

APTA PRIMER ON TRANSIT FUNDING
The Moving Ahead for Progress in the 21st Century Act
and Other Related Laws, FY 2013 Through FY 2014

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American Public Transportation Association



**AMERICAN
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ASSOCIATION**

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Be the leading force in advancing public transportation.

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APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

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Washington, DC

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MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)
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OVERVIEW

The Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141, is the authorizing law that establishes authority to appropriate General Revenues and to spend Highway Trust Fund monies through limitations on obligations, for highways and transit, on an annual basis in Fiscal Year (FY) 2013 and FY 2014. MAP-21 also modifies sections of the United States Code (USC) that specify how federal highway and transit programs are administered and modified sections of the Internal Revenue Code of 1986 pertaining to the Highway Trust Fund (HTF).

MAP-21 succeeds the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law (P.L.) 109-59, and extensions of SAFETEA-LU, which were the authorizing laws in effect from FY 2005 through FY 2012. MAP-21 is the twelfth authorization, disregarding short-term extension laws, of the federal transit program, beginning with the Urban Mass Transit Act of 1964. It has a shorter two-year authorization period, the same time period as the first three authorizations of transit law in 1964, 1966, and 1968.

The *APTA Primer on Transit Funding: The Moving Ahead for Progress in the 21st Century Act and Other Related Laws, FY 2013 Through FY 2014* is the fifth summary of transit authorizing law available from the American Public Transportation Association. As with those previous publications, this Primer will be updated to reflect the enactment of appropriation laws and any changes to MAP-21. The previous summaries, which are available at <http://www.apta.com/gap/legissues/authorization/Pages/default.aspx>, are:

APTA Primer on Transit Funding, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Extensions, and Other Related Laws, FY 2004 Through FY 2012. Final Update July, 2012

TEA 21 Transit Funding Provisions: An APTA Primer on Transit Funding Provisions of the Transportation Equity Act for the 21st Century and Related Laws. Final Update September 15, 2005

ISTEA and Transit, A Topical Guide to Funding Provisions of the Intermodal Surface Transportation Efficiency Act and Related Laws. Revised February 9, 1996.

Overview of the Federal Program [Federal Mass Transportation Act of 1987]. Undated.

FEDERAL TRANSIT FUNDING LAW

This report describes funding provisions of MAP-21 and related laws that provide for transit funding. Laws not related to funding and provisions of funding regulations are not described. Provisions of the following laws authorize and control transit funding:

- MAP-21 authorizes the levels of transit and highway funding for FY 2013 and FY 2014 and describes the structure for newly created funding programs and changes to existing programs.
- Title 49, Chapter 53 of the United States Code, Mass Transportation, contains the permanent provisions of law for administering the federal transit program. Some of those provisions are modified by MAP-21.
- Title 23 of the United States Code, Highways, contains the permanent provisions of law for administering the federal highway program. Some of those provisions are modified by MAP-21.

- The Internal Revenue Code of 1986, Subtitle I, Trust Fund Code, contains provisions governing collection and use of motor fuel taxes for highway and transit programs. The Internal Revenue Code was extended by MAP-21.
- Funding eligible for transit uses has been included in Department of Homeland Security appropriations since 2004.

Transit spending is also affected by annual budget and appropriation actions. Budget laws determine an overall level for transportation spending each year and appropriation laws specify the funding level for each transportation program and the purposes for which some funds may be used. Many other federal laws include provisions that affect the operation of transit services and govern the use of federal funds. These laws do not, however, provide funding for transit and are not described herein.

TRANSIT FUNDING PROVISIONS OF MAP-21

Transit agencies receive funds under the provisions of Title 49, Chapter 53, of the United States Code, as amended by MAP-21. Transit funds for FY 2013 and FY 2014 are authorized by MAP-21. Each year new appropriation legislation must be passed to appropriate General Revenues that will fund transit programs and set an obligation limitation that allows expenditure of funds from the Mass Transit Account (MTA) of the Highway Trust Fund (HTF) for transit programs.

Transit funds are distributed through both formula and discretionary programs. After funds are appropriated, amounts that are available for states and urbanized areas under formula programs are published in an apportionment notice in the *Federal Register*. Amounts for allocated programs, including amounts earmarked in legislation or Congressional Committee Reports, are also published in the *Federal Register*. Allocated program funds that are not earmarked or otherwise distributed by Congress are made available to the Federal Transit Administration (FTA) for distribution, and are published by the FTA.

In order to obtain federal transit funds a government agency must submit a grant application to the FTA. When the grant is approved the funds are "granted" or "obligated" to that agency and the agency proceeds with its procurement process or receives reimbursement for expenditures that have already been made. Federal funds pay for a portion, termed the "federal share," of a project's costs. State or local funds, termed "matching funds," must also be expended on a project. Matching ratios are described in more detail in a following section.

TRANSIT AUTHORIZATION LEVELS

MAP-21 authorize transit funding for FY 2013 and FY 2014. The federal transit program is funded from two sources, (1) General Revenues of the U.S. government and (2) revenues credited to the Mass Transit Account (MTA) of the Highway Trust Fund (HTF). Funds were first available from the MTA in FY 1983 when the Motor Fuel Tax was increased to include a portion for transit uses.

Grouping of Funding Programs: The organization or grouping of funds is modified by MAP-21. Grouping under MAP-21 is similar to the grouping of programs under SAFETEA-LU. Under preceding authorizations, the Transportation Equity Act for the 21st Century (TEA 21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), some funding programs were grouped into a category called "Formula Programs," some into another category called "Capital Investment Programs," and others were treated individually and not included in either category. All "Formula Programs" were either distributed by formulas or by takedowns from the formula programs. "Capital Investment Programs" included all programs that came under 49 USC 5309 at that time, even though one of those, the Fixed-Guideway Modernization program, was distributed by formula.

From FY 1983 until ISTEA was enacted in 1991, MTA funds were authorized, appropriated, apportioned, obligated, and tracked separately from General Revenue funds. The MTA funded specific programs including discretionary capital programs, elderly and disabled individuals funding, planning, and section 9B, which was an apportionment to urbanized areas for capital purposes only.

ISTEA introduced the concept of a partial unitary authorization. Specific amounts of MTA funds were authorized for all discretionary programs and formula programs and specific amounts of General Revenue funds were authorized for the same discretionary programs and formula programs. Once appropriated, these funds could be used for any purpose allowed by the program for which they were appropriated except that MTA funds could not be used for operating assistance or Interstate Transfer grants. MTA and General Revenue funds were no longer tracked separately within programs funded from both sources so long as adequate General Revenues were included in each program's total to fund any use that required General Funds, such as operating assistance. TEA 21 further reduced the need to distinguish MTA funds and General Revenues. Eligible uses for MTA capital funds were redefined and guaranteed funds from both the MTA and General Revenues were provided for each transit program.

An interpretation by the Office of Management and Budget (OMB) that trust fund amounts in mixed funding source programs, those which are funded from both trust funds and General Revenues, are considered outlaid when they are appropriated, led to a change in this procedure in SAFETEA-LU. The "scoring" or counting of MTA funds as outlaid as soon as they are appropriated reduced the accounting, but not the actual, balance of funds in the MTA, which restricted some FTA actions. In order to fix this scoring problem, SAFETEA-LU, beginning in FY 2006, funded programs exclusively from either the MTA or General Revenues. Since the total amount of MTA funds or General Revenues is authorized to be appropriated in only a few grouped amounts and each program is then funded from one of those grouped amounts, the organization of categories of the funding programs was changed to place programs together that would be funded from the MTA and place programs together that would be funded from General Revenues. This resulted in two former "Capital Investment" programs and some independently authorized programs being joined with the "Formula Programs" to form a new grouping called "Formula and Bus Grant" programs, all of which are funded entirely from the MTA.

MAP-21 takes this process further. In 49 USC 5338, the authorizing section of transit law, a single authorizes and allocates funds for programs funded from the MTA and lists them in numerical order of their section numbers. Each program funded from General Revenues is listed in a separate paragraph of 49 USC 5338, again in numerical order of their sections. It should be noted that these groupings are solely for authorization of funds from specific sources and do not affect the location of programs in, or how they are treated under, 49 USC. A comparison of the grouping systems under MAP-21 and SAFETEA-LU is shown on Table 1.

