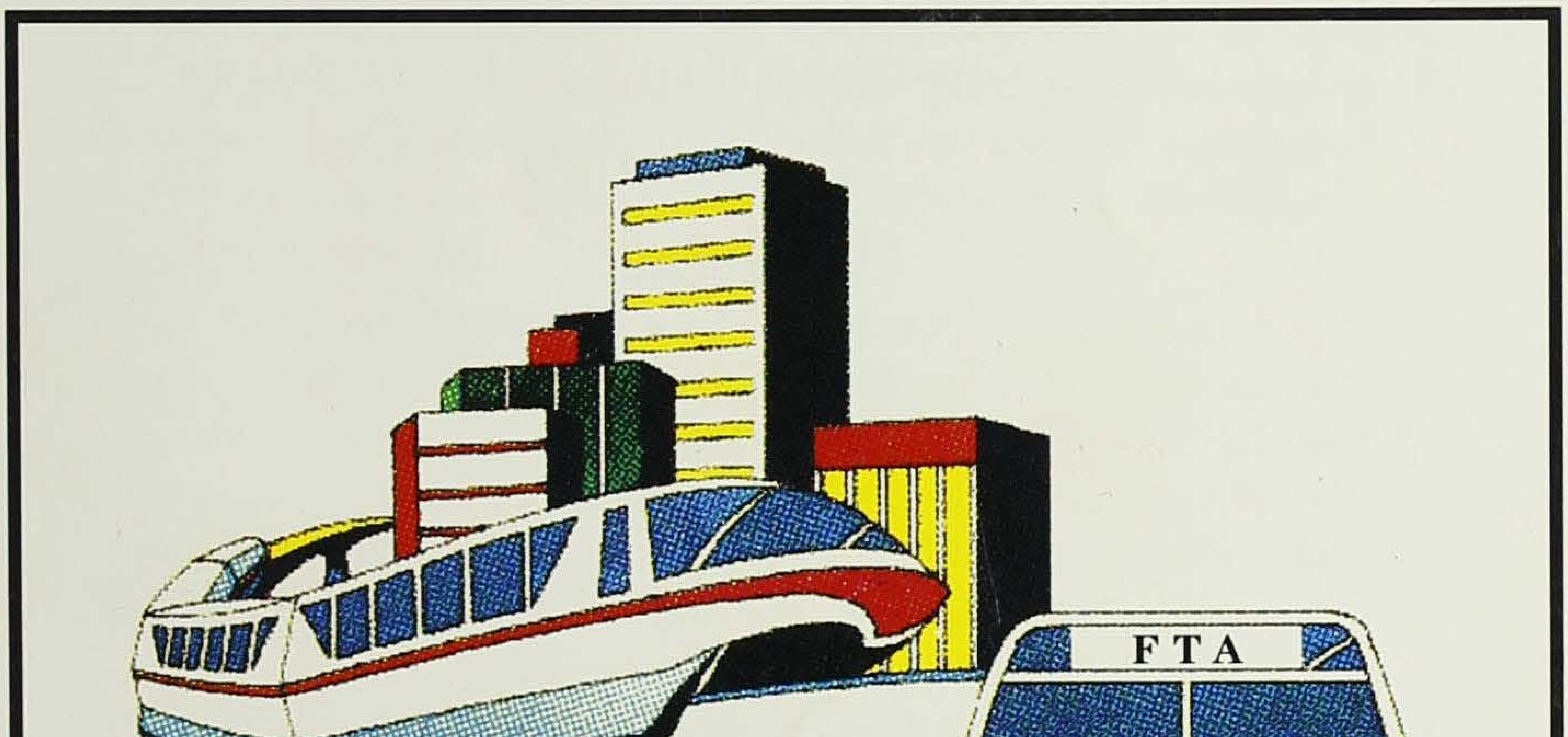
U.S. Department
of Transportation
Federal Transit
Administration

This is FTA



Introduction

When most people think about public transportation, they think about the buses and rail vehicles that affect their lives every day—their local transit system. Public transit, however, may include commuter ferryboats, trolleys, inclined railways, subways, and people movers. Whatever the mode of travel, convenience, cost, and accessibility are the primary concerns in the mind of the transit consumer.

The Federal Government, through the Federal Transit Administration (FTA), provides financial and technical assistance to the local transit systems.

FTA is one of nine major agencies within the U.S. Department of Transportation. Headed by an Administrator appointed by the President, FTA administers a program of financial assistance for the providers of urban and rural public mass transportation. The Federal Transit Act, as amended, is the statutory authority for FTA's programs.

FTA functions through a Washington headquarters office and ten regional offices, responsible for monitoring transit in all 50 states, Puerto Rico, the U.S. Virgin Islands, Guam, and American Samoa.

The Federal mass transit assistance program is clearly among the most successful domestic assistance programs the Federal Government has ever sponsored. The transit industry has been revitalized by this program: a 50-year decline in ridership has been halted; 40 years of inadequate capital investment have been overcome with an intense modernization program; and virtually every major city in the country has plans for expansion of its transit system. None of these phenomena would have been conceivable before the enactment of the Federal Transit Act, as amended.

This brochure provides a history of the development of public transportation in the United States and introduces the FTA and its major programs.

REORGANIZATION PLAN NO. 2 OF 1968

URBAN MASS TRANSPORTATION

Sec. 3. [Repealed, Pub.L. 97-449, § 7(b), Jan. 12, 1983, 96 Stat. 2445. Section established within the Department of Transportation and Urban Mass Transportation Administration, to be headed by an Urban Mass Transportation Administrator, appointed by the President, by and with the advice and consent of the Senate, with the Administrator to perform such duties as the Secretary of Transportation would prescribe.

PUBLIC LAW 102-240—DEC. 18, 1991

SEC. 3004. FEDERAL TRANSIT ADMINISTRATION.

(a) REDESIGNATION OF UMTA.—The Urban Mass Transportation Administration of the Department of Transportation shall be known and designated as the "Federal Transit Administration".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the Urban Mass Transportation Administration shall be deemed to be a reference to the "Federal Transit Administration".

Contents


JOHNSTOWN, PA.

Mass Transit Development In The United States

In 1827, a 12-passenger horse.drawn carriage began transporting passengers along Broadway in New York City, marking the U.S. debut of mass transportation. From that humble beginning, mass transit in America grew through the 19th century and into the 20th, moving millions of passengers via a patchwork of private transit operators. By the 1920s, more than a thousand cities and towns had trolley systems, operating nearly 63,000 streetcars over some 40,000 miles of track permitting American cities the expansion needed to ease the tenement crowding that had become a by-product of urban growth and prosperity. The street railway, recently converted from animal power to more dependable electricity, often was the only means of basic mobility in the country's growing metropolitan areas.

