofit organizations for the purpose of providing public transit services for the elderly and handicapped. In FY80, \$29.9 million was obligated for these services by UMTA. Distribution of program funds by region and State are given in the following table.

Table 5

16(b)(2) Obligations

FY 1980

Region I		Region VI	
Connecticut	\$ 582,000	Louisiana	\$421,000
Maine	173,000	New Mexico	165,916
Massachusetts	1,050,000	Oklahoma	403,234
New Hampshire	170,000	Texas	713,824
Rhode Island	496,000	Arkansas	603,826
Vermont	279,000		
Region II		Region VII	
New York	2,000,000	Iowa	608,000
New Jersey	741,464	Kansas	582,000
		Missouri	835,484
		Nebraska	79,612
Region III		Region VIII	
Maryland	319,000	Colorado	701,833
Pennsylvania	1,885,892	Montana	217,012
Virginia	814,000	North Dakota	176,656
West Virginia	261,000	South Dakota	316,868
		Utah	500,594
		Wyoming	146,898
Region IV		Region IX	
Alabama	309,312	Arizona	374,316
Florida	1,716,757	California	3,304,780
Kentucky	392,000	Hawaii	75,232
Mississippi	346,795	Nevada	141,128
North Carolina	850,652		
South Carolina	304,000		
Tennessee	719,737		
Region V		Region X	
Michigan	794,000	Alaska	115,000
Ohio	757,000	Idaho	287,584
Illinois	1,729,624	Oregon	479,680
Wisconsin	471,000	Washington	638,000
Indiana	524,620		
Minnesota	346,924		

RAIL MODERNIZATION AND EXTENSIONS

Millions of public transit users must depend upon rapid rail, light rail and commuter rail systems in this country. The primary areas which receive funding under the Section 3 rail modernization and extension program are New York, Northeastern New Jersey, Chicago, Philadelphia, Boston, Cleveland, Pittsburgh and San Francisco. In addition, commuter rail service in Detroit, Baltimore, Northern Indiana and Wisconsin, the New Orleans light rail system and the Seattle monorail are occasional recipients of funding.

These older rail systems account for approximately 30 percent of the country's total transit ridership, and their maintenance is vital for the economic health of the areas they serve. UMTA's rail modernization and extension program provides funding for the modernization, rehabilitation and expansion of these crucial transit facilities. Rail modernization grants fund a wide variety of improvements such as track and signaling improvements, station modernization, system electrification, security equipment and other safety improvements, fare collection systems, noise abatement programs, rehabilitation or construction of shop and yard facilities, and the purchase of rolling stock. A number of extension projects have been funded with Section 3 grants through 1980 and their status is identified in Table 3 of the appendix. Both UMTA and the Congress have recognized the capital deficiencies of these systems, and have made \$5.1 billion available through FY 80 for modernization grants. In a committee report accompanying the DOT FY80 Appropriations Act Congress requested that more detailed data be developed to more closely estimate actual needs. During FY 80 UMTA began the development of a study to determine the costs of upgrading the nation's light, rapid and commuter rail systems to modern standards of safety, reliability and aesthetics. The study once completed will serve to assist the Administration and the Congress in determining future authorization and appropriation actions.

Table 6

Rail Modernization and
Extension Grants - Section 3
FY 1980

<u>Cities</u>	<u>Rail Modernization</u>	<u>Extensions</u>	<u>Total</u>
New York	\$191,992,000	\$40,008,000	\$232,000,000
Chicago	80,000,000	40,000,000	120,000,000
New Jersey	110,045,884	0	110,045,884
Philadelphia	26,390,464	50,000,000	76,390,464
Pittsburgh	53,875,000	13,000,000	66,875,000
Boston	49,800,000	2,500,000	52,300,000
San Francisco	30,000,000	0	30,000,000
Cleveland	33,000,000	0	33,000,000
Connecticut	20,000,000	0	20,000,000
Indiana (S Shore)	15,000,000	0	15,000,000
Detroit	2,000,000	0	2,000,000
Baltimore	1,388,704	0	1,388,704
Seattle	1,000,000	0	1,000,000
<u>TOTAL</u>	<u>\$614,492,052</u>	<u>\$145,508,000</u>	<u>\$760,000,052</u>

In FY80 UMTA approved \$760 million in Section 3 funds for the following rail modernization and extension projects.

New York

Major rail modernization projects to the New York Metropolitan Transportation Authority for FY 80 included rehabilitation of signals and tracks on the Conrail and Long Island Railroad lines and electrification extension work on the Upper Harlem Line. In addition, the New York City Transit Authority received funds for reconstruction of the subway invert on the Lenox Avenue rapid rail line from 117th to 124th Streets, and for a program of improvements to power and signals, structures, station and maintenance facilities as well as contributions to a noise reduction program.

The Archer Avenue extension project in Queens continued with an additional \$40 million obligation of funds from UMTA. This brings the Administration's total funding commitment to \$255.5 million for the Archer Avenue project.

Northern New Jersey

The New Jersey Department of Transportation received \$33.2 million for electrification of the North Jersey Coast [New York and Long Branch (NY and LB)] commuter railroad and \$76.9 million for reelectrification of the Morris and Essex division [Erie Lackawanna (E-L)] commuter railroad. This brings total UMTA contributions for the NY and LB to \$103.1 million and in the E-L project to \$271.6 million.

Chicago

Major rail modernization grants funded by UMTA to the Chicago area in FY 80 included \$23.2 million for the continued phased funding of 300 rapid transit cars, \$16 million for the rehabilitation of 10 locomotives and phased funding of 34 commuter rail cars and approximately \$41 million to fund a major commuter rail improvement program and to continue several phases of the Capital Improvement Program in the area.

A \$40 million grant to the City of Chicago permitted continued construction of the O'Hare Extension which will bring the airport to within 30 minutes of the downtown Loop. To date UMTA has committed \$122.6 million to the project.

Boston

Rail modernization grants to the Massachusetts Bay Transportation Authority (MBTA) totalled \$52.3 million. A grant of \$12.3 million will permit continuation of the Track Improvement Program and an additional \$9.1 million was received for the Power System Improvements Project. Funds were also obligated for rehabilitation of maintenance facilities, the rebuilding of Red Line rapid rail cars and for commuter rail projects. A \$2.5 million grant was made for preliminary engineering studies of the North Shore transit improvements.

Cleveland

The Greater Cleveland Regional Transit Authority (GCRTA) was the recipient of \$33 million to assist in the financing of a wide variety of improvements to its rail system, including right of way renovations, modification of the light rail power system, construction of a central rail facility and replacement of two track cross overs.

Philadelphia

Funding to the Southeastern Pennsylvania Transportation Authority (SEPTA) for rail improvements included \$5.6 million for Phase II General Overhaul of the Market/ Frankford Subway/Elevated Line, \$8 million to aid in financing the City Transit District's Red Arrow Division building and electrical modification program, and \$4.9 million for engineering of the Frankford El. In addition, funds were approved for Phase II of the PCC car rehabilitation program and for a utility fleet renewal program.