A comparison of SAFETEA-LU authorization categories and 49 USC section numbers to the structure in TEA 21 can be found in the *APTA Primer on Transit Funding, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Extensions, and Other Related Laws, FY 2004 Through FY 2012* on Table 1. A comparison of TEA 21 authorization categories and 49 USC section numbers to section numbers in the Urban Mass Transit Act of 1964, as amended, used before codification of federal transit law can be found in *TEA 21 Transit Funding Provisions: An APTA Primer on Transit Funding Provisions of the Transportation Equity Act for the 21st Century and Related Laws*, Table 7.

Table 1: Grouping and Comparison of Programs in Authorization Categories in MAP-21 and SAFETEA-LU (Section numbers are 49 USC unless otherwise noted)

FY 2013 – FY 2014: Programs as Grouped in MAP-21 (Programs that are in MAP-21 are aligned with preceding programs in SAFETEA-LU; "Repealed" and "No longer in any program" programs were in SAFETEA-LU but are not in MAP-21)	FY 2006 – FY 2012: Programs as Grouped in SAFETEA-LU and SAFETEA-LU Extension Acts (Programs that were in SAFETEA-LU are aligned with current programs in MAP-21; "No Prior Program" programs are in MAP-21 but were not in SAFETEA-LU)
Formula Grants: (Funded from the Mass Transit Account of the Highway Trust Fund only)	Formula and Bus Grant Programs: (Funded from the Mass Transit Account of the Highway Trust Fund only)
§ 5305 Planning	§ 5305 Planning
§ 5307 and § 5336 Urbanized Area Formula (Repealed)	§ 5307 and § 5336 Urbanized Area Formula
§ 5310 Seniors and Individuals with Disabilities	§ 5308 Clean Fuels Formula
§ 5311 Rural Area	§ 5310 Elderly and Disabled
§ 5311(b)(3) Rural Transportation Assistance Program	§ 5311 Rural Area
§ 5311(c)(1) Public Transp. on Indian Reservations	§ 5311(b)(3) Rural Transportation Assistance Program (No Prior Program)
§ 5311(c)(2) Appalachian Development Public Transp. (Repealed)	(No Prior Program)
(Repealed)	§ 5316 Job Access and Reverse Commute
§ 5318 Bus Testing Facility (Repealed)	§ 5317 New Freedom (No Program)
§ 5322(d) National Transit Institute	§ 5320 Alternative Transportation in Parks (See "Other Programs § 5315")
§ 5335 National Transit Database	§ 5335 National Transit Database
§ 5337 State of Good Repair	§ 5309(m)(2)(B) Fixed-Guideway Modernization
§ 5339 Bus and Bus Facilities Formula (Repealed)	§ 5309(m)(2)(C) Bus and Bus Facility Capital
§ 5340 Growing States and High Density States (Repealed)	§ 5339 Alternatives Analysis
§ 20005(b) of MAP-21 Pilot Program for TOD Planning	§ 5340 Growing States and High Density States
	§ 3038 of TEA 21 Over-the Road Bus (No Prior Program)
Other Programs: (Funded from General Revenues only)	Other Programs: (Funded from the Mass Transit Account of the Highway Trust Fund only)
§ 5309 Fixed-Guideway Capital Investment	§ 5309(m)(2)(A) New Starts and Extensions
§ 5312 Research, Development, Demo., Deployment	§ 5312 Research, Development, Demo., Deployment
§ 5313 TCRP	§ 5313 TCRP
§ 5314 Tech. Assistance and Standards Development (No longer in any program)	(No Prior Program)
(No longer in any program)	§ 5314(a)(2) ADA Nonprofit Organization
(See "Formula Grants § 5322(d))	§ 5314(c) National Technical Assistance Center
§ 5322 Human Resources and Training	§ 5315 National Transit Institute
§ 5324 Emergency Relief	§ 5322 Human Resources and Training
§ 5326 Transit Asset Management	(No Prior Program)
§ 5327 Project Management Oversight	(No Prior Program)
§ 5329 Public Transportation Safety	§ 5327 Project Management Oversight
§ 5334 FTA Administration	(No Prior Program)
	§ 5334 FTA Administration

Overall Authorization Levels: Authorization levels under MAP-21 are shown on Table 2. Total authorization of MAP-21 in FY 2013 is \$10.578 billion and for FY 2014 is \$10.695 billion. The bulk of MAP-21 authorizations are the formula grant programs funded from the Mass Transit Account; \$8.478 billion in 2013 and \$8.595 billion

in FY 2014. Other MAP-21 program, funded from General Revenues are authorized at \$2.1 billion in FY 2013 and FY 2014.

Table 2: MAP-21 Authorization Levels by Program (Millions of Dollars).

Program	MAP-21 Authorizations		
	FY 2013 (Millions)	FY 2014 (Millions)	Two-Year Total (Millions)
Total All Programs	10,578.00	10,695.00	21,273.00
Formula Grant Programs Total (Funded from the Mass Transit Account)	8,478.00	8,595.00	17,073.00
§ 5305 Planning	126.90	128.80	255.70
§ 5307/5336 Urbanized Area Formula	4,397.95	4,458.65	8,856.60
§ 5310 Seniors and Individuals with Disabilities	254.80	258.30	513.10
§ 5311 Rural Area Basic Formula	537.51	545.64	1,083.15
§ 5311(b)(3) Rural Transportation Assistance Program	11.99	12.16	24.15
§ 5311(c)(1) Public Transp. on Indian Reservations	30.00	30.00	60.00
§ 5311(c)(2) Appalachian Development Public Transp.	20.00	20.00	40.00
§ 5318 Bus Testing Facility	3.00	3.00	6.00
§ 5322(d) National Transit Institute	5.00	5.00	10.00
§ 5335 National Transit Database	3.85	3.85	7.70
§ 5337 State of Good Repair	2,136.30	2,165.90	4,302.20
§ 5339 Bus and Bus Facilities Formula	422.00	427.80	849.80
§ 5340 Growing States and High Density States	518.70	525.90	1,044.60
§ 20005(b) of MAP-21 Pilot Program for TOD Planning	10.00	10.00	20.00
Other Programs Total (Funded from General Revenues)	2,100.00	2,100.00	4,200.00
§ 5309 Fixed-Guideway Capital Investment	1,907.00	1,907.00	3,814.00
§ 5312 Research, Development, Demo., Deployment	70.00	70.00	140.00
§ 5313 TCRP	7.00	7.00	14.00
§ 5314 Technical Assistance and Standards Development	7.00	7.00	14.00
§ 5322 Human Resources and Training	5.00	5.00	10.00
§ 5324 Emergency Relief	(a)	(a)	(a)
§ 5326 Transit Asset Management	1.00	1.00	2.00
§ 5327 Project Management Oversight	(b)	(b)	(b)
§ 5329 Public Transportation Safety	5.00	5.00	10.00
§ 5334 FTA Administration	98.00	98.00	196.00

(a) Such sums as are necessary.

(b) Project Management Oversight funds are a variable percentage takedown from capital grant programs.

The distribution of authorization levels in MAP-21 varies somewhat from the distribution in preceding authorizations. Table 3(a) shows the authorization by purpose as a percentage of total funding and 3(b) reports authorized amounts for purposes since FY 1987. These purposes are general uses for the funds, using traditional descriptive names, and are the sum of the sections of transit law footnoted for each purpose.

There are noticeable changes in the portion of overall funding authorizations in primary purpose categories under MAP-21 compared to SAFETEA-LU, but the tables show that the distribution has also had noticeable changes under previous authorizations. As shown on Table 3(a), the greatest drop in percent share in MAP-21 is for Bus and Bus Facility program funds which drop from 9.90 percent of the federal program in FY 2012 to 4.57 percent on 2013.

The programs associated with special mobility funding in FY 2012, Elderly Persons and Persons with Disabilities, Job Access an Reverse Commute, and New Freedom, were 3.73 percent of authorized funds in FY

2012 and drop to 2.41 percent for the sole retained Enhanced Mobility for Seniors and Individuals with Disabilities program. New tiers, however, are added to the Urbanized Area Formula program which include factors associated with those programs and the Urbanized Area Formula Program grows from 43.52 percent of all funding in FY 2012 to 45.71 percent of all funding in FY 2013.

In the longer term, UZA formula funds were nearly 60 percent of all authorized funds around FY 1990 and have decreased to 46 percent in MAP-21. Other program purposes have increased over that period. Rural formula funds have gone from 2 percent of all funds to 6 percent over the past two and one-half decades. Over that period New Starts funds have grown from 12 percent of all funds to 18 percent, fixed-guideway modernization from 12 percent to 20 percent, and bus capital has declined from 6 percent to 5 percent.