Very quickly, however, these street railways became insufficient to the task. By the turn of the century elevated railways, operating above city streets on massive steel viaducts, were providing additional mobility options in many larger cities. Then, on September 1, 1897, something happened in Boston that was to move mass transportation into an even more modern era—the first American subway opened for business. Not only did the Boston subway introduce underground travel to public transit patrons, it also introduced a new resource for financial support—public funding.

While streetcars and elevated railways were private undertakings—privately financed, privately operated, and very much privately profit-seeking—the enormous cost of subway construction proved to be more than private interests could reasonably be expected to bear. Therefore, the original Boston subway—as well as new subway lines that began to open in New York after 1904—saw the public sector underwrite the initial capital cost of the facilities, with private interests running the service under long-term contracts.

America's mass transportation industry was popular and prosperous. But not for long. From the mid 1920s into the 1940s mass transportation began a slow decline. While growth in population, in economy, and of entirely new regions would remain an American characteristic, growth in mass transit patronage would not. World War II produced extraordinary travel demands, giving the transit industry a brief burst of vitality. After the war the transit decline resumed. Fed by suburbanization, new highways, and automobile availability, many transit users from years past chose travel by car.

Rush hour transit riding into downtown business districts of many larger cities remained constant; but across the country, the old street railways—by

◄*Johnstown, Pennsylvania Inclined Railway* then largely converted to motor bus operations—found themselves in a rapidly descending spiral. Loss of passengers and revenue precluded investment in new equipment; and absence of dependable equipment made the private automobile an even more attractive and formidable competitor. To accelerate urban mass transit's decline, the economic growth of the 1950s and 1960s was more concentrated in the new automobile-oriented suburbs than in the older mass transit-oriented downtown areas.

In the ordinary course of events, the decline might well have continued. But it didn't. As the 20th century progressed, Americans became increasingly concerned about such issues as air and noise pollution, urban sprawl, and other environmental problems which seriously affected our quality of life. As these problems became more severe, interest in mass transportation as a part of the solution increased. The need for public sector involvement became apparent.

At first this involvement was local in character. Units of local government took over failing transit companies and operated them as public services. In the 1960s, though, it became apparent that this local support was insufficient and Federal assistance was also required.

The Legislative Mandate

The Federal Government became actively involved in mass transportation with the enactment of the Housing Act of 1961, which authorized capital loans to state and local governments for the purchase of transit capital equipment (such as buses, trolleys, and trains) and which authorized grants for transportation demonstrations, research, and comprehensive transportation planning. At the same time, a Federal Office of Transportation was established within the Housing and Home Finance Agency (HHFA), through which the HHFA and the Department of Commerce jointly undertook a study to explore urban transit problems and the Federal Government's role in their solution.

The increasing interest in meeting mass transportation needs was reflected in President John F. Kennedy's message to Congress in April 1962, when he proposed Federal capital grants for mass transit and comprehensive transportation planning. The 87th Congress did not enact comprehensive transit legislation, but the 88th Congress did enact the Urban Mass Transportation Act of 1964 (now known as the Federal Transit Act), and it was signed into law by President Lyndon B. Johnson.

In September 1965, HHFA became a part of the new Department of Housing and Urban Development (HUD), and the Transit Division was renamed the Urban Transportation Administration (UTA). On July 1, 1968, UTA became the Urban Mass Transportation Administration (UMTA) [now the Federal Transit Administration (FTA)]. At the same time, UMTA also was transferred, under the President's Reorganization Plan No. 2 of 1968, from HUD to the newly created U.S. Department of Transportation (DOT) to become one of five modal administrations within DOT. The other modal administrations were the Federal Aviation Administration, the Federal Highway Administration, the Federal Railroad Administration, the U.S. Coast Guard, and the St. Lawrence Seaway Development Corporation. Since 1968 three modal administrations have been added: the National Highway Traffic Safety Administration, the Research and Special Programs Administration, and the Maritime Administration.

The Federal Transit Administrator is directly responsible to the Secretary of Transportation for performing the functions of the Secretary under the Federal Transit Act, as amended.

Through the years, legislation that affects the Federal transit assistance program has been amended many times. The Federal Transit Assistance Act of 1970 made possible the advance acquisition of real estate for transit use through Federal loans and signified a long-term Federal commitment to mass transportation. In 1973, the Federal Aid Highway Act was enacted, increasing

Passenger boarding Washington, D.C. Metrorail (Photo provided by WMATA)

the Federal funding share of capital assistance for mass transit from 66% to 80% and allowing the use of certain highway money for mass transit projects. Another important piece of legislation for FTA was the National Mass Transportation Assistance Act of 1974, which provided Federal funding to cover operating expenses of transit systems.

The Surface Transportation Assistance Act of 1978 provided transit assistance for nonurbanized areas (areas with less than 50,000 in population). This legislation included a "Buy America" section that imposed domestic preference requirements for manufactured vehicles in grant projects of $500,000 or more. It also strengthened planning requirements for urbanized areas (cities with populations over 50,000).

President Ronald Reagan's signing of the Surface Transportation Assistance Act of 1982 marked the next significant change in the Federal transit program. This law established the Mass Transit Account under the Highway Trust Fund. For the first time, a dedicated source for Federal mass transit funding was specifically authorized. One cent of the nine-cent Federal motor fuels tax would be used for transit purposes. In addition, authorization was continued for the use of general revenue funds for mass transit projects. The Mass Transit Account, estimated to be more than one billion dollars per year, would provide funding primarily for the Discretionary Capital Grant Program. In most cases, other categories of grants continued to rely on general revenue funds.

The 1987 Surface Transportation and Uniform Relocation Assistance Act (STURAA) extended, through reauthorization, the Federal transit program through fiscal year 1991. The STURAA did not affect the basic structure of the transit program, but it did make several changes to various agency programs.

For example, under Section 3, Discretionary Capital Grant Program funding was made available on a percentage basis to different categories of projects such as rail modernization and new rail system construction. Any new rail system project funded under Section 3 had to be cost-effective and supported by an acceptable degree of local financing.

For the Section 9 formula program, the STURAA permitted the cost of leasing equipment as a capital cost. Among other changes, the STURAA also raised the maximum amount of operating assistance that could be given to small urbanized areas (areas 50,000 to 200,000 in population), established a new program management oversight function for grant recipients, and created a Rural Transit Assistance Program.

On December 18, 1991, President George Bush signed into law the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which authorized funding for highways, highway safety, and mass transportation through fiscal year 1997. ISTEA has the stated purpose "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."

ISTEA also changed the name of the "Urban Mass Transportation Administration" to the "Federal Transit Administration" and the "Urban Mass Transportation Administrator" to the "Federal Transit Administrator," specifically providing that any reference in any law, map, regulation, document, paper, or other record of the United States to these former names are to be deemed a reference to the redesignated names.

The ISTEA continues discretionary and formula funds for mass transit with formula grants now constituting 74% of the total program. The use of the Mass Transit Account of the Highway Trust Fund has been increased to provide 58% of the revenues while the remaining 42% is derived from general revenue. The most significant innovation that the ISTEA provides is the capability of state and local governments to transfer funds from some highway programs to use for some transit projects and vice versa. This is the basis for the new concept of "intermodalism".