The City of Philadelphia also received \$40 million for construction of the Center City Commuter Connector, which will link the former Penn Central and Reading commuter services. Total UMTA obligations for the project are \$197 million. An additional \$10 million was received for the Airport High Speed Line, bringing total UMTA obligations for that project to \$65 million.

Pittsburgh

UMTA grants to the Port Authority of Allegheny County (PAT) in FY 80 included \$4.5 million for construction of the McKeesport Transportation Center, and \$49.3 million for the rehabilitation of the South Hills Light Rail Transit (LRT) System. The LRT line will emerge from the rehabilitation and reconstruction of a dilapidated trolley line. UMTA has obligated \$61.3 million since the initial project approval in FY 79.

San Francisco

During FY 80 the Bay Area Rapid Transit System (BART) received \$17.9 million for safety, reliability, track, and equipment improvements to the system. Funding for the San Francisco Municipal Railway (MUNI) totalled \$12.1 million for cable car rehabilitation, trolley overhead improvements, Muni Metro start up activities, and the purchase of space components and maintenance equipment.

Other Systems

Grants totalling \$20 million were made to the Connecticut DOT for electrification projects on the New Haven Commuter line. The Northwestern Indiana Commuter Transportation District received \$15 million for the purchase of up to 40 commuter rail cars and continued facility engineering. A grant of \$2 million was made to the Southeastern Michigan Transportation Authority (SEMTA) of the Detroit area for completion of construction of the Ojista yard and rehabilitation of one locomotive. The Transportation Authority of the Municipality of Metropolitan Seattle received \$1 million for construction of the waterfront trolley. Also the Maryland Department of Transportation received approximately \$1.4 million for commuter rail improvements.

FIXED GUIDEWAY NEW STARTS/DOWNTOWN CIRCULATION SYSTEMS

Since 1964, UMTA has approved projects under the Section 3 program for the implementation of new fixed guideway systems in San Francisco, Atlanta, Miami, Baltimore, and Buffalo. The San Francisco Bay Area Rapid Transit (BART) system was the first new rail rapid transit system to be constructed in this country since the opening of the Cleveland system in 1955. UMTA participated in a portion of the funding of the 71 mile system which began service in September, 1972. UMTA has completed funding of the 12 mile initial segment (East-West Line) in Atlanta (known as Phase A), which initiated service in June 1979.

Under the UMTA fixed guideway new starts program, funds are available for systems in cities currently without fixed guideway service or for extensions to systems initially constructed with UMTA funds (known as subsequent phases). Once potential project proposals have satisfactorily completed the UMTA Alternatives Analysis requirements and are found to be reasonable proposals, UMTA then considers issuing Section 3 funding for preliminary engineering grants to further refine cost estimates for the project.

UMTA views these studies as a practical means of generating more precise and trustworthy cost data. Funding for this preliminary engineering purpose does not represent a project commitment by UMTA. Instead, it means that UMTA believes it is appropriate to conduct more thorough studies and analyses on a potential project. During FY 80 preliminary engineering grants were made to the cities of Detroit, Los Angeles and Honolulu for the study of light or rapid rail systems, and to Miami, Detroit, and Jacksonville for the study of downtown circulation systems.

The UMTA New Starts program is divided into three subdivisions. First phase new starts projects are those new systems which are undergoing construction through a formal commitment from UMTA (i.e. letter of intent). Subsequent phase projects are additions to initial segments originally funded by UMTA also being implemented under a letter of intent. Finally there are projects entering or undergoing preliminary engineering studies which may ultimately be implemented as one of the other two types of projects discussed above.

Table 7

FY 80

Section 3

New Starts Program

First Phase

New Starts - Under Construction

<u>City</u>	<u>Miles</u>	<u>FY 80 Obligation</u>	<u>Total Obligation to date</u>	<u>Total UMTA Commitment</u>
Miami	20.5	\$160,000,000	\$ 384,190,152	\$ 670,400,000
Buffalo	6.4	120,000,000	212,000,000	359,840,000
Baltimore	8.0	63,396,672	589,227,232	594,030,720
Sub Total		<u>343,396,672</u>	<u>1,185,417,384</u>	<u>1,624,270,720</u>

Subsequent Phase

Atlanta (Phase B-1)	2.5	\$ 25,000,000	\$ 50,000,000	\$ 131,000,000
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Preliminary Engineering

Miami		\$ 1,060,160	2,024,080	NA
Detroit		5,576,716	6,527,004	NA
Los Angeles		29,192,000	30,670,000	NA
Honolulu		3,000,000	5,000,000	NA
Jacksonville		<u>1,500,000</u>	<u>1,500,000</u>	<u>NA</u>
Subtotal		<u>40,328,876</u>	<u>45,721,084</u>	<u>NA</u>

First Phase New Starts

Miami. The FY 80 grant of \$160 million to Metropolitan Dade County will permit further construction on Stage I of the planned rapid transit system. The estimated completion date for the 20.5 mile line between Dadeland and Hialeah is mid 1984. The total UMTA contribution to the project through FY 80 is \$384.2 million.

Buffalo. The Niagara Frontier Transportation Authority received \$120 million for continued construction of the planned 6.4 mile light rail system. Expected to open its first phase in July, 1984, the system has to date received \$212 million in Section 3 funding.

Baltimore. UMTA grants for phase A of the eight mile Baltimore transit line totalled \$63.4 million in FY 80. Total Section 3 grants for the Baltimore project, amount to \$589.2 million; it is expected that UMTA funding of this line will be completed in FY 1981.

Subsequent Phases

Atlanta. A grant of \$25 million made to the Metropolitan Atlanta Rapid Transit Authority (MARTA) will fund continued construction of phase B-1 of the new rapid transit system. UMTA has previously committed and fully funded \$800 million for the initial portion of the new MARTA system, (known as Phase A). This East-West line began revenue service in June 79. MARTA is now embarked on a 2.5 mile portion of its North/South route from West End to Arts Center. The Atlanta facility is the first fixed guideway new start system to be implemented in its entirety with the assistance of Section 3 funds.

Entering or Undergoing Preliminary Engineering

Los Angeles. The Southern California Rapid Transit District (SCRTD) received a \$12 million preliminary engineering grant for the proposed Wilshire Boulevard rapid rail line in FY 80. A system level EIS has been completed, with the preliminary engineering stage to be accompanied by a site specific EIS to analyze in detail potentially adverse impacts of construction. Also, a grant of \$17.2 million was made to Los Angeles for final engineering and design, and the initiation of construction for the planned three mile, thirteen station downtown circulation systems.

Detroit. The Detroit area received a \$600 million commitment from the Department in FY 1976 for area-wide mass transit improvements which have since been under consideration. During FY 80 Detroit completed its alternatives analysis and UMTA approved a \$5 million grant for preliminary engineering of a proposed light rail line in the Woodward Corridor. UMTA also provided \$.6 million in FY 80 for completion of preliminary engineering for a 3 mile downtown circulation system.