Table 3(a): Historic Authorization Levels by Primary Purpose, 1986-2014 (Percent of Total Authorization)

Fiscal Year	Authorization Level by Primary Purpose							Total Funding
	Urbanized Area Formula (a)	Rural Formula (b)	New Starts and Extensions (c)	Fixed-Guideway Modernization (d)	Bus and Bus Facilities (e)	Elderly and Disabled, JARC, and New Freedom (f)	All Other Grant Programs and Administration (g)	
Percent of Total Authorization								
1987	56.76%	1.71%	11.80%	11.80%	5.90%	1.24%	10.78%	100.00%
1988	60.15%	1.82%	11.40%	11.40%	5.70%	0.99%	8.54%	100.00%
1989	59.99%	1.81%	11.56%	11.56%	5.78%	0.97%	8.33%	100.00%
1990	59.84%	1.81%	11.67%	11.67%	5.84%	0.96%	8.22%	100.00%
1991	59.54%	1.80%	11.89%	11.89%	5.95%	0.93%	8.00%	100.00%
1992	50.06%	2.91%	14.71%	14.71%	7.38%	1.51%	8.71%	100.00%
1993	49.74%	2.90%	15.51%	15.51%	7.76%	1.34%	7.24%	100.00%
1994	51.56%	3.00%	16.00%	16.00%	8.00%	1.34%	4.10%	100.00%
1995	51.56%	3.00%	16.00%	16.00%	8.00%	1.34%	4.10%	100.00%
1996	51.56%	3.00%	16.00%	16.00%	8.00%	1.34%	4.10%	100.00%
1997	51.60%	3.00%	16.00%	16.00%	8.00%	1.34%	4.06%	100.00%
1998	49.51%	2.89%	17.23%	17.23%	8.61%	1.34%	3.20%	100.00%
1999 (h)	47.94%	3.35%	16.99%	16.99%	7.55%	2.20%	4.98%	100.00%
2000 (h)	47.83%	3.34%	16.91%	16.91%	7.59%	2.55%	4.86%	100.00%
2001 (h)	47.80%	3.34%	16.88%	16.88%	7.64%	2.85%	4.62%	100.00%
2002 (h)	47.73%	3.33%	16.84%	16.84%	7.68%	3.11%	4.46%	100.00%
2003 (h)	47.69%	3.33%	16.81%	16.81%	7.71%	3.33%	4.33%	100.00%
2004	47.15%	3.29%	18.11%	16.51%	8.99%	2.95%	3.00%	100.00%
2005	46.99%	3.28%	18.80%	15.76%	9.41%	2.86%	2.90%	100.00%
2006	43.99%	5.21%	17.43%	16.13%	10.03%	3.80%	3.40%	100.00%
2007	43.97%	5.21%	17.45%	16.13%	10.03%	3.81%	3.39%	100.00%
2008	43.98%	5.21%	17.47%	16.13%	10.04%	3.81%	3.36%	100.00%
2009	44.03%	5.21%	17.50%	16.12%	10.02%	3.78%	3.35%	100.00%
2009 (i)	71.58%	9.17%	8.93%	8.93%	0.00%	0.00%	1.39%	100.00%
2010	43.23%	5.11%	18.99%	15.83%	9.83%	3.71%	3.29%	100.00%
2011	43.23%	5.11%	18.99%	15.83%	9.83%	3.71%	3.29%	100.00%
2012	43.52%	5.15%	18.69%	15.93%	9.90%	3.73%	3.06%	100.00%
2013	45.71%	6.44%	18.03%	19.62%	4.56%	2.41%	3.23%	100.00%
2014	45.83%	6.46%	17.83%	19.67%	4.57%	2.42%	3.21%	100.00%

(a) UMTAct Section 9 1986-1994; UMTAct Section 9B 1988-1991; 49 USC 5307 1995-2014; 84.2 percent of 49 USC 5340 2006-2014.

(b) UMTAct Section 18 1986-1994; 49 USC 5311 1995-2014; 15.8 percent of 49 USC 5340 2006-2014.

(c) UMTAct Section 3 1986-1994; 49 USC 5309 1995-2014.

(d) UMTAct Section 3 1986-1994; 49 USC 5309 1995-2012; 97.15 percent of 49 USC 5337 2013-2014.

(e) UMTAct Section 3 1986-1994; 49 USC 5309 1995-2012; 49 USC 5339 2013-2014; 49 USC 5308 1999-2012; 2.85 percent of 49 USC 5337 2013-2014.

(f) UMTAct Section 16(b) 1986-1994; 49 USC 5310 1995-2014; 49 USC 5316 1999-2012; 49 USC 5317 2006-2012.

(g) All authorizations not included in notes (a) through (f).

(h) Guaranteed authorization only.

(i) American Recovery and Reinvestment Act of 2009 (ARRA).

Table 3(b) reports the change in authorized funding level from FY 1987 through FY 2014 for major program purposes. UZA formula authorizations have grown from \$2.0 billion in FY 1987 to \$4.9 billion in FY 2014. Rural formula authorizations grew from \$59 million in FY 1987 to \$691 million in FY 2014, New Starts and Extensions has increased from \$404 million to \$1,907 million, and Fixed-Guideway Modernization went from \$404 million to \$2,104 million. Over the same 27 year period, two programs both grew and fell. Elderly and Disabled and other special client authorizations grew from \$43 million in FY 1987 to a high of \$390 million, but went down to \$258 million in FY 2014 authorizations. Similarly, Bus and Bus Facilities authorizations grew from \$202 million in 1987 to over \$1 billion, but declined to \$489 million in FY 2014 authorizations.

Table 3(b): Historic Authorization Levels by Primary Purpose, 1986-2014 (Millions of Dollars)

Fiscal Year	Authorization Level by Primary Purpose							
	Urbanized Area Formula (a)	Rural Formula (b)	New Starts and Extensions (c)	Fixed-Guideway Modernization (d)	Bus and Bus Facilities (e)	Elderly and Disabled, JARC, and New Freedom (f)	All Other Grant Programs and Administration (g)	Total Funding
Millions of Dollars								
1987	1,941.4	58.6	403.7	403.7	201.8	42.5	368.7	3,420.4
1988	2,135.5	64.5	404.8	404.8	202.4	35.0	303.0	3,550.0
1989	2,159.8	65.2	416.0	416.0	208.0	35.0	300.0	3,600.0
1990	2,184.1	65.9	426.0	426.0	213.0	35.0	300.0	3,650.0
1991	2,232.6	67.4	446.0	446.0	223.0	35.0	300.0	3,750.0
1992	1,823.6	106.1	536.0	536.0	269.0	55.0	317.3	3,643.0
1993	2,604.1	151.6	812.0	812.0	406.0	70.2	379.1	5,235.0
1994	2,642.6	153.8	820.0	820.0	410.0	68.7	209.9	5,125.0
1995	2,642.6	153.8	820.0	820.0	410.0	68.7	209.9	5,125.0
1996	2,642.6	153.8	820.0	820.0	410.0	68.7	209.9	5,125.0
1997	3,741.0	217.7	1,160.0	1,160.0	580.0	97.2	294.1	7,250.0
1998	2,298.9	134.1	800.0	800.0	400.0	62.2	148.5	4,643.7
1999 (h)	2,548.2	177.9	902.8	902.8	401.4	117.0	264.9	5,315.0
2000 (h)	2,772.9	193.6	980.4	980.4	440.2	147.9	281.6	5,797.0
2001 (h)	2,997.3	209.3	1,058.4	1,058.4	479.2	178.9	289.5	6,271.0
2002 (h)	3,220.6	224.9	1,136.4	1,136.4	518.2	209.7	300.8	6,747.0
2003 (h)	3,445.9	240.6	1,214.4	1,214.4	557.2	240.7	312.8	7,226.0
2004	3,445.9	240.6	1,323.8	1,206.5	657.2	215.7	219.3	7,309.0
2005	3,593.2	250.9	1,437.8	1,204.7	719.2	218.5	222.0	7,646.3
2006	3,793.4	449.3	1,503.0	1,391.0	865.3	328.0	292.9	8,622.9
2007	3,946.4	467.8	1,566.0	1,448.0	900.5	342.0	304.1	8,974.8
2008	4,279.6	507.2	1,700.0	1,570.0	976.8	370.5	326.8	9,730.9
2009	4,551.9	538.5	1,809.3	1,666.5	1,035.5	390.5	345.9	10,338.1
2009 (i)	6,012.6	770.4	750.0	750.0	0.0	0.0	117.0	8,400.0
2010	4,551.9	538.5	2,000.0	1,666.5	1,035.5	390.5	346.3	10,529.2
2011	4,551.9	538.5	2,000.0	1,666.5	1,035.5	390.5	346.3	10,529.2
2012	4,551.9	538.5	1,955.0	1,666.5	1,035.5	390.5	320.4	10,458.3
2013	4,834.7	681.5	1,907.0	2,075.4	482.9	254.8	341.7	10,578.0
2014	4,901.4	690.9	1,907.0	2,104.2	488.7	258.3	343.7	10,695.0