The ISTEA consolidates many of the FTA's research, training, and planning activities into a new Section 26 "Planning and Research Program" which is funded at 3% of the total Federal transit budget. It increases the Federal share for Section 3 capital grants; establishes formula funding for rail modernization projects; establishes formula funding to states for transportation services for elderly persons and persons with disabilities; increases the Federal share for bus-related equipment needed to meet requirements of the Clean Air Act and the Americans with Disabilities Act; and establishes a requirement for the provision of intercity bus service.

Through the efforts of the FTA and its programs, transit operators, planners, and state and local officials, public transportation will continue to become an increasingly attractive alternative to the private automobile. With the increase in ridership trends, increased appreciation for transit's effectiveness, and greater interest in environmental issues, public transportation has become and should remain an important element in American life.


WASHINGTON D.C.
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FTA and Its Major Programs

The Federal Transit Administration (FTA), which carries out the Federal mandate to improve public mass transportation, is one of nine operating administrations or agencies within the U.S. Department of Transportation. It is the principal source of Federal financial assistance to America's communities for the planning, development, and improvement of public transportation systems.

This assistance is provided through a variety of programs under the Federal Transit Act, as amended. FTA circulars, which provide comprehensive information on the application process for FTA assistance, are available. To obtain such information, contact the nearest FTA Regional Office (see list of addresses at the end of this brochure), or the FTA Office of Administration, Administrative Services Division, 400 Seventh Street, S.W., Washington, D.C., 20590, telephone number (202) 366-4865. Pamphlets and written material can also be obtained from the FTA Office of Public Affairs, 400 Seventh Street, S.W., Washington, D.C. 20590, telephone number (202) 366-4043.

SECTION 3 DISCRETIONARY AND FORMULA CAPITAL PROGRAM

The Section 3 program provides funding for the establishment of new rail projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems, and the rehabilitation of bus systems. ISTEA made significant changes in the allocation of Section 3 fixed guideway funds. These funds are now allocated by formula rather than on a discretionary basis as in past years.

New starts funding still is allocated on a discretionary basis and projects must compete for funding using specific criteria to justify the major investment involved in starting a new rail system. Section 3 Bus rehabilitation projects also are funded on a discretionary basis and must show that funding is needed beyond what is available through FTA's Section 9 and Section 18 formula programs. At least 5.5 percent of Section 3 bus funds must be used in nonurbanized areas.

For projects funded through Section 3, the FTA will pay 80% of total project costs. State and local governments are required to fund 20% of project costs although they are permitted and expected to provide a larger local share. The exception is that the Federal share is 90% for the incremental costs of vehicle-related equipment needed to meet the requirements of the Clean Air Act and the Americans with Disabilities Act of 1990.

Washington, D.C. Metrobus
(Photo provided by WMATA)

FORMULA GRANT PROGRAMS

FTA has three programs, which are allocated by statutory formulas, under its Formula Grants authorization.

The **Section 9** program, the basic transit program upon which cities rely for their transportation needs, provides capital and operating assistance to urbanized (50,000 or more in population) areas. Section 9 funds are apportioned by a statutory formula based on population and population density for areas under 200,000 in population; and on population, population density, and transportation data for areas over 200,000 in population. Statutory operating assistance caps (maximum Federal operating subsidies) for Section 9, for the most part, will be adjusted each year for inflation for all areas.

The **Section 18** program provides capital and operating assistance, through the states, to nonurbanized (less than 50,000 in population) areas. Under the Section 18 program, a state must use 5% of the funds it receives in FY 1992, 10% in FY 1993, and 15% in FY 1994 and thereafter for intercity bus service, unless the state can certify that its intercity bus needs have been met.

The **Section 16** program provides capital assistance, through the states, to organizations that provide specialized transportation services to elderly persons and persons with disabilities. The funds may go to private non-profit organizations and, under certain circumstances, to public bodies. Funds can be used for capital costs or for capital costs of contracting for services.

The basic matching ratio for capital grant projects is 80% Federal, 20% local share. As under the Section 3 program, the exception for Section 9 and 18 is that the Federal share is 90% for the incremental costs of vehicle-related equipment needed to meet the requirements of the Clean Air Act and the Americans with Disabilities Act of 1990. The exception for Section 16 applies for meeting the requirements of the Clean Air Act.

SURFACE TRANSPORTATION PROGRAM

The 1991 reauthorization of the highway and transit programs provides state and local transportation authorities unprecedented financial and programming flexibility to develop the economically efficient and environmentally sound transportation system necessary to our nation's growth and prosperity. For example, it establishes a new program which permits Federal highway funds to be used either for highway or transit projects at the discretion of state and local officials. It also permits certain highway funds to be used for transit projects which reduce congestion and improve air quality, and it makes planning for comprehensive transportation systems more significant through enhanced and expanded metropolitan and statewide planning provisions.

SECTION 11(b) UNIVERSITY TRANSPORTATION CENTERS PROGRAM

STURAA required that there be established in each of the ten standard Federal regions a regional transportation center to conduct research and training regarding the transportation of passengers and property. In FY 1991, these ten Centers had been operating for four years. ISTEA added four new Centers which were national in scope rather than regional, as were the original Centers. All of the Centers are engaged in an active program of research, education and technology transfer. The 14 centers are:

Region I—*Massachusetts Institute of Technology*

Region II—*City University of New York*

Region III—*Pennsylvania State University*

Region IV—*The University of North Carolina*

Region V—*The University of Michigan*

Region VI—*Texas A & M University*

Region VII—*Iowa State University*

Region VIII—*North Dakota State University*

Region IX—*University of California, Berkeley*

Region X—*University of Washington*

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

Center for Transportation and Industrial Productivity—*New Jersey Institute of Technology*

National Rural Transportation Study Center—*University of Arkansas*

National Center for Advanced Transportation—*University of Idaho*

SECTION 15 REPORTING SYSTEM

Section 15 is the FTA's reporting and information system for the transit industry. All applicants and direct 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 in the allocation formula to apportion Section 9 funds to urbanized areas of 200,000 or more inhabitants. The annual report contains revenues, expenses, operating data, and calculated performance indicators for each transit agency reporting, as well as aggregate national statistics.

SECTION 19 NONDISCRIMINATION PROGRAM

Section 19 of the Federal Transit Act, as amended, prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in any FTA-funded project, program, or activity. Section 19 authorizes the Secretary of Transportation to take affirmative action to ensure compliance with its provisions.