Miami. During FY 1980 preliminary engineering funding was completed for the proposed downtown circulation system. Total UMTA contributions for preliminary engineering amount to approximately \$2 million.

Honolulu. A grant of \$3 million was made to the City of Honolulu for the continuation of engineering for the 8 mile Aloha Stadium to Kahala Mall line. Total UMTA Section 3 obligations for the project's preliminary engineering amount to \$5 million.

Jacksonville. Jacksonville has performed feasibility studies and further refined its proposed downtown circulation systems. It was awarded a Section 3 preliminary engineering grant during FY 1980 for more detailed cost and project configuration analysis.

URBAN INITIATIVES PROGRAM

Under this portion of the Section 3 program, UMTA makes grants to States and local public bodies and agencies thereof to acquire, construct or improve facilities which enhance the coordination between public transportation and other forms of transportation, and which promote urban economic development and community revitalization. Types of eligible projects include those which integrate public transit, housing and/or commercial ventures which are physically and/or functionally related to transportation stations (joint development), intermodal transfer facilities, and transit malls, etc. Applicants are required to demonstrate the degree to which proposed projects contain positive transit, socio-economic and urban development impacts.

In FY 1980, 32 Urban Initiatives projects in 30 cities were approved, for a total of \$80 million in Section 3 funding. In FY 1979, the first year of the program, \$50 million of Section 3 funding was provided for Urban Initiatives projects. Table 8 summaries FY 1980 grant approvals.

Table 8

Urban Initiatives Projects Approved in FY 1980

<u>Region</u>	<u>Location</u>	<u>Project</u>	<u>Funds Approved</u>		
I	Cambridge, Massachusetts	Kendall Square Station	\$ 6,000,000		
	Boston, Massachusetts	South Station Project	9,000,000		
	Burlington, Vermont	Transit Mall	2,300,000		
	Springfield, Massachusetts	Transit Mall	800,000		
	Lewiston, Maine	Bus Transfer Facility	600,000		
	Lowell, Massachusetts	Gallagher Terminal	4,000,000		
	Middletown, Connecticut	Bus Transfer Facility	300,000		
II	New York City, New York	Grand Central rapid rail passenger facilities	1,200,000		
		42nd Street Station	7,366,000		
		Buffalo, New York	Joint Development near LRRP Station	3,100,000	
		Asbury Park, New Jersey	Intermodal Terminal	200,000	
		III	Philadelphia, Pennsylvania	Gallery II	8,000,000
11th Street Subway Station	1,000,000				
Harrisburg, Pennsylvania	Penn Central RR			225,000	
Charleston, West Virginia	Downtown Revitalization			856,000	
Johnstown, Pennsylvania	Main Street Transit Center			300,000	
Altoona, Pennsylvania	Intermodal terminal/ public transportation center			300,000	
IV	Nashville, Tennessee			Transit Mall	800,000
		V	Minneapolis, Minnesota	Layover Facility	1,900,000
Toledo, Ohio	Downtown Transit Mall			1,700,000	
Indianapolis, Indiana	Intermodal Terminal- Indianapolis Union Station			571,000	
	Darvenport, Iowa			Intermodal terminal	1,700,000
	Detroit, Michigan			Cadillac Mall	5,000,000
Riverfront West	Pedestrian Connection between Riverfront West & DPM			300,000	
VII	Gary, Indiana			Intermodal terminal	450,000
		Cedar Rapids, Iowa	Ground transportation Center	1,600,000	
IX	San Jose, California		Transit Mall	760,000	
		Oakland, California	City Center Joint Development	2,569,000	
Santa Anna, California	Joint Development Project		700,000		
X	Long Beach, California	Downtown Transportation Project	13,540,000		
		Riverside, California	Intermodal terminal	2,000,000	
		Los Angeles, California	7th Street Mall	600,000	
		Seattle, Washington	Relocation of Monorail terminal	263,000	
TOTAL			\$80,000,000		

Letters of Intent

Under the provisions of the STAA of 78 and under UMTA policy and procedures pertaining thereto, the implementation of major mass transportation investments involving new construction or extension of a fixed guideway system (rapid rail, light rail, commuter rail, automated guideway transit) or a busway must occur and be defined through the issuance of a letter of intent. These letters announce an intention by UMTA to obligate funding from future available budget authority provided in an Appropriation Act for a defined project at an indicated multi-year total Federal funding level. Under the existing procedure for the release of all letters of intent for new commitments, the Department submits such proposed letters to the House and Senate Appropriations Committee for review. If the committees agree, or do not comment within 30 days, the letter is signed by UMTA and issued.

FY 1980 was the first year that UMTA issued letters of intent. During that year, five such letters were issued, three of which formalized existing commitments, and two of which announced new commitments. Table 9 lists the letters of intent issued through 1980 and the amounts contained in each letter.

Table 9
Letters of Intent

<u>City</u>	<u>Purpose</u>	<u>Date</u>	<u>Amount</u>
Los Angeles	Purchase 1300 buses	12/10/79	\$133.0m
Seattle	Purchase 228 buses	4/25/80	38.0m
Miami	20.5 mile rapid transit system	5/13/80	446.2m
Atlanta	2.5 mile rapid transit system	6/26/80	105.9m
Buffalo	6.4 mile LRT	8/1/80	267.8m
	TOTAL		\$ 990.9m