(a) UMTAct Section 9 1986-1994; UMTAct Section 9B 1988-1991; 49 USC 5307 1995-2014; 84.2 percent of 49 USC 5340 2006-2014.
 (b) UMTAct Section 18 1986-1994; 49 USC 5311 1995-2014; 15.8 percent of 49 USC 5340 2006-2014.
 (c) UMTAct Section 3 1986-1994; 49 USC 5309 1995-2014.
 (d) UMTAct Section 3 1986-1994; 49 USC 5309 1995-2012; 97.15 percent of 49 USC 5337 2013-2014.
 (e) UMTAct Section 3 1986-1994; 49 USC 5309 1995-2012; 49 USC 5339 2013-2014; 49 USC 5308 1999-2012; 2.85 percent of 49 USC 5337 2013-2014.
 (f) UMTAct Section 16(b) 1986-1994; 49 USC 5310 1995-2014; 49 USC 5316 1999-2012; 49 USC 5317 2006-2012.
 (g) All authorizations not included in notes (a) through (f).
 (h) Guaranteed authorization only.
 (i) American Recovery and Reinvestment Act of 2009 (ARRA).

Guaranteed Funds: All transit funds and highway funds authorized by SAFETEA-LU were "guaranteed" to be appropriated in the year for which they are authorized at P.L. 109-59, Section 8001 through 8005. No funding in SAFETEA-LU extension acts was guaranteed and guaranteed funding related provisions of SAFETEA-LU were not extended by MAP-21. The guarantee is a budgetary "firewall" between the guaranteed transit funds and other programs funded from the domestic discretionary budget as provided in Sections 250 and 251 of the Balanced Budget and Emergency Deficit Control Act of 1985 as amended. The guaranteed funds remained subject to budgetary and appropriations action but under TEA 21 a reduction in appropriations below authorized amounts could not be used for any other purpose. Because overall domestic budgetary caps were no longer in place during the SAFETEA-LU period, any reduced amount of transit funding below guaranteed levels in budget or appropriation laws could in actuality have been used to fund other programs. Because funds from a lower appropriation could then be used for other purposes, some commentators on the federal process believed the motivation for Congress to fully fund transit and highways had been reduced. The data in the Appropriated and Apportioned Amounts section of this report on Table 8: Appropriation as a Percentage of Authorization, Appropriation Law Numbers, Appropriation Date, and Federal Register Apportionment Dates Beginning in FY 1975, shows that this has not occurred to any large extent.

Trust funds are protected by a U.S. House of Representatives Rule XXI, clause 3, which, as adopted by the 112th Congress on January 5, 2011, states that "It shall not be in order to consider a general appropriation bill or joint resolution, or conference report thereon, that— (a) provides spending authority derived from receipts deposited in the Highway Trust Fund (excluding any transfers from the General Fund of the Treasury); or (b) reduces or otherwise limits the accruing balances of the Highway Trust Fund, for any purpose other than for those activities authorized for the highway or mass transit categories." House rules are reviewed and may be modified at the beginning of each new Congress. House Rules from prior Congresses had provided a similar restriction and included funds from General Revenues.

TRANSIT FUNDING SOURCES

Federal transit programs are funded from two sources, the Mass Transit Account (MTA) of the Highway Trust Fund (HTF) and from General Revenues of the Treasury, also called General Funds. Until FY 1983 all transit funding was from General Revenues. The Surface Transportation Assistance Act of 1982 (STAA) created the MTA as a separate account in the HTF for accrual of a portion of revenues from the federal motor fuel tax for transit uses. Motor fuel taxes for highways accrue to the Highway Account (HA) of the HTF. Funds from highway related excise taxes other than motor fuel taxes accrue only to the Highway Account.

The 1982 STAA specified that 1 cent of a 5 cents per gallon increase in the federal motor fuel tax would be deposited in the newly created MTA. Since then, 20 percent of each subsequent increase in the motor fuel tax has been deposited in the MTA. Currently, 15.5 percent of the total per gallon tax on gasoline and 11.7 percent of the total per gallon tax on diesel fuel are dedicated to the MTA. The annual per gallon tax rate, as well as the tax revenue, interest revenue, and total revenue accruing to the MTA are shown on Table 4. The tax rate shown is for January 1 of each year, but the tax rate normally changes on October 1, the beginning of the fiscal year. Inconsistent fluctuations in reported tax revenue have resulted from variations in accounting practice and do not necessarily reflect an actual change in motor fuel usage or fuel tax collections.

Until FY 1999, unexpended balances in the MTA drew interest revenue. Unexpended balances are created when the FTA obligates funds, that is, commits to fund an eligible transit project such as a bus garage, but does not actually pay for the project until it is completed. The unexpended balance is the money that has been accumulated to make that payment when it comes due plus any revenues collected but not yet appropriated. The unexpended balances were invested, by law, in federal securities. The interest received, however, was a paper exchange between General Revenues and the HTF. TEA 21 eliminated this investment for both the MTA and the HA beginning in FY 1999. From that time until FY 2010, only tax revenues have been credited to the HTF. P.L. 111-117, enacted on March 18, 2010, reinstated the investment of unexpended balances in federal

securities and restored funds not accrued from FY 1999 to FY 2010 by transferring \$4,800 million to the MTA. Data for actual amounts collected for the MTA from tax revenues or interest payments are not reported until after the end of a fiscal year.

Table 4: Mass Transit Account (MTA) Tax Rates and Revenues (Data from Federal Highway Administration *Highway Statistics*, annual)

Fiscal Year	Tax Rate (Cents per Gallon on January 1)	MTA Tax Revenue (Millions)	MTA Interest Revenue (Millions)	Total MTA Revenue (Millions)
1983	1	\$520	\$3	\$522
1984	1	1,236	89	1,325
1985	1	1,214	206	1,420
1986	1	1,113	283	1,395
1987	1	1,239	344	1,583
1988	1	1,277	384	1,661
1989	1	1,269	469	1,738
1990	1	1,395	581	1,977
1991	1.5	2,845	664	3,149
1992	1.5	1,070	746	1,816
1993	1.5	1,992	743	2,735
1994	1.5	2,008	684	2,691
1995	1.5	2,192	621	2,813
1996	2	2,617	665	3,282
1997	2	3,358	638	3,996
1998	2.85	3,487	839	4,326
1999	2.86	(a) 5,478	None	(a) 5,478
2000	2.86	(a) 4,673	None	(a) 4,673
2001	2.86	(a) 4,553	None	(a) 4,553
2002	2.86	(a) 4,621	None	(a) 4,621
2003	2.86	(a) 4,762	None	(a) 4,762
2004	2.86	(a) 4,926	None	(a) 4,926
2005	2.86	(a) 4,984	None	(a) 4,984
2006	2.86	(a) 4,838	None	(a) 4,838
2007	2.86	(a) 5,288	None	(a) 5,288
2008	2.86	(a) 5,307	None	(a) 5,307
2009	2.86	(a) 5,546	None	(a) 5,546
2010	2.86	(a) 4,872	---	(a) 4,872
2011	2.86	(a) 4,983	---	(a) 4,983
2012	2.86	(a) 5,057	---	(a) 5,057
2013	2.86	(a) 4,700	---	(a) 4,700

(a) Amounts reported in *Budget of the United States Government*, annual.

The amounts and percentages of transit funds authorized from the Mass Transit Account and General Revenues beginning in FY 1986 are reported on Table 5. The portion of transit authorized funding from the MTA has been stable around 80 percent since 1999, the year after the most recent increase in motor fuel tax rates.