SECTION 20 HUMAN RESOURCES PROGRAM

The Section 20 Human Resources Program provides funds for projects which address human resource needs in public transit and supplement FTA grant recipients' efforts to achieve civil rights objectives. Such projects are designed to develop and enhance the skills and talents of minorities, women, and other disadvantaged persons in mass transit. Examples of Section 20 projects include technical assistance and training for disadvantaged business enterprises so that they may become more competitive in the transit economy; training for minorities and women to provide them opportunities for upward mobility and advancement into management and executive level positions; and the initiation of studies for FTA grant recipients to improve the administration and implementation of civil rights programs.

SECTION 26 PLANNING AND RESEARCH PROGRAM

This program consists of five fundamental elements: a Metropolitan Planning Organization Program, a Rural Transit Assistance Program (RTAP), a State Program, a Transit Cooperative Research Program (TCRP), and a National Planning and Research Program. These elements are described below:

Metropolitan Planning. These funds are apportioned to each state on the basis of urbanized area population. The states subsequently allocate the funds to Metropolitan Planning Organizations within the states to support the metropolitan planning and programming process. The planning process encompasses studies of land use, economic and demographic trends, transportation demand, system performance, transit finance and the cost-effectiveness of alternative new services and facilities.

Rural Transit Assistance Program (RTAP). RTAP promotes delivery of safe and effective public and private transportation in non-urbanized areas and develops national rural transportation resources to aid in information dissemination. The program places increased emphasis on private sector involvement in transportation service and on safety initiatives in rural transit.

State Planning and Research Program. This is a formula-allocated program which supports state-initiated technical activities associated with urban, suburban and rural public transportation assistance including planning, research, technical assistance and training.

Transit Cooperative Research Program (TCRP). TCRP is a program of research projects, selected by the transit industry, which meet the immediate needs of transit operators and suppliers. The program allows the industry, through an independent governing board named TOPS, to determine its research priorities and oversee the conduct of a research agenda responsive to its needs. The Transportation Research Board (an element of the National Research Council) is responsible for conducting research projects identified by TOPS. TCRP results are widely disseminated by the American Public Transit Association so that they can be used by local transit agencies, service providers and suppliers.

Casco Bay Island ferry, Portland, Maine.

National Planning and Research Program. This program includes two categories of activity which have a national focus. The first category is Federal Mission Support, which is used for directed research, pilot projects and special initiatives to advance Federal mass transportation policies and issues of National concern. Research in this category is developed in order to provide valuable guidance in national transit programs and policies which reflect changing domestic conditions, budgetary priorities, laws and regulations.

The second category is Technology Development. ISTEA requires FTA to undertake a comprehensive program of transit technology development and establish an industry advisory panel. The Technical Advisory Committee, which meets two or three times a year, assists in the identification of priority technology development areas and in the establishment of guidelines for project development, cost sharing and execution.

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.

INTERSTATE SUBSTITUTION TRANSIT GRANTS—*(INTERSTATE TRANSFER)*

This program provides Federal financial assistance to states and localities for transit projects which replaced withdrawn non-essential interstate segment projects. The program is authorized under the provisions of 23 U.S.C. 103(e)(4). Funds are allocated in proportion to the remaining "cost to complete" each project compared with the total remaining "cost to complete" all projects.

DOMESTIC PREFERENCE/BUY AMERICA

Section 165 of the Surface Transportation Assistance Act of 1982, as amended, provides that Federal funds may not be used for mass transportation projects unless steel, cement, iron, and manufactured products used in the projects are produced in the United States or unless one of four limited exceptions are met. This domestic preference provision is referred to as "Buy America."

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act of 1990 (ADA) gives persons with disabilities civil rights protection in jobs, public accommodations and services. In the area of public transportation, the ADA mandates increased accessible and nondiscriminatory service, such as wheelchair lifts on buses, improvements in information dissemination to people with hearing and visual disabilities, rail stations that can be used by people with 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. The FTA has issued regulations implementing the ADA. The FTA also provides guidance to and monitors the efforts of the transit industry as transit providers bring their operations into compliance with the law.

ADVANCED PUBLIC TRANSPORTATION SYSTEMS PROGRAM

FTA has created the Advanced Public Transportation Systems (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 communications 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. Projects in the APTS program are designed to increase transit use and ridesharing, improve the safety and security of transit operations, reduce operating costs, increase system revenues, conserve energy, and assist in responding to such legislative mandates as the Americans with Disabilities Act and the Clean Air Act.

CLEAN AIR PROGRAM

This program is designed to assist the Nation's cities and transit providers in complying with the Clean Air Act Amendments 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. FTA, in cooperation with the Department of Energy, evaluates and documents the effects of "pollution-controlling" vehicles on daily transit bus operations and maintenance, as well as facilities needed to keep the systems operating.

BUS TESTING

STURAA 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.


To Union Station

Federal Transit Administration Organization

GENERAL ORGANIZATION

The Federal Transit Administration (FTA), with headquarters in Washington, D.C., is one of nine separate administrations within the Department of Transportation. Headed by an Administrator, who is appointed by the President, FTA also has 10 Regional Offices situated in the standard Federal geographic regions. These regions are directed by Regional Administrators, who are FTA Executive Staff members.

Administrator

The FTA Administrator is the highest official in the Agency. The Administrator has an Executive Staff which includes the Deputy Administrator; the Director of Communications and External Affairs; the Chief Counsel; Associate Administrators of program offices; Directors of the offices of Public Affairs, Civil Rights, and Executive Secretariat; and Regional Administrators. These officials give advice and counsel to the Administrator in the areas of policy, budget, grants management, technical assistance and safety, legal matters, public affairs, civil rights, administration, and executive secretariat activities.

The Administrator directs and controls all activities of FTA and maintains appropriate liaison and coordination with other elements of the Department of Transportation, the Congress, and other Government agencies regarding mass transportation policies, plans, programs, and activities.

Deputy Administrator

The Deputy Administrator assists the Administrator in the discharge of the Administrator's responsibilities, with authority to act for the Administrator in all matters not restricted to the Administrator. The Deputy Administrator supervises the operation of the Regional Offices.

Director of Communicatious and External Affairs

The Director of Communications and External Affairs directs the functions of the Executive Secretariat (TES) and the Office of Public Affairs (TPA). The Director performs special assignments for the Administrator, including coordination of agency-sponsored conferences and activities; coordination of all of the Administrator's public appearances; and facilitation of media involvement with agency programs. The Director maintains a clearinghouse for the Administrator's speeches and other public policy and program statements and serves as information liaison with the Office of the Secretary of Transportation and with the Congress.

◄Los Angeles Metro Subway Station Construction

OPERATIONAL OFFICES

There are 9 operational offices under the overall direction of the Office of the Administrator.

Executive Secretariat (TES)

The Executive Secretariat is responsible for management of information directed to and issued by the Administrator and Deputy Administrator. All documents addressed to or signed by and action assignments issued by the Administrator and Deputy Administrator are funnelled through the Executive Secretariat.

Office of Public Affairs (TPA)

The Office of Public Affairs distributes information about FTA programs and policies to the public, the transit industry, and other interested parties through a variety of media, such as exhibits, news releases, brochures, and audio-visual productions. The office also arranges and monitors interviews and press conferences involving FTA policies and programs and coordinates the FTA Freedom of Information Act activities.