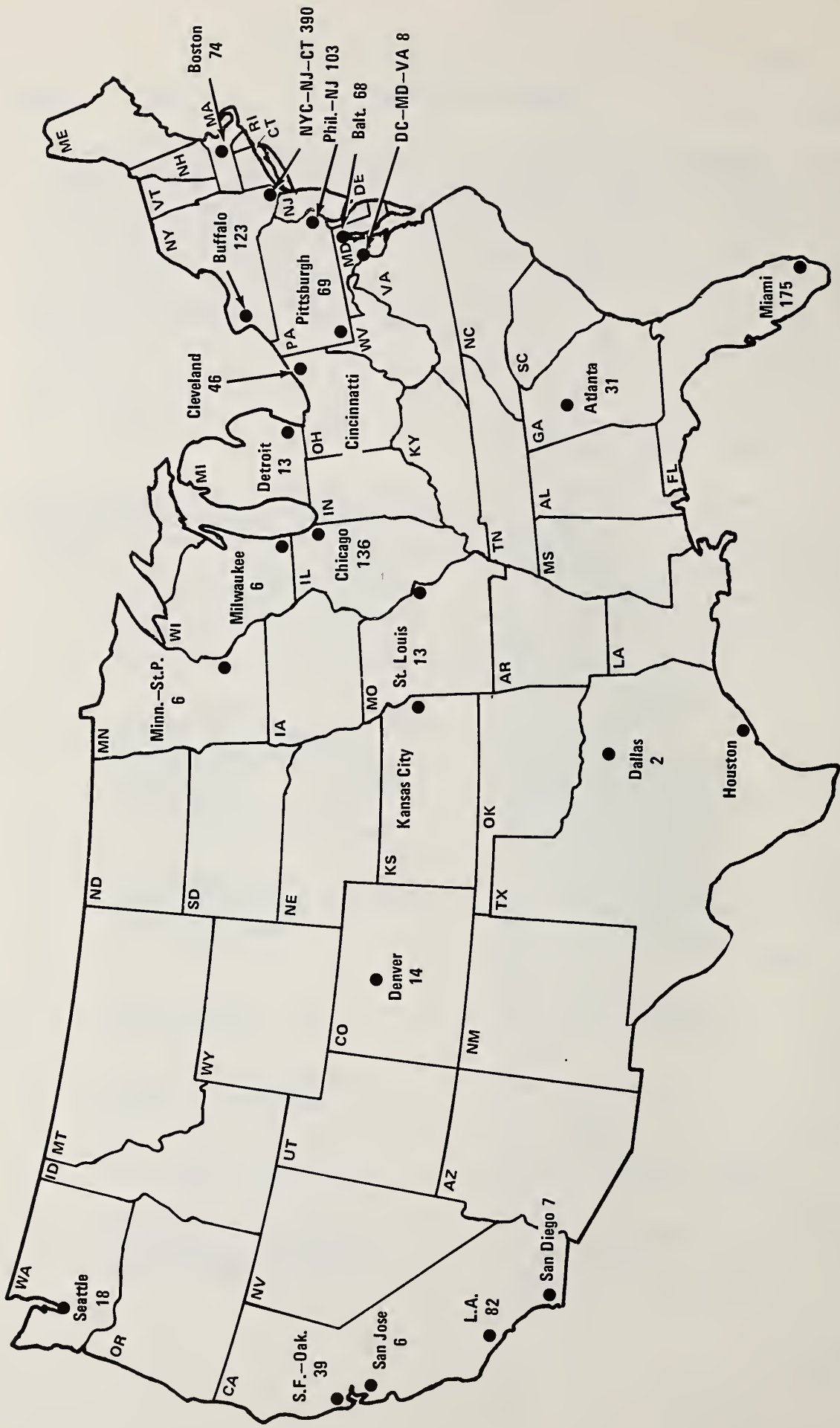


FIGURE 4. DISTRIBUTION OF FISCAL YEAR 1980 SECTION 3 GRANTS FOR 25 LARGEST URBANIZED AREAS
(Dollars in Millions)

SECTION 5 PROGRAM SUMMARY

Section 5 is a formula grant program for urbanized areas, providing either capital or operating assistance for mass transportation and was established by the National Mass Transportation Assistance Act of 1974. For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000, the funds go to the Governor of the state for distribution. Title III of the Surface Transportation Assistance Act of 1978 broadened the Section 5 program from one funding category to four separate tiers with major authorization increases for each. Over \$1.55 billion in urban formula grants was obligated in FY 80, which raised the level of assistance under the Section 5 program to over \$4.6 billion through FY 1980.

Since FY 1979 Section 5 funds have been funneled through four funding levels or tiers created by the 1978 Act:

- Tier I continues the original grant program, which provides funds to urbanized areas based on population and population density for either capital or operating assistance purposes. A total of \$850 million was appropriated for Tier I in FY80. Actual obligations were \$973.4 million which represented obligation of new funds plus a draw down of funds appropriated but unobligated in earlier years. Of this amount \$859.7 million or 88 percent was applied to operating assistance projects, while \$113.7 million or 22 percent was for capital projects.
- Tier II is a supplemental program aimed at the largest urbanized areas. Eighty-five percent of the funds go to urbanized areas with populations over 750,000, and the rest to urbanized areas under 750,000 population. Within those categories, funds are apportioned based on population and population density and can be used for either operating or capital assistance. A total of \$165 million was appropriated for Tier II in FY 1980, of which \$162.7 million was obligated. All but \$16.9 million was used for operating assistance.
- Tier III is for capital and operating assistance projects involving commuter rail and/or other fixed guideway systems. Funds are apportioned based on commuter rail and fixed guideway route miles and commuter rail train miles operated within each urbanized area. A total of \$90 million was appropriated for FY80 but a drawdown of carried over funds permitted an obligation level of \$115.1 million. All but \$43,000 of this amount was used for operating assistance projects.
- Tier IV is for the purchase of buses and bus related items including support equipment and the construction of bus facilities. These funds may not be used for operating assistance purposes. Funds are apportioned based on population and population density.

A total of \$300 million was appropriated for Tier IV in FY80 all of which was obligated to transit agencies. In addition, \$589,460 in carryover funds were also approved, thereby resulting in a FY 80 Tier IV approved funding level of approximately \$300.6 million.

As in the past, the great majority of Section 5 funding was used for operating assistance to transit agencies. In FY80, approximately 72% of all Section 5 funds went to 498 operating assistance projects throughout the nation. In addition to providing over \$1.1 billion in operating assistance, Section 5 funds in FY80 provided \$431 million in capital assistance for 323 transit projects. Section 5 funding for each State in FY 80 is identified in table 10.

TABLE 10- Levels of Assistance for States in FY 1980
(\$ in millions)

Alaska	.6	Kansas	3.7	New Mexico	1.6
Alabama	9.3	Kentucky	11.3	Nevada	4.0
Arkansas	1.1	Louisiana	9.6	New York	254.3
Arizona	14.9	Massachusetts	48.5	Ohio	71.3
California	215.2	Maryland	19.9	Oklahoma	9.2
Colorado	16.1	Maine	1.0	Oregon	10.0
Connecticut	20.2	Michigan	65.0	Pennsylvania	112.1
District of Columbia	39.4	Minnesota	18.5	Rhode Island	8.9
Delaware	2.7	Missouri	52.5	South Carolina	0
Florida	46.8	Mississippi	3.1	South Dakota	1.5
Georgia	16.0	Montana	.5	Tennessee	14.5
Hawaii	3.7	North Carolina	11.0	Texas	89.7
Iowa	6.6	North Dakota	1.3	Utah	7.3
Idaho	.8	Nebraska	11.9	Virginia	16.1
Illinois	123.3	New Hampshire	1.2	Vermont	0
Indiana	22.2	New Jersey	80.6	Washington	29.0
				Wisconsin	21.9
				West Virginia	4.9
				Wyoming	0
				Puerto Rico	17.0