Table 5: Authorization Levels by Funding Source 1986-2014 (Millions of Dollars and Percent)

Fiscal Year	Annual Amount by Funding Source			Annual Percent by Funding Source		
	Mass Transit Account	General Revenues	Total	Mass Transit Account	General Revenues	Total
	(Millions)	(Millions)	(Millions)	(Percent)	(Percent)	(Percent)
1986	1,100.0	3,540.0	4,640.0	23.71%	76.29%	100.00%
1987	1,097.0	2,248.4	3,345.4	32.79%	67.21%	100.00%
1988	1,200.0	2,350.0	3,550.0	33.80%	66.20%	100.00%
1989	1,250.0	2,350.0	3,600.0	34.72%	65.28%	100.00%
1990	1,300.0	2,350.0	3,650.0	35.62%	64.38%	100.00%
1991	1,400.0	2,350.0	3,750.0	37.33%	62.67%	100.00%
1992	1,900.0	1,752.0	3,652.0	52.03%	47.97%	100.00%
1993	2,875.0	2,300.0	5,175.0	55.56%	44.44%	100.00%
1994	2,875.0	2,150.0	5,025.0	57.21%	42.79%	100.00%
1995	2,875.0	2,250.0	5,125.0	56.10%	43.90%	100.00%
1996	2,775.0	2,350.0	5,125.0	54.15%	45.85%	100.00%
1997	4,800.0	2,450.0	7,250.0	66.21%	33.79%	100.00%
1998	4,260.0	583.7	4,843.7	87.95%	12.05%	100.00%
1999	4,251.8	1,138.2	5,390.0	78.88%	21.12%	100.00%
2000	4,644.0	1,159.0	5,803.0	80.03%	19.97%	100.00%
2001	5,016.6	1,254.4	6,271.0	80.00%	20.00%	100.00%
2002	5,397.8	1,349.2	6,747.0	80.00%	20.00%	100.00%
2003	5,781.0	1,445.0	7,226.0	80.00%	20.00%	100.00%
2004	5,847.2	1,461.8	7,309.0	80.00%	20.00%	100.00%
2005	6,690.5	955.8	7,646.3	87.50%	12.50%	100.00%
2006	6,979.9	1,643.0	8,622.9	80.95%	19.05%	100.00%
2007	7,262.8	1,712.0	8,974.8	80.92%	19.08%	100.00%
2008	7,872.9	1,858.0	9,730.9	80.91%	19.09%	100.00%
2009 (a)	8,360.6	1,977.5	10,338.1	80.87%	19.13%	100.00%
2010	8,360.6	2,168.7	10,529.8	79.40%	20.60%	100.00%
2011	8,360.6	2,168.7	10,529.2	79.40%	20.60%	100.00%
2012	8,360.6	2,097.7	10,458.3	79.94%	20.06%	100.00%
2013	8,478.0	2,100.0	10,578.0	80.15%	19.85%	100.00%
2104	8,595.0	2,100.0	10,695.0	80.36%	19.64%	100.00%

(a) Does not include funds from the American Recovery and Reinvestment Act of 2009.

Laws That Have Changed the Amount of Federal Motor Fuel Tax for Transit Use: The five laws listed below either increased the federal motor fuel tax and included a portion for the Mass Transit Account or redirected existing motor fuel tax collections from deficit reduction to the Mass Transit Account.

(1) The Surface Transportation Assistance Act of 1982 (STAA), Public Law 97-424, was signed by President Ronald Reagan on January 6, 1983. The STAA provided that 1 cent of a 5 cents per gallon increase in the Highway Trust Fund tax on motor fuels would be placed into a Mass Transit Account as provided at 26 USC 9503(e).

(2) The Omnibus Budget Reconciliation Act of 1990, Public Law 101-508, was signed by President George H. W. Bush on November 5, 1990. The Act raised the motor fuel tax by 5.0 cents, 2.5 cents of which was used for deficit reduction. Of the remaining 2.5 cents, 0.5 cents was used to raise the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account to 1.5 cents per gallon.

(3) The Omnibus Budget Reconciliation Act of 1993, Public Law 103-66, was signed by President William Clinton on August 10, 1993. The Act raised the motor fuel tax by 4.3 cents, all of which would be used for deficit reduction. Section 13244 specified that effective October 1, 1995, 0.5 cents of the motor fuel tax increase being used for deficit reduction, including amounts authorized by Public Law 101-508, was to be placed in the Mass Transit Account to raise the amount deposited in the Mass Transit Account to 2.0 cents per gallon.

(4) The Taxpayer Relief Act of 1997, Public Law 105-34, was signed by President William Clinton. August 5, 1997. The Act transferred 0.85 cents of motor fuel tax being used for deficit reduction as enacted under Public Laws 101-508 and 103-66 to the Mass Transit Account, increasing to 2.85 cents per gallon the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account, effective October 1, 1997.

(5) The Federal Transit Act of 1998, Title III of the Transportation Equity Act for the 21st Century (TEA 21), Public Law 105-178, was signed by President William Clinton on June 9, 1998. The Act changed the rate of the motor fuel tax deposited in the Mass Transit Account to 2.86 cents per gallon as a technical correction. The accrual of interest to the MTA from deposits of account balances in federal securities was eliminated.

Table 6 shows the portion of the Highway Trust Fund motor fuel tax on gasoline and diesel fuel that have been deposited in the Mass Transit Account since 1983. The current share of the tax on gasoline is 15.5 percent to the Mass Transit Account, 83.9 percent to the Highway Account, and 0.6 percent to the Leaking Underground Storage Tank Trust Fund. The current share of the tax on diesel fuel is 11.7 percent to the Mass Transit Account, 87.9 percent to the Highway Account, and 0.4 percent to the Leaking Underground Storage Tank Trust Fund.

Table 6: Mass Transit Account Tax Rate on Motor Fuels as a Proportion of Total Highway Trust Fund Tax Rate

Public Law	Date Public Law Enacted	Effective Date of Tax Change	Gasoline			Diesel Fuel		
			Total Tax	Portion to MTA		Total Tax	Portion to MTA	
			Cents per Gallon	Cents per Gallon	Percent	Cents per Gallon	Cents per Gallon	Percent
P.L. 97-424	1/6/1983	4/1/1983	9.0	1.0	11.1%	9.0	1.0	11.1%
P.L. 101-508	11/5/1990	12/1/1990	14.1	1.5	10.6%	20.1	1.5	5.0%
P.L. 103-66	8/10/1993	10/1/1993	18.4	1.5	8.2%	24.4	1.5	6.1%
		10/1/1995	18.4	2.0	10.9%	24.4	2.0	8.2%
P.L. 105-34	8/5/1997	10/1/1997	18.4	2.85	15.5%	24.4	2.85	11.7%
P.L. 105-178	6/9/1998	6/9/1998	18.4	2.86	15.5%	24.4	2.86	11.7%

Table 7 shows the portions of the Highway Trust Fund motor fuel tax on gasoline that were deposited for each purpose on selected dates. As much as 6.8 cents per gallon of the tax was at one time deposited in the General Fund for deficit reduction.

Table 7: Distribution of Highway Trust Fund Tax on Gasoline by Purpose on Selected Dates

Date	Federal Tax Rate on Gasoline (Cents per Gallon)				
	Total	Portion Deposited in the Mass Transit Account	Portion Deposited in the Highway Account	Portion Deposited in the Leaking Underground Storage Tank Trust Fund	Portion Deposited in the General Fund for Deficit Reduction
4/1/1983	9.0	1.0	8.0	---	---
12/1/1990	14.1	1.5	10.0	0.1	2.5
10/1/1993	18.4	1.5	10.0	0.1	6.8
10/1/1995	18.4	2.0	12.0	0.1	4.3
1/1/1996	18.3	2.0	12.0	---	4.3
10/1/1997	18.4	2.85	15.45	0.1	---
6/9/1998	18.4	2.86	15.44	0.1	---

ELIGIBLE USES FOR TRANSIT FUNDS

Transit funds can be used for a variety of expenditures as defined in 49 USC 5302 and in other sections of 49 USC and authorizing laws that authorize individual spending programs. Eligible expenditures fall into two general categories: capital expenditures, for which most federal funds may be used, and other expenditures which are limited to specific programs.