Office of Chief Counsel (TCC)

The Office of the Chief Counsel provides legal advice and support to the Administrator and FTA management and coordinates with and supports the Department of Transportation General Counsel on FTA legal matters. This office also is responsible for reviewing development and management of FTA-sponsored projects, representing the Administration before civil courts and administrative agencies, and drafting and reviewing legislation and regulations to implement the Administration's programs.

Office of Civil Rights (TCR)

The Office of Civil Rights ensures full implementation of civil rights and equal opportunity initiatives by all recipients of FTA assistance, and also ensures nondiscrimination in the receipt of FTA benefits, employment, and business opportunities. The office develops civil rights policies and advises the Administrator on civil rights and equal opportunity matters.

Office of Budget and Policy (TBP)

The Office of Budget and Policy implements and manages the policy development process within FTA; and coordinates the development, review, and presentation of program plans and budget estimates and justifications.

Office of Administration (TAD)

The Office of Administration provides administrative and management support to FTA's mission, programs, and objectives.

Office of Grants Management (TGM)

The Office of Grants Management administers a national program of planning, capital, and operating assistance by managing financial and technical resources and by directing program implementation through the Regional Offices. The office provides procedures and program guidance to assist the field staff in grant program administration.

Office of Technical Assistance and Safety (TTS)

The Office of Technical Assistance and Safety facilitates improvements in mass transportation service, equipment, techniques, methods, management, planning and engineering by providing technical assistance and training to all entities involved with mass transit.

Regional Offices (TRO I-X)

The FTA carries out its mission through offices located in the ten Federal Standard Regions. The Regional Offices (field staff) are FTA's main point of contact on a day-to-day basis with state, local, and transit industry officials. The Regional Offices are delegated, by the FTA Administrator, certain responsibilities for implementing FTA programs.

Washington, D.C., Metro, Grosvenor Station (Photo provided by WMATA)

FTA Regions

REGION I—BOSTON

Address:	55 Broadway, Suite 920 Kendall Square Cambridge, Massachusetts 02142
Telephone:	(617) 494-2055
States:	Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont

REGION II—NEW YORK

Address:	26 Federal Plaza, Suite 2940 New York, New York 10278
Telephone:	(212) 264-8162
States:	New Jersey, New York, and Virgin Islands

REGION III—PHILADELPHIA

Address:	1760 Market Street, Suite 500 Philadelphia, Pennsylvania 19103
Telephone:	(215) 656-6900
States:	Delaware, District of Columbia, Maryland, West Virginia, Pennsylvania, and Virginia

REGION IV—ATLANTA

Address:	1720 Peachtree Road, N.W. Suite 400 Atlanta, Georgia 30309
Telephone:	(404) 347-3948
States:	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, and Tennessee

REGION V—CHICAGO

Address:	55 East Monroe Street Suite 1415 Chicago, Illinois 60603
Telephone:	(312) 353-2789
States:	Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin

REGION VI—DALLAS/FT. WORTH

Address:	819 Taylor Street Suite 9A32 Fort Worth, Texas 76102
Telephone:	(817) 334-3787
States:	Arkansas, Louisiana, New Mexico, Oklahoma, and Texas

REGION VII—KANSAS CITY

Address:	6301 Rockhill Road Suite 303 Kansas City, Missouri 64131
Telephone:	(816) 926-5053
States:	Iowa, Kansas, Missouri, and Nebraska

REGION VIII—DENVER

Address:	Columbine Place 216 Sixteenth Street Suite 650 Denver, Colorado 80202
Telephone:	(303) 844-3242
States:	Colorado, Montana, Utah, North Dakota, South Dakota, Wyoming, Nevada, and Arizona

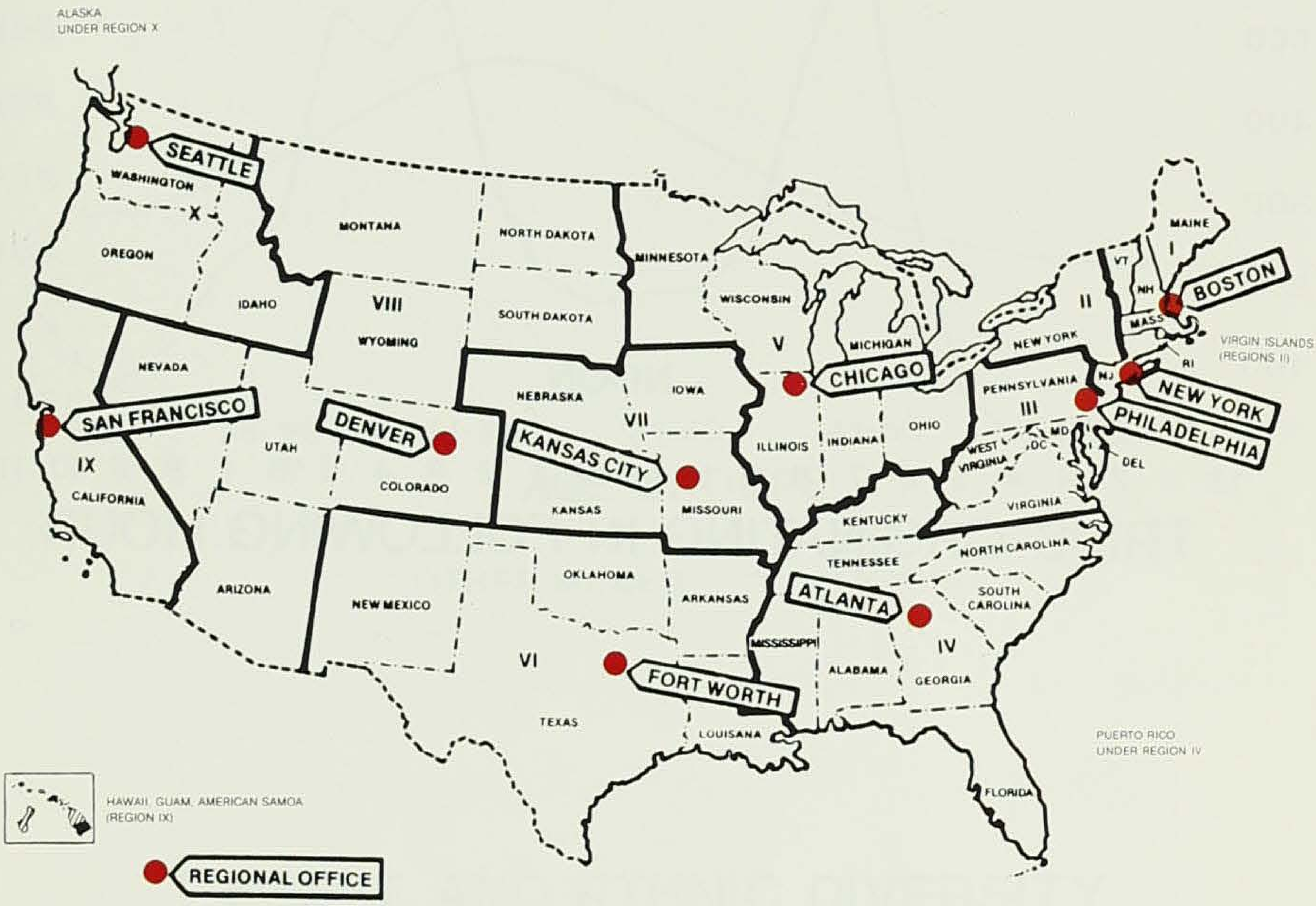
REGION IX—SAN FRANCISCO

Address:	211 Main Street, Suite 1160 San Francisco, California 94105
Telephone:	(415) 744-3133
States:	American Samoa, California, Guam, and Hawaii,