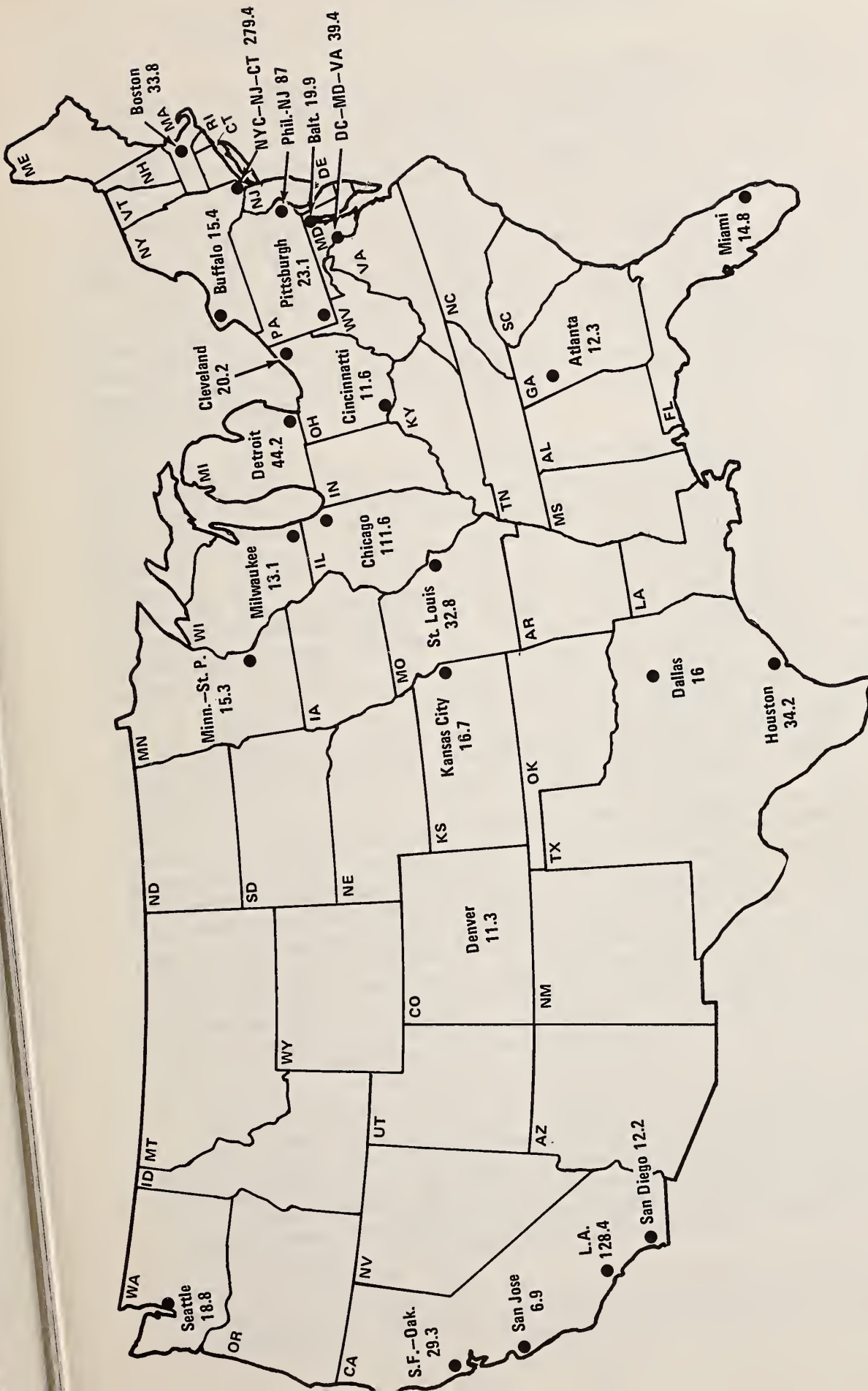


FIGURE 5. DISTRIBUTION OF FISCAL YEAR 1980 SECTION 5 GRANTS FOR 25 LARGEST URBANIZED AREAS
(Dollars in Millions)

INTERSTATE TRANSFER PROGRAM SUMMARY - TRANSIT PROJECTS

Ten new Interstate Transfer withdrawals were approved in FY80, the largest number in any year since the program's inception. This involves the withdrawal of 48.4 more miles of Interstate routes or segments, bringing total mileage of withdrawn routes to 165.1 miles as of the end of FY 80. During the year, \$678.7 million was approved for substitute transit projects and \$275.5 million for substitute highway projects, resulting in a FY 80 total program of \$954.2 million. This is 36% higher than the FY 79 level. The FY 80 program involves the use of \$700 million in FY 80 appropriations as well as the use of all available carryover appropriations authority from prior years (\$254.2 million). Through the end of FY80 \$2.9 billion has been obligated for mass transit projects and \$483 million for non-Interstate highway projects. Tables 12 and 13 at the end of this section provide more detailed summary information of participation under the Interstate Transfer program through the end of FY 80.

The Interstate Transfer program was established by the 1973 Federal-Aid Highway Act and amended by subsequent amendments to the Federal-Aid Highway Act and the Surface Transportation Assistance Act of 1978. The law permits State and local officials to withdraw planned Interstate highway routes or segments which are within or which connect urbanized areas and to substitute mass transit or non-Interstate highway projects. The withdrawal request is a joint submittal by the Governor and local governments within whose jurisdiction the Interstate segment would have been located, and must be concurred in by the Metropolitan Planning Organization (MPO) representing the principal elected officials of the area. The principal Federal decision in an Interstate withdrawal is the determination that the segment is not essential to the completion of a unified and connected Interstate system. Withdrawal requests are reviewed and approved jointly by UMTA and FHWA.

Recent legislative amendments have increased the attractiveness of the Interstate Transfer funding mechanism. The approval of an Interstate withdrawal creates an authorization of funding available for use only by the affected area, and the amounts available are adjusted on a quarterly basis to reflect changes in price trends as measured under the FHWA Composite Price Index, thereby keeping pace with inflationary (or deflationary) trends. The withdrawal creates a special authorization of funding from the General Treasury; funds do not come from the Highway Trust Fund. Also, the federal share of all substitute projects is up to 85%, compared to the UMTA 80% capital project funding ratio.

Substitute funds may be used in any combination for a wide variety of highway and public mass transit projects. Highway projects are street and highway improvements on any of the Federal-Aid highway systems. Transit projects include any undertaking to develop, improve, or purchase public mass transit facilities or equipment (with the exception of operating assistance), such as construction of facilities, purchase of rolling stock, and other transportation equipment.

Table 11 summarizes by area the level of FY 1980 funding activity for both Interstate transit and highway projects, and a brief discussion of substitute transit project approvals follows.