Eligible Capital Projects: 49 USC 5302(3) [note: Section 5302 does not have subsection identifying letters] defines capital funding projects. Eligible capital funding projects as listed and stated in 49 USC 5302(3) are:

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction H. R. 4348—220 (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation, subject to regulations that the secretary prescribes limiting the leasing arrangements to those that are more cost-effective than purchase or construction;
- (G) a joint development improvement that—
 - (i) enhances economic development or incorporates private investment, such as commercial and residential development;
 - (ii) (I) enhances the effectiveness of public transportation and is related physically or functionally to public transportation; or
(II) establishes new or enhanced coordination between public transportation and other transportation;
 - (iii) provides a fair share of revenue that will be used for public transportation;
 - (iv) provides that a person making an agreement to occupy space in a facility constructed under this paragraph shall pay a fair share of the costs of the facility through rental payments and other means;
 - (v) may include—

- (I) property acquisition;
- (II) demolition of existing structures;
- (III) site preparation;
- (IV) utilities;
- (V) building foundations;
- (VI) walkways;
- (VII) pedestrian and bicycle access to a public transportation facility;
- (VIII) construction, renovation, and improvement of intercity bus and intercity rail stations and terminals;
- (IX) renovation and improvement of historic transportation facilities;
- (X) open space;
- (XI) safety and security equipment and facilities (including lighting, surveillance, and related intelligent transportation system applications);
- (XII) facilities that incorporate community services such as daycare or health care;
- (XIII) a capital project for, and improving, equipment or a facility for an intermodal transfer facility or transportation mall; and
- (XIV) construction of space for commercial uses; and
- (vi) does not include outfitting of commercial space (other than an intercity bus or rail station or terminal) or a part of a public facility not related to public transportation;
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), but only for grant recipients that are in compliance with applicable requirements of that Act, including both fixed route and demand responsive service, and only for amounts not to exceed 10 percent of such recipient's annual formula apportionment under sections 5307 and 5311;
- (J) establishing a debt service reserve, made up of deposits with a bondholder's trustee, to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project under this chapter;
- (K) mobility management—
 - (i) consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a governmental entity, under this chapter (other than section 5309); but
 - (ii) excluding operating public transportation services; or
- (L) associated capital maintenance, including—
 - (i) equipment, tires, tubes, and material, each costing at least .5 percent of the current fair market value of rolling stock comparable to the rolling stock for which the equipment, tires, tubes, and material are to be used; and
 - (ii) reconstruction of equipment and material, each of which after reconstruction will have a fair market value of at least .5 percent of the current fair market value of rolling stock comparable to the rolling stock for which the equipment and material will be used.

Other Eligible Expenditures: Expenditures for other than capital uses are authorized for specific programs. Some of these expenditures include:

- 49 USC 5307 apportionments for urbanized areas with populations of less than 200,000 persons can be used for operating expenditures.
- 49 USC 5307 apportionments for urbanized areas with populations of 200,000 or more persons and transit systems that operate 100 or fewer buses and meet other criteria can be used for operating expenditures.
- 49 USC 5311 apportionments for rural areas can be used for operating expenditures.
- Planning and research activities are funded from several programs.
- FTA operations costs and some non-capital costs for special programs are also funded by MAP-21.

Matching Ratios: Matching ratios are the percentages of project funding contributed by the federal government and by state and local governments including transit agencies. The normal matching ratio for any capital program is up to 80/20, or up to 80 percent federal and at least 20 percent state and local. In the case of New Starts projects, Congress and regulations have discouraged a federal match of more than 60 percent, although the statute permits an 80 percent match. For matches to operating grants for small urbanized and rural areas the ratio is up to 50 percent federal and at least 50 percent state and local.

The matching ratio applies only to the portion of a project funded jointly by federal and state and local governments. The portion of total project costs funded by the federal government is, in practice, often much less than the matching ratio allowed by law. For example, the federal share of all capital revenue for transit in FY 2010 was 41.2 percent, not 80 percent and the federal share of all operating revenue for transit in FY 2010 was 9.4 percent, not 50 percent. The 9.4 percent of operating revenue from the federal government includes capital funding as defined by 49 USC 5300 but accounted as operating revenue by the federal reporting system, the National Transit Database. When state and local governments contribute more than their required minimum share for a capital grant, the grant is said to be "overmatched."

APPROPRIATED AND APPORTIONED AMOUNTS

The second step in making funds available for transit is an appropriation. Each year of an authorization, Congress must pass and the President sign an appropriation law that tells the Federal Transit Administration and other relevant federal agencies how much money that agency has, for the fiscal year, for each program it administers. The funds were "guaranteed" to some extent through SAFETEA-LU and should have been appropriated to the full level authorized. The "guarantee," however, as described in the section "Guaranteed Funds" on Page 17, no longer has strong enforcement provisions, applies only to MTA funds, and in any case has never applied to across-the-board or limited rescissions of appropriations. Nevertheless, as shown on Table 8, nearly all authorized funds have been appropriated since the original inclusion of "guarantee" language in TEA 21.

Prior to TEA 21, during the ISTEA period, the overall appropriation was only 76.9 percent of authorized funds. After the inclusion of the "guarantee," the TEA 21 period saw an overall appropriation of 99.9 percent of guaranteed authorized funds and during the 2004 through 2009 SAFETEA-LU period, 98.9 percent of all authorized funds were appropriated. These calculations do not include funds authorized in TEA 21 that were not guaranteed. Those funds that were not appropriated were primarily cut as the result of across-the-board rescissions and thus were outside of the influence of "guarantee" provisions.

An apportionment is a formal distribution of appropriated funds that identifies recipients of funds for each program and the funding amount for each recipient. Although the general action and publication of the distribution of funds is termed an apportionment, an apportionment in a strict definition is a distribution of funds by a legislative formula. Distribution of funds by discretionary action by Congress or the Department of Transportation is formally termed an allocation, but is often called an earmark.

Table 8 reports appropriation law numbers, the dates that appropriations became law, and the date the appropriations were apportioned in the Federal Register. Short-term appropriation law extensions are normally not apportioned and those non-apportioned extensions are not included on Table 8.

Table 8: Appropriation as a Percentage of Authorization, Appropriation Law Numbers, Appropriation Date, and Federal Register Apportionment Dates Beginning in FY 1975 (Excludes Short-Term Continuing Appropriations Which Are Not Normally Apportioned)