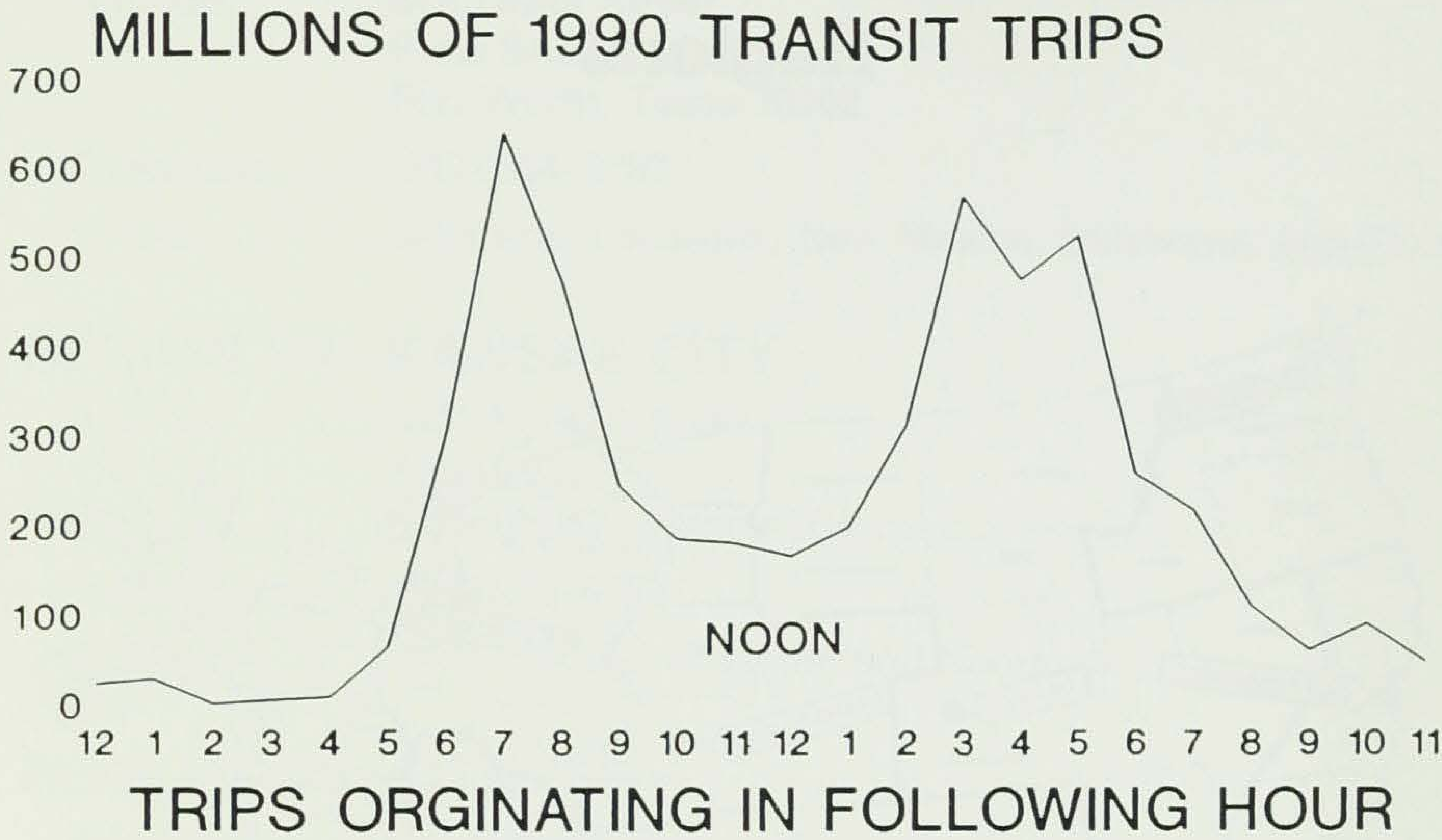
REGION X—SEATTLE

Address:	Jackson Federal Building 915 Second Avenue Suite 3142 Seattle, Washington 98174
Telephone:	(206) 553-4210
States:	Alaska, Idaho, Oregon, and Washington