Table 11

Interstate Transfer Obligation

FY 1980

<u>Area</u>	<u>Transit</u>	<u>Highway</u>	<u>Total</u>
Boston, MA	\$210,408,332	-	\$210,408,333
Hartford, CT	634,168	\$ 14,125,040	14,759,208
Albany, NY	2,295,000	1,410,250	3,705,250
New York City	45,999,960	37,872,449	83,872,409
Northern New Jersey	30,000,002	-	30,000,002
Philadelphia, PA	59,070,296	18,000,000	77,070,296
Washington, D.C.	274,999,990	926,978	275,926,967
Chicago, IL	39,853,841	111,289,951	151,143,792
Denver, CO	850,000	14,123,089	14,973,089
Portland, OR	13,499,998	32,405,123	45,905,121
Tucson, AZ	1,133,883	2,165,500	3,299,383
Cleveland, OH		16,191,000	16,191,000
Omaha, NE		16,535,290	16,535,290
Minneapolis, St Paul, MN		2,621,370	2,621,370
Pittsburgh, PA		425,000	425,000
Salem, OR		7,408,960	7,408,960
TOTAL	\$678,745,470	\$275,500,000	\$954,245,470

Boston. The Massachusetts Bay Transportation Authority (MBTA) was awarded \$210.4 million in Interstate Transfer funding during FY 80. Almost one half of this amount was dedicated to Phases III and IV of the Orange Line Relocation Program. This project involves intercity and commuter railroad track relocation as well as the building of six new stations and the renovation of three others. The relocated tracks will be depressed to provide protection of the environment, and pedestrian and bicycle access paths to the new stations will be constructed. The \$98 million grant in FY 80 brings total funds received for the project to \$164.3 million. Another \$85 million was dedicated to the three mile Red Line extension from Harvard Square to Alewife bringing UMTA total funding for that project to \$443.3 million. Also, \$3.6 million was approved for completion of the Midlands Relocation Project. Finally, \$23.8 million was provided for reconstruction of Red Line cars and price adjustments for the purchase of Orange and Blue Line cars.

Hartford, Ct. The substitute funds received by Hartford (\$634,168) will fund the purchase of 23 paratransit vans for specialized service for the elderly and handicapped, aid in the acquisition of 4 new lift equipped transit buses, and permit a study to provide information regarding the bus maintenance and storage facility needs of the Hartford Division of Connecticut Transit, Inc.

Albany, N.Y. The \$2.3 million received by the Capital District Transportation Authority (CDTA) will permit the purchase of 20 buses for use in express service.

New York City. The New York City area received \$46 million in Interstate Transfer funding during FY 80. Of this amount, the New York City Transit Authority (NYCTA) received \$38.8 million for advancement of its rail rehabilitation program identified under the Accelerated Transit Program. Also, a grant of \$7.2 million to the New York City Department of Transportation will permit intermodal access improvements to the Staten Island Ferry system at the South Ferry IRT Station and at Whitehall and St. George terminals.

Northeastern New Jersey. Five grants totalling \$30 million were made to New Jersey Transit Corporation (NJTC) for rail rehabilitation and commuter car improvement projects. A \$6.8 million component will fund the purchase of commuter car spare parts and construction engineering and administrative expenses of the Raritan Valley upgrade project. Another grant of \$12.4 million was earmarked for rehabilitation of the MU Arrow I and II Commuter cars and \$8.2 million will be used for track improvements. Two other grants totalling \$2.6 million were approved for commuter rail modernization projects.

Philadelphia. The Southeastern Pennsylvania Transportation Authority (SEPTA) received \$23.7 million for construction of the Broad Street Station and \$18.7 million for the Elmwood LRV shop construction. Other grants will permit modernization of the commuter operating facility (\$2.7 million); advancement of the Center City Commuter Connector car improvement program (\$7.3 million); and continuation of the track improvement program (\$6.6 million).

Chicago. Of the \$39.9 million Interstate substitution funding received by the Chicago area during FY 80, \$29.6 million was earmarked for the purchase of 125 articulated buses for the Chicago Transportation Authority (CTA). Rehabilitation of the downtown loop EL will be studied through a \$6.1 million engineering grant and a grant of \$2 million will permit engineering for the Dan Ryan/North South rapid transit line connection. An additional \$2.2 million was approved for other engineering studies.

Denver. The Denver Regional Transportation District (RTD) received a grant of \$850,000 to be applied towards its Transitway Mall, a 12 block long area in the downtown center where transit service will be provided by a fleet of small, low polluting transit vehicles.

Portland. Among the 6 grants totalling \$13.5 million received by the Portland area the largest - \$10.7 million - was for engineering and right-of-way acquisition for the Banfield corridor project, a 14.9 mile light rail transit system from downtown Portland to the City of Gresham. Two grants totalling \$2.1 million were for Phase I and II planning work on the proposed Westside corridor. An additional \$.7 million was approved for station area and ongoing planning activities.

Tucson. The City of Tucson received \$1.1 million for the purchase of ten 40 ft. buses, six two-way radios, eighteen fare boxes and shop tools.

Washington, D.C. A total of \$275 million was provided to the Washington Metropolitan Area Transit Authority (WMATA) for Metrorail construction, design and land acquisition, program management and general construction consultant, and unanticipated cost overruns. Total Interstate transfer funding for the system through FY 1980 amounts to \$1.54 billion.

As of September 30, 1980

Table 12

Interstate Withdrawals

<u>FY Year of Approval</u>	<u>State</u>	<u>Routes</u>	<u>Location</u>	<u>Miles</u>	<u>Base Costs</u>	<u>Amounts Made Available</u>
74	MA	95,695	Boston	23.3	\$ 603.2	\$1,407.3
74	PA	695 (1st Stage)	Philadelphia	7.8	148.2	339.8
76	MD	70S	D.C. area	1.8	77.2	152.2
76	DC	70S,95	D.C.	5.4	304.3	399.4
76	CT	86,291	Hartford	13.5	189.4	426.4
76	OR	80N (1st Stage)	Portland	5.1	145.5	324.5
77	DC	66,2266 (2nd Stage)	D.C. area	2.5	300.6	470.9
77	AZ	710	Tucson	3.2	29.2	65.9
77	OR	305	Salem	3.3	32.5	54.8
77	IL	494 (1st Stage)	Chicago	6.3	453.1	736.2
77	CO	470	Denver	26.3	153.2	254.5
78	NY	687	Albany	3.6	35.2	59.2
78	MN	335	Minneapolis	2.7	71.2	117.5
78	VA	266	Arlington	0.4	35.6	51.7
78	DC	295,395 (3rd Stage)	D.C.	4.7	403.5	658.8
79	NY	495	N.Y. City	4.7	118.7	269.6
79	NJ	495	N.Y. City Metro Area	2.1	35.7	61.2
80	IL	494 (2nd Stage)	Chicago	13.6	1,011.3	1,713.9
80	OH	490	Cleveland	7.9	147.9	250.6
80	PA	579	Pittsburgh	0.4	39.5	63.1
80	OR	505 (2nd Stage)	Portland	3.2	98.6	157.4
80	NE	580	Omaha	1.9	47.0	75.5
80	CA	80	Sacramento	5.1	57.7	92.2
80	CT	491	Hartford-New Britain	8.2	81.3	129.8
80	DC	695 (4th Stage)	D.C. area	1.7	230.4	367.7
80	PA	895 (2nd Stage)	Philadelphia	2.1	81.9	130.7
80	NJ	895	Philadelphia Metro Area	4.3	71.3	113.9
TOTALS				165.1	\$5,003.2	\$8,944.7

NOTES: (1) All Costs are in federal funds (\$ millions).