Authorization Period (Includes Extension Acts)	Fiscal Year	Final Authorized Amount (Millions)	Final Appropriation (Millions)	Final Appropriation as Percent of Authorization	Appropriation and Apportionment Actions			
					Appropriation Law Numbers	Date Appropriation Became Law	Date Federal Register Apportionment Notice	
NMTAA of 1974	1975 - 1980	---	---	---	P.L. 93-503 (a)	Nov. 26, 1974 (a)	Jan. 13, 1975 (a)	
NMTAA of 1974	1976	---	2,755.1	---	P.L. 94-134	Nov. 24, 1975	---	
NMTAA of 1974	1977	---	2,642.7	---	P.L. 94-387	Aug. 14, 1976	---	
NMTAA of 1974	1978	---	3,027.8	---	P.L. 95-85	Aug. 2, 1977	---	
NMTAA of 1974, STAA of 1978	1979	---	3,439.1	---	P.L. 95-335	Aug. 4, 1978	---	
STAA of 1978	1980	3,965.0	4,001.2	100.9%	P.L. 96-131	Nov. 30, 1979	Dec. 20, 1979	
STAA of 1978	1981	4,270.0	4,615.2	108.1%	P.L. 96-400	Oct. 9, 1980	Nov. 13, 1980	
STAA of 1978	1982	4,185.0	3,727.7	89.1%	P.L. 97-102	Dec. 23, 1981	Mar. 22, 1982	
STAA of 1982	1983	4,104.8	4,104.9	100.0%	P.L. 97-369 (b)	Dec. 18, 1982	Jan. 24, 1983	
							Apr. 25, 1983	
							Jul. 14, 1983	
STAA of 1982	1984	4,466.0	3,993.4	89.4%	P.L. 98-78	Aug. 15, 1983	Nov. 2, 1983	
STAA of 1982	1985	4,530.0	3,901.5	86.1%	P.L. 98-473	Oct. 12, 1984	Oct. 26, 1984	
---	1985	(c)	(c)	(c)	(c)	(c)	Sep. 30, 1985	
STAA of 1982	1986	4,640.0	3,461.7	74.6%	P.L. 99-190 (d)	Dec. 19, 1985	Jan. 24, 1986 (d)	
					P.L. 99-349		Jul. 2, 1986	Mar. 20, 1986 (d)
STAA of 1982	1987	3,345.4	3,250.9	97.2%	P.L. 99-500	Oct. 18, 1986	Jul. 7, 1986 (e)	
STURA of 1987							Dec. 10, 1986	
STURA of 1987	1988	3,550.0	3,034.7	85.5%	P.L. 100-202	Dec. 22, 1987	Apr. 27, 1987 (f)	
STURA of 1987	1989	3,600.0	2,986.9	83.0%	P.L. 100-457	Sep. 30, 1988	Feb. 2, 1988	
STURA of 1987	1990	3,650.0	2,963.0	81.2%	P.L. 101-164	Nov. 21, 1989	Oct. 13, 1988	
STURA of 1987	1991	3,750.0	3,205.6	85.5%	P.L. 101-516	Nov. 5, 1990	Dec. 19, 1989	
ISTEA	1992	3,643.0	3,639.0	99.9%	P.L. 102-240	Dec. 18, 1991	Nov. 23, 1990	
ISTEA	1993	5,235.0	3,692.6	70.5%	P.L. 102-388	Oct. 6, 1992	Dec. 23, 1991	
ISTEA	1994	5,125.0	4,382.6	85.5%	P.L. 103-122	Oct. 27, 1993	Oct. 14, 1992	
ISTEA	1995	5,125.0	4,414.3	86.1%	P.L. 103-331	Sept. 30, 1994	Nov. 8, 1993	
ISTEA	1996	5,125.0	3,851.4	75.1%	P.L. 104-50	Nov. 15, 1995	Oct. 12, 1994	
ISTEA	1997	7,250.0	4,182.2	57.7%	P.L. 104-205	Sept. 30, 1996	Nov. 24, 1995	
TEA 21 (g)	1998	4,643.7	4,643.7	100.0%	P.L. 105-130	Dec. 1, 1997	Dec. 5, 1997	
					P.L. 105-178		Jun. 9, 1998	Jun. 24, 1998
TEA 21	1999	5,315.0 (h)	5,340.0	100.5%	P.L. 105-277	Oct. 21, 1998	Nov. 6, 1998	
TEA 21	2000	5,797.0 (h)	5,785.7	99.8% (i)	P.L. 106-69	Oct. 9, 1999	Oct. 28, 1999	
					P.L. 106-113		Nov. 29, 1999	(k)
TEA 21	2001	6,271.0 (h)	6,260.7	99.8% (i)	P.L. 106-346	Oct. 23, 2000	Jan. 18, 2001	
TEA 21	2002	6,747.0 (h)	6,747.0	100.0%	P.L. 107-87	Dec. 18, 2001	Jan. 2, 2002	
TEA 21	2003	7,226.0 (h)	7,179.0	99.3% (i)	P.L. 108-7	Feb. 20, 2003	Mar. 12, 2003	
					P.L. 108-199		Jan. 23, 2004	Feb. 11, 2004
					P.L. 108-202		Feb. 29, 2004	Mar. 29, 2004
SAFETEA-LU (m)	2004	7,309.0	7,265.9	99.4% (i)	P.L. 108-224	Apr. 30, 2004	June 3, 2004	
					P.L. 108-447		Dec. 18, 2004	Dec. 29, 2004
SAFETEA-LU (m)	2005	7,708.0	7,646.3	99.2% (i)	P.L. 109-59	Aug. 10, 2005	Sep. 12, 2005	
					P.L. 109-115		Nov. 30, 2005	Dec. 20, 2005
SAFETEA-LU	2006	8,622.9	8,504.5	98.6% (i)	P.L. 109-148	Dec. 30, 2005	Feb. 3, 2006	
					P.L. 110-5		Feb. 15, 2007	Mar. 23, 2007
SAFETEA-LU	2007	8,974.8	8,974.8	100.0%				

Authorization Period (Includes Extension Acts)	Fiscal Year	Final Authorized Amount (Millions)	Final Appropriation (Millions)	Final Appropriation as Percent of Authorization	Appropriation and Apportionment Actions		
					Appropriation Law Numbers	Date Appropriation Became Law	Date Federal Register Apportionment Notice
SAFETEA-LU	2008	9,730.9	9,491.7	97.5% (i)	P.L. 110-161	Dec. 26, 2007	Jan. 28, 2008
ARRA (n)	2009	8,400.0	8,400.0	100.0%	P.L. 111-5	Feb. 17, 2009	Mar. 5, 2009
SAFETEA-LU	2009	10,338.1	10,231.2	99.0%	P.L. 110-329	Sept. 20, 2008	Dec. 18, 2008
					P.L. 111-8	Mar. 11, 2009	Apr. 27, 2009
SAFETEA-LU (o)	2010	10,529.2	10,507.8 (p)	99.8%	P.L. 111-117 (q)	Dec. 16, 2009	Feb. 16, 2010
							May 13, 2010
SAFETEA-LU (o)	2011	10,529.2	10,101.2	95.9%	P.L. 111-322	Dec. 22, 2010	Feb. 8, 2011
					P.L. 112-10	Apr. 15, 2011	May 20, 2011
SAFETEA-LU (o)	2012	10,458.3	10,458.3	100.0%	P.L. 112-055 (r)	Nov. 18, 2011	Jan. 12, 2012
							May 9, 2012
							July 18, 2012
MAP-21	2013	10,695.0	(s)	(s)	P.L. 112-175 (s)	Sept. 28, 2012	Oct. 16, 2012
		ssan	10,900.0	(t)	P.L. 113-2 (t)	Jan. 29, 2013	(t)
		10,578.0	10,455.0	(u)	P.L. 113-6	Mar. 26, 2013	May 13, 2013 (v)
MAP-21	2014	10,695.0	10,691.8	99.9%	P.L. 113-76	Jan. 17, 2014	Feb. 28, 2014 (v)

(a) The apportionment of Jan. 13, 1975 is for formula funds for each year of a six-year authorization in the National Mass Transportation Assistance Act of 1974 and a description of the new urbanized area formula apportionment program. It is the first apportionment of transit formula funds. It is not an apportionment of an appropriation. It provides "projected" amounts and is officially an "Advanced Notice of Proposed Rulemaking."

(b) Apportionment of Jan 24, 1983 provided "preliminary Information to potential grantees." Apportionment of Jul 14, 1983 adds amounts or new Section 9A of UMTAct of 1964 which required data not previously collected from grantees.

(c) The apportionment of Sep. 30, 1985 is an "Apportionment of Lapsed UMTA Formula Grant Funds." The amount of formula funds for FY 1975 through FY 1981 which had lapsed was unreliable. The amount of unobligated funds for that period was determined to be \$91.7 million and that amount was reapportioned by this apportionment notice.

(d) First apportionment 50% of amount available. Second apportionment full amount after program reductions from Gramm-Rudman-Hollings legislation were determined.

(e) Apportionment published by UMTA, not known to appear in Federal Register. P.L. 99-349 modified formula amounts for a specified category of urbanized areas.

(f) The apportionment of Apr. 27, 1987 provides new limitations on the use of Urbanized Area Formula funds for operating expenses based on changes to authorizing law in the STURA of 1987.

(g) Includes extension of ISTEA.

(h) Guaranteed authorization level when both guaranteed and non-guaranteed funds were authorized.

(i) Includes effect of an across-the-board rescission; see Page 39 for rescissions during SAFETEA-LU period.

(k) Not dated, reapportions New Starts and Bus and Bus Capital programs only.

(m) Includes extensions of TEA 21.

(n) American Recovery and Reinvestment Act of 2009.

(o) Includes extensions of SAFETEA-LU.

(p) Includes only amounts authorized under extensions to SAFETEA-LU and included in apportionment notice.

(q) P.L. 111-117 appropriated funds for all of FY 2010 and the first quarter of FY 2011. Transit funds, however, had only been authorized through February 28, 2010. P.L. 111-147 authorized those previously appropriated funds through December 31, 2011, allowing the existing appropriation for FY 2010 to be apportioned.

(r) P.L. 112-055 appropriated funds for all of FY 2012. Transit funds were authorized through March 31, 2012 by P.L.112-30 and further extended through June 30, 2012 by P.L. 112-102. P.L. 112-141 authorized previously appropriated funds through September 30, 2012, allowing the existing appropriation for FY 2010 to be apportioned.

(s) P.L. 112-175 appropriated funds through March 27, 2013.

(t) P.L. 113-2 appropriated 49 USC 5324 Emergency Relief Program funds related to Hurricane Sandy. Emergency Relief Program funds are authorized as "such sums as are necessary." These funds are not apportioned.

(u) Excludes amounts appropriated by P.L. 113-2 for use under 49 USC 5324.

(v) Beginning in FY 2013, apportionment tables are no longer printed in the Federal register. They are instead made available electronically on the Federal Transit Administration Internet site.

FORMULA VERSUS DISCRETIONARY FUNDING PROGRAMS

The distribution of transit funds has shifted continuously from allocations to apportionments as shown on Table 9 and depicted on Figure 1. From 1970 through 1974, all transit funds were allocated. The primary program over that period was for capital investment and included funds for New Starts, Fixed-Guideway Modernization, and Bus and Bus Facilities. There was a single amount appropriated for these programs and all three were allocated from that appropriation. The Interstate Transfer program was added in 1974 and until it ended in 1995 was a completely allocated program.