Federal Transit Administration Regions

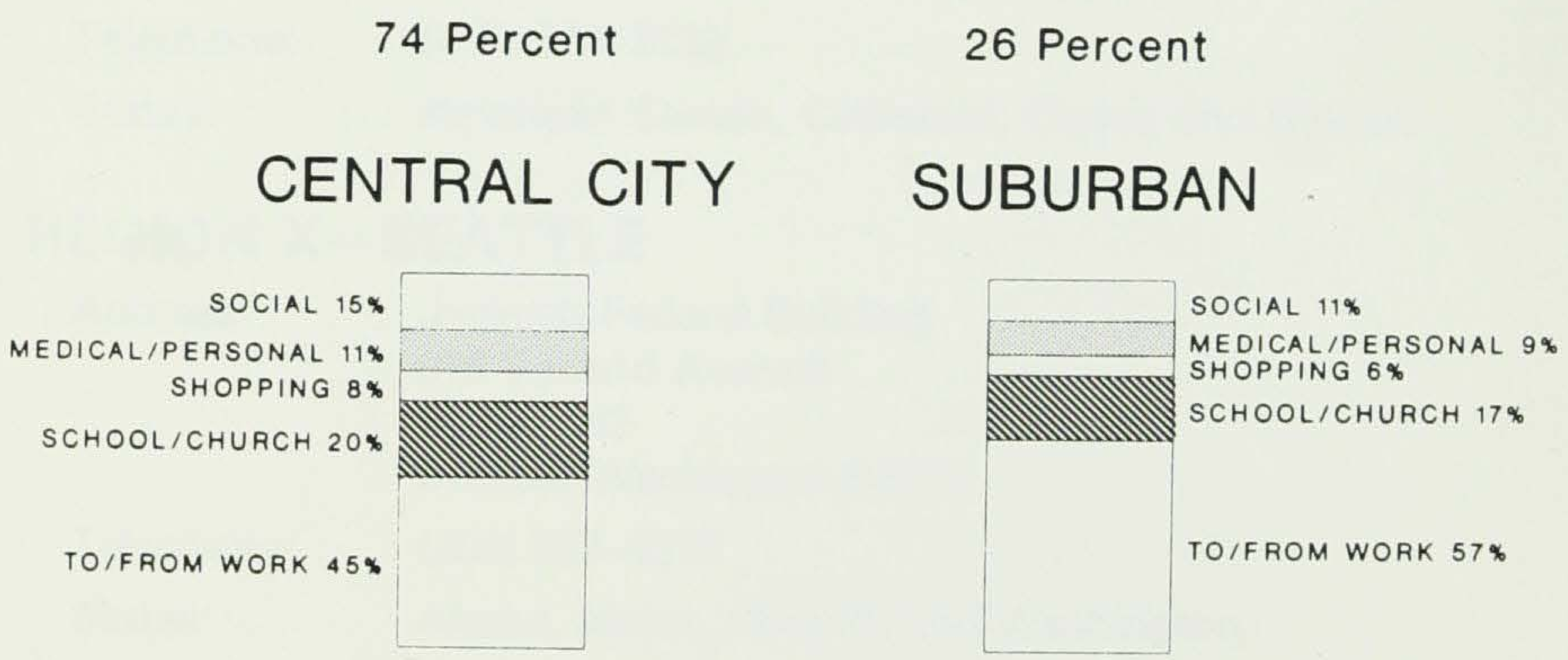


TRANSIT TRIPS BY TIME OF DAY



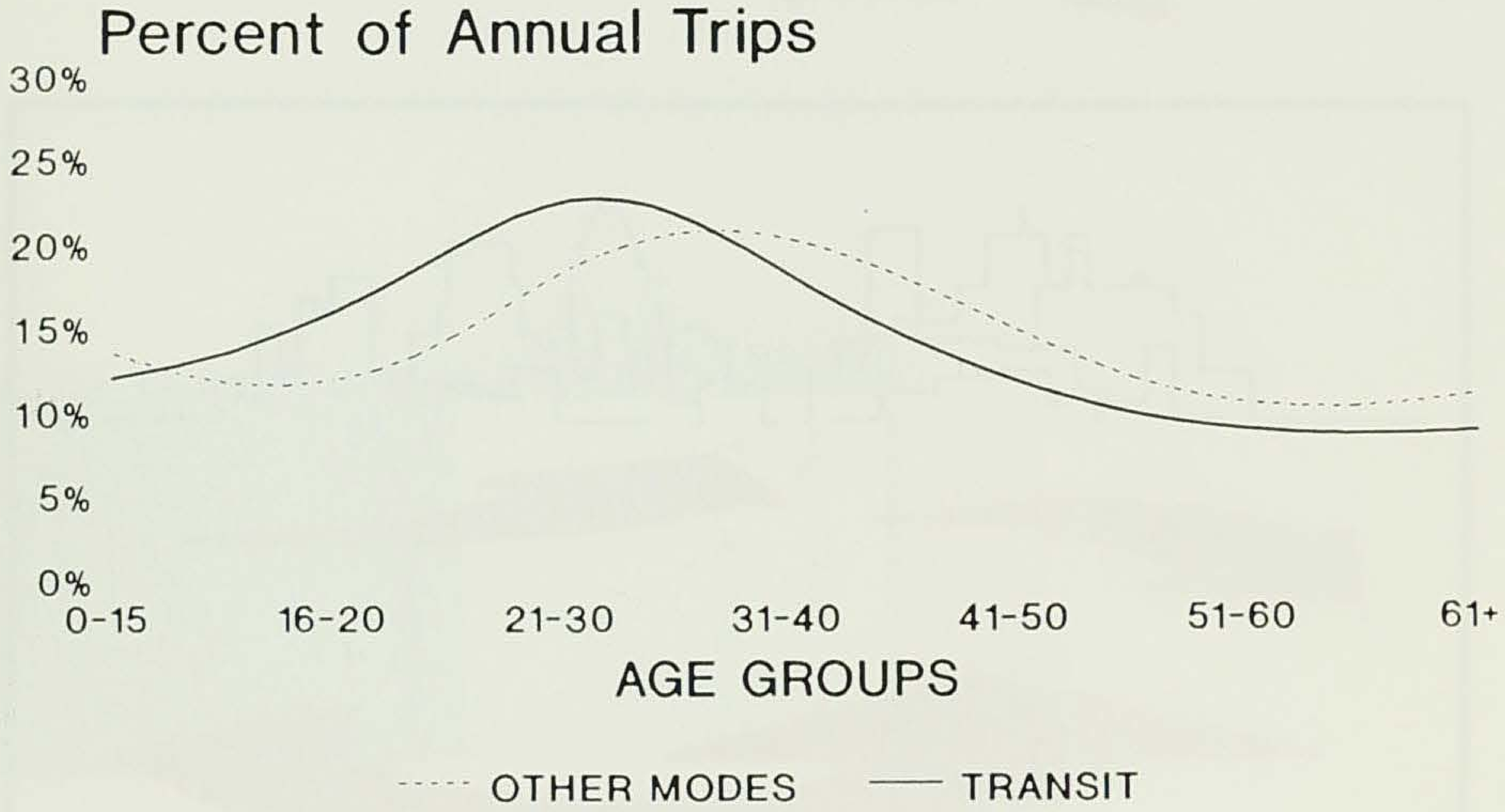
TRANSIT TRIP PURPOSES: SHARE OF TRANSIT TRIPS, 1990

Urbanized Area Residents

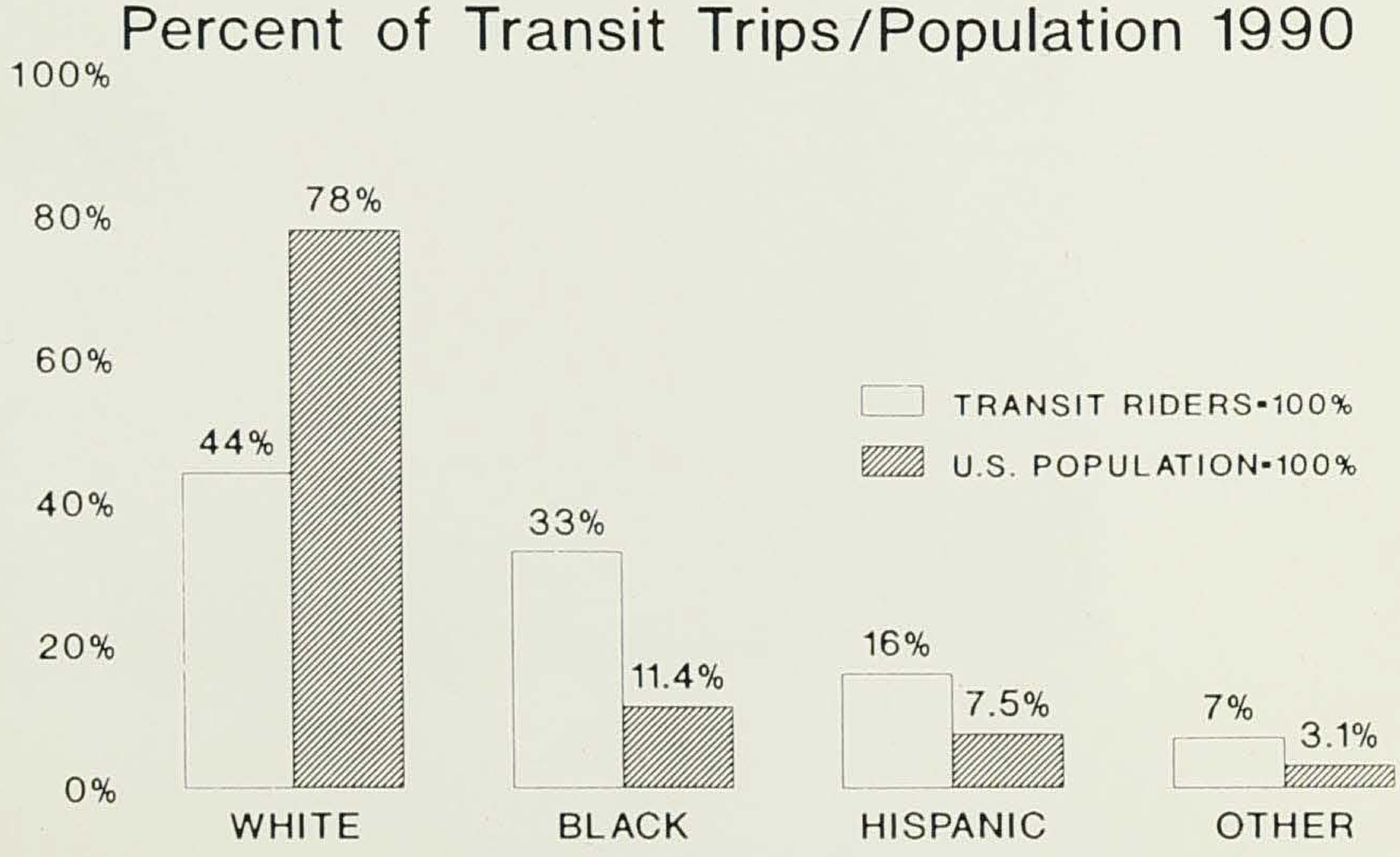


SOURCE: NATIONWIDE PERSONAL TRANSPORTATION STUDY, 1991