(2) The "Base Costs" column represents the costs of the withdrawn routes as they were reported in the Estimate applicable to the specific action.

(3) The "Amounts Made Available" column represents the base costs adjusted to September 30, 1980, and includes obligations incurred prior to that date on 103(e)(4) substitute projects.

TABLE 13
Interstate Transfers
AS OF 9/30/80

Location	Withdrawn Mileage	Escalated Total Authority	OBLIGATIONS		Escalated Unobligated Balance
			Mass Transit	Highways	
Boston, Massachusetts	23.3	\$1,407,328,471	\$ 915,406,191	\$ ---	\$ 491,922,280
Philadelphia, Pennsylvania (Stage I and II)	9.9				
Washington, D.C. urbanized area (all stages) (D.C., MD., & VA.)	16.6	470,499,502	285,942,228	18,000,000	166,557,274
Hartford, Connecticut	13.5	2,100,711,676	1,551,280,583	10,522,505	538,908,588
Portland, Oregon (Stages I and II)	8.3	426,415,832	6,282,268	23,341,227	396,792,337
Tucson, Arizona	3.2	481,905,653	14,035,353	61,151,432	406,718,868
Salem, Oregon	3.3	65,936,200	1,133,883	2,939,402	61,862,915
Chicago, Illinois (Stage I and II)	19.8	54,805,209	---	8,043,411	46,756,798
Denver, Colorado	26.3	2,450,117,531	53,559,486	241,481,629	2,155,076,416
Albany, New York	3.6	254,459,879	18,419,993	29,668,764	206,371,122
Minneapolis, Minnesota	2.7	59,227,503	5,194,996	879,000	53,153,507
New York, New York	4.7	117,496,071	---	15,314,958	102,181,113
Northeastern New Jersey (NY Metro area)	2.1	269,605,832	45,999,960	38,403,699	185,202,173
Cleveland, Ohio	7.9	61,183,502	30,000,002	---	31,183,500
Pittsburgh, Pennsylvania	0.4	250,591,953	---	16,292,000	234,400,953
Omaha, Nebraska	1.9	63,125,424	---	425,000	62,700,424
Sacramento, California	5.1	75,480,265	---	16,535,290	58,944,975
Hartford, New Britain Connecticut	8.2	92,155,720	---	---	92,155,720
Southern New Jersey (Phil. metro area)	4.3	129,779,879	---	---	129,779,879
TOTALS	165.1	\$8,944,688,036	\$2,927,254,943	\$482,902,317	\$5,534,530,776

SUMMARY OF OTHER PROGRAMS

FEDERAL-AID URBAN SYSTEMS (FAUS)

The Federal-Aid Urban System (FAUS) program provides for the diversion of Highway Trust Funds to finance mass transit capital and planning assistance projects. From its inception in 1974 through FY80, a total of \$193.3 million has been used for transit related projects, mostly in the New York urbanized area. In FY 1980, eighteen transit projects were funded, for a total of \$25.7 million. The largest FAUS grant of \$19.95 million was dedicated to the rail modernization program of the New York City Transit Authority. Another \$2 million continued improvements to the Staten Island Ferry System. FAUS funds also permitted the acquisition of 30 wheelchair accessible vans for the elderly and handicapped and 22 small buses with lifts in New Jersey, 6 new replacement buses in Cincinnati and the purchase of four 40-foot buses for Anchorage, Alaska. Mason City, Iowa received \$120,000 for the purchase of four 17-21 passenger buses and grants totalling \$1.6 million will fund the acquisition of 11 buses and construction of the San Jose Mall in California.

Table 14

FY 1980 Obligations

Federal Aid Urban Systems

New York	\$21,960,000
New Jersey	866,991
Ohio	549,000
Iowa	120,000
California	1,584,732
Alaska	500,000

SECTION 17

Section 17 of the UMT Act of 1964, as amended, authorized funding for Conrail, Amtrak, States, local public bodies and other agencies that incurred additional costs because of the Regional Rail Reorganization Act of 1973 (3R Act). The program was authorized at \$125 million, of which approximately \$113 million was obligated by the end of FY80. Only two agencies continued to receive assistance in FY80. The Rhode Island DOT received \$250,000 in operating assistance for the Providence area, and the Maryland Department of Transportation received \$1,565,696 for the Conrail commuter service between Baltimore and Washington, D.C.

SECTION 18

FY79 was the first year of operation for the Section 18 program which provides formula grants to the states for projects serving small urban (under 50,000 population) and rural areas. This program is administered jointly by UMTA and FHWA, with FHWA designated lead responsibility for day-to-day administration. Most of the preliminary work needed to implement the program has been completed, including publishing preliminary regulations, formalizing procedures for UMTA-FHWA cooperation, designating State lead agencies, and apportioning funds among the states. During FY80, \$85 million was appropriated for the program. Of this amount, \$55.6 million was obligated for various operating and capital projects.