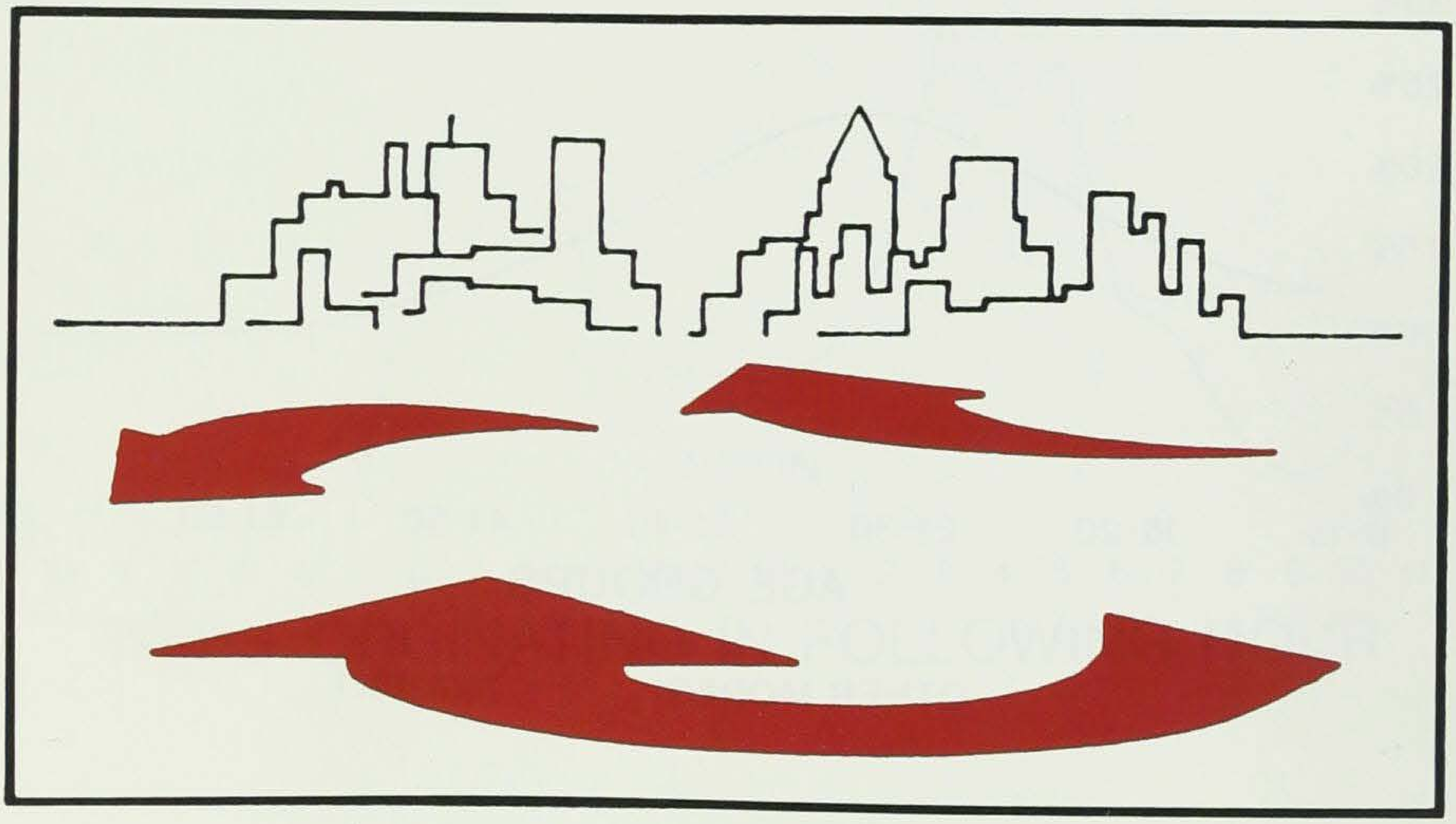
TRANSIT USERS BY AGE
1990



TRANSIT AND ETHNIC DIVERSITY
TRANSIT TRIPS AND POPULATION COMPARED



Moving America
Into the 21st Century



Federal Transit Administration

		TELEPHONE	DATE
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Published by the
Federal Transit Administration
October 1992