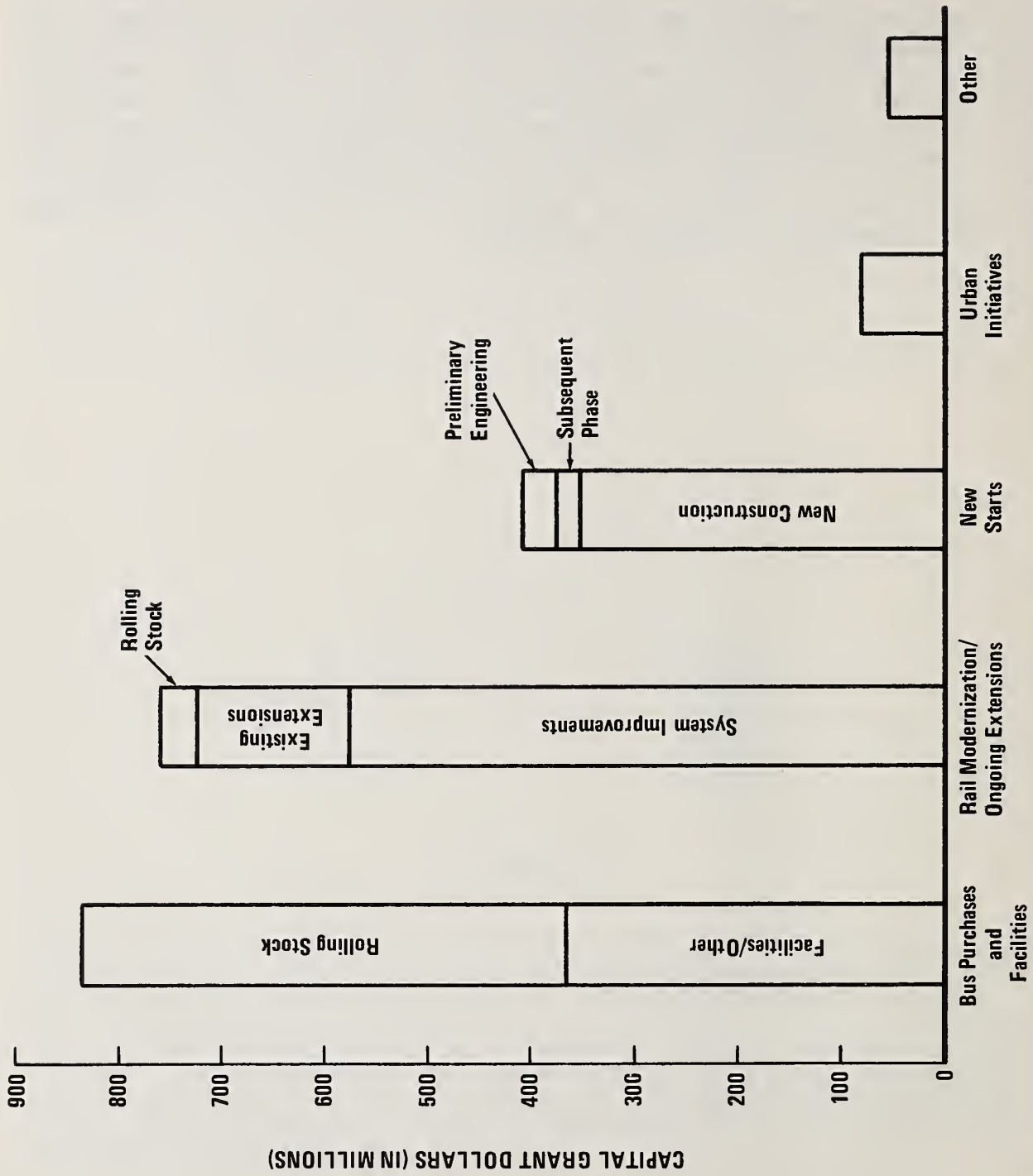


FIGURE 6. SECTION 3 AND 5 (TIER IV) FISCAL YEAR 1980 CAPITAL GRANTS

Appendix

Table 1
Approved Section 3 Capital Grants by State
Through September 30, 1980

<u>State</u>	<u>Section 3</u> <u>(\$ in millions)</u>	<u>No. of Projects</u>
Alabama	\$ 7.2	5
Alaska	7.0	6
Arizona	30.9	10
Arkansas	3.4	5
California	1,098.1	188
Colorado	113.6	20
Connecticut	204.8	23
Delaware	6.5	3
Washington, D.C.	16.1	6
Florida	508.4	53
Georgia	920.1	20
Hawaii	40.1	6
Idaho	1.6	2
Illinois	1,098.2	79
Indiana	43.9	26
Iowa	20.9	27
Kansas	3.6	6
Kentucky	39.6	13
Louisiana	61.9	14
Maine	4.2	6
Maryland	671.2	15
Massachusetts	683.3	82
Michigan	164.4	66
Minnesota	110.4	25
Mississippi	2.8	5
Missouri	31.8	12
Montana	2.2	6
Nebraska	20.6	13
Nevada	0	0
New Hampshire	2.8	2
New Jersey	528.8	16
New Mexico	6.2	4
New York	2,382.1	96
North Carolina	20.7	14
North Dakota	2.9	4
Ohio	346.9	53
Oklahoma	7.4	5
Oregon	69.4	17
Pennsylvania	843.2	86

Table 1 (Cont)

<u>State</u>	<u>Section 3 (\$ in millions)</u>	<u>No. of Projects</u>
Rhode Island	8.2	7
South Carolina	0.3	2
South Dakota	2.0	1
Tennessee	41.9	18
Texas	151.5	41
Utah	40.5	7
Vermont	6.8	5
Virginia	35.6	17
Washington	167.6	29
West Virginia	80.6	17
Wisconsin	85.3	35
Wyoming	0	0
Puerto Rico	29.4	12
Virgin Islands	1.4	2
<u>Interstate</u>		
DC-MD-VA	134.3	7
IL-MO	42.4	6
KS-MO	30.7	6
NJ-NY	44.3	2
NJ-PA	45.2	3
TN-VA	.2	1
Advance Land Acquisition Loans		
Massachusetts	19.5	1
Pennsylvania	.8	2
Section 16(b)(2)		
Nationwide	<u>103.9</u>	<u>285</u>
Total	\$11,200.0	1,545

Table 2

Cumulative Approved Section 3 Capital Grants in Largest
25 Urbanized Areas and in all with total
Funding Over \$25 million as of September 30, 1980

	<u>Section 3 (\$ in millions)</u>	<u>No Projects</u>
New York -CT - Northeastern New Jersey	2,806	69
Los Angeles - Long Beach- Orange County	290	55
Chicago - Northwestern Indiana	1,093	53
Philadelphia- S. New Jersey	594	47
Detroit	123	22
San Francisco	652	51
Boston	658	53
Washington, D.C.	163	14
Cleveland	228	12
St. Louis	72	12
Pittsburgh	273	14
Minneapolis - St. Paul	96	17
Houston	49	5
Baltimore	658	11
Dallas	41	10
Milwaukee	50	5

Table 2 (Cont)

	<u>Section 3</u> <u>(\$ in millions)</u>	<u>No</u> <u>Projects</u>
Seattle - Everett	148	11
Miami	458	20
San Diego - Oceanside	34	17
Atlanta	913	10
Cincinnati	48	9
Kansas City	31	6
Buffalo	235	9
Denver	104	11
San Jose	60	13
New Orleans	56	8
Portland (Oreg.)	65	13
San Juan, P.R.	29	12
Louisville	28	5
Honolulu	39	5
Morgantown, W. VA.	<u>69</u>	<u>1</u>
Total	\$10,163	600

Table 3
Completed and Ongoing Extension Projects
(dollars in millions)

A. Completed Projects

<u>City</u>	<u>Project</u>	<u>Miles</u>	<u>Total Section 3 Funding</u>
Chicago	Dan Ryan	10	39
	Kennedy	5	37
Boston	Orange Line-North	6	80
	Red Line- S. Shore	9	60 1>
Cleveland	Airport Extension	4	12

1> Supplemented by \$45.3 million in Interstate Transfer funding.

B. Ongoing Projects

<u>City</u>	<u>Project</u>	<u>Miles</u>	<u>FY 80 Funding</u> (in millions)	<u>Section 3 Funding Through</u> <u>the End of FY 80</u> (in millions)
New York	E. 63rd St.	3	-	419
	Archer Avenue	3	40	256
Chicago	O'Hare Airport			
	Extension	7	40	123
Philadelphia	Airport Extension	5	10	65
	CenterCity			
Pittsburgh	Commuter Connector	2	40	197
	East Busway *	7	13	76

* After FY 1980 to be funded from Section 3 Bus Category

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