The Urbanized Area Formula program, started in 1975 was the first apportioned program. By 1978, 27 percent of all program funds (excluding FTA Administration and research and planning program) were apportioned. A formula program for Rural areas was added in 1979. The Rural program raised the portion of total funds distributed by formulas to 47 percent. The distribution of Fixed-Guideway Modernization funds was changed to formula apportionment in 1992, increasing the total share apportioned to 72 percent. MAP-21 changes the distribution of Bus and Bus Facilities funds from allocation to apportionments, further increasing the portion of funds distributed by formulas to more than 80 percent.

Table 9: Portion of Appropriated Grant Programs Distributed by Formula

Fiscal Year	Portion of Grant Programs Distributed by Formula at Appropriation Level							
	UZA Formula (a)	Rural Formula (b)	New Starts and Extensions (c)	Fixed-Guideway Modernization (d)	Bus and Bus Facilities (e)	Interstate Transfer (f)	Other Grant Programs (g)	Total of Listed Programs (h)
1970	---	---	0.0%			---	---	0.0%
1971	---	---	0.0%			---	---	0.0%
1972	---	---	0.0%			---	---	0.0%
1973	---	---	0.0%			---	---	0.0%
1974	---	---	0.0%			0.0%	---	0.0%
1975	100.0%	---	0.0%			0.0%	0.0%	17.5%
1976	100.0%	---	0.0%			0.0%	0.0%	24.0%
1977	100.0%	---	0.0%			0.0%	0.0%	26.3%
1978	100.0%	---	0.0%			0.0%	0.0%	27.3%
1979	100.0%	100.0%	0.0%			0.0%	0.0%	44.9%
1980	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	---	39.6%
1981	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	---	35.2%
1982	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	---	40.3%
1983	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	---	51.7%
1984	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	62.1%
1985	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	65.1%
1986	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	64.0%
1987	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	63.5%
1988	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	61.2%
1989	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.8%
1990	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	59.0%
1991	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.9%
1992	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	72.3%
1993	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	67.6%

Fiscal Year	Portion of Grant Programs Distributed by Formula at Appropriation Level							
	UZA Formula (a)	Rural Formula (b)	New Starts and Extensions (c)	Fixed-Guideway Modernization (d)	Bus and Bus Facilities (e)	Interstate Transfer (f)	Other Grant Programs (g)	Total of Listed Programs (h)
1994	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	74.8%
1995	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	75.3%
1996	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	73.1%
1997	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	71.8%
1998	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	73.3%
1999	100.0%	100.0%	0.0%	100.0%	0.0%	---	47.2%	71.4%
2000	100.0%	100.0%	0.0%	100.0%	0.0%	---	49.3%	71.7%
2001	100.0%	100.0%	0.0%	100.0%	0.0%	---	43.6%	71.1%
2002	100.0%	100.0%	0.0%	100.0%	0.0%	---	40.4%	71.3%
2003	100.0%	100.0%	0.0%	100.0%	0.0%	---	46.3%	71.2%
2004	100.0%	100.0%	0.0%	100.0%	0.0%	---	46.3%	70.3%
2005	100.0%	100.0%	0.0%	100.0%	0.0%	---	43.2%	69.3%
2006	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	71.3%
2007	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	71.6%
2008	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	73.4%
2009 (i)	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	72.3%
2010	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	70.2%
2011	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	73.1%
2012	100.0%	100.0%	0.0%	100.0%	0.0%	---	100.0%	70.5%
2013 (j)	99.3%	99.3%	0.0%	100.0%	100.0%	---	100.0%	80.9%
2014 (j)	99.3%	99.3%	0.0%	100.0%	100.0%	---	100.0%	81.1%

(a) UMTAct Section 5 1975-1979; UMTAct Section 9A 1983, UMTAct Section 9B 1988-1991; UMTAct Section 9 1984-1994; 49 USC 5307 1995-2014; 84.2 percent of 49 USC 5340 2006-2014.

(b) UMTAct Section 18 1979-1994; 49 USC 5311 1995-2014; 15.8 percent of 49 USC 5340 2006-2014.

(c) UMTAct Section 3 1970-1994; 49 USC 5309 1995-2014.

(d) UMTAct Section 3 1970-1994; 49 USC 5309 1995-2012; 49 USC 5337 2013-2014.

(e) UMTAct Section 3 1970-1994; UMTAct Section 16(b) 1980-1983; 49 USC 5309 1995-2012; 49 USC 5339 2013-2014; 49 USC 5308 1999-2012.

(f) 23 USC 142 1974-1995.

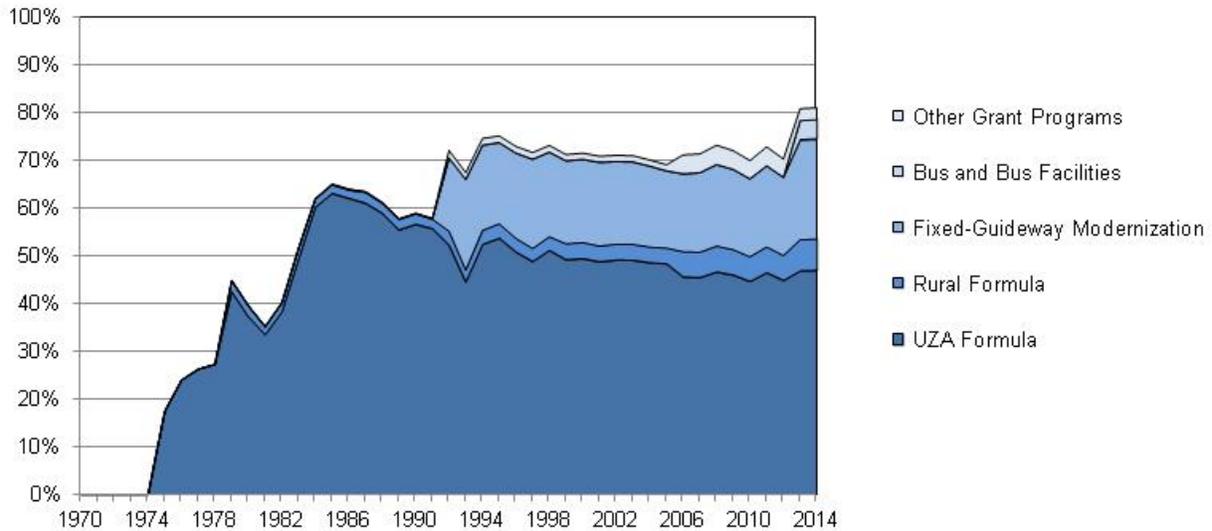
(g) UMTAct Section 16(b) 1975-1979 and 1984-1994; 49 USC 5310 1995-2014; 49 USC 5316 1999-2012; 49 USC 5317 2006-2012.

(h) Percentages for programs listed on table only, excludes amounts for other programs.

(i) Does not include funds from the American Recovery and Reinvestment Act of 2009.

(j) Authorization amounts.

Figure 1: Percent of Total Grant Funding Distributed by Formulas



The source of data for funding distribution formulas has changed over time also. Table 10 shows the changing distribution of basic factors for the total of all apportioned funds. Apportionment factors come from U.S. Census data, bus operations data, and fixed-guideway operation data. Census data include population, population density, disability, income level, and other measures as described in the sections on funding programs which follow. Bus and fixed-guideway data are taken from the Federal Transit Administration's National Transit Database and include route miles, vehicle miles, passenger miles and other measures described in the sections on funding programs which follow.

The only data used to distribute formula funds in 1975 were Census data, whereas under MAP-21 only 21 percent of formula distributions will be based on Census data, with 23 percent based on bus data and 42 percent based on fixed-guideway data. This change has occurred, in part, because of the variation in the intensity of transit service among UZAs not being represented by Census data and, in part, because bus and fixed-guideway data are updated annually while Census urbanized area data are only updated every ten years.

Table 10: Portion of All Formula Programs Distributed by Formula by Data Source, Combined Total Funding at Appropriation Levels

Year	Programs Distributed by Formula Included in Calculations (a)	Percent of Distribution from Census Data	Percent of Distribution from Bus Data	Percent of Distribution from Fixed-Guideway Data	Total Percentage
1975	UZA	100.0%	0.0%	0.0%	100.0%
1976	UZA	100.0%	0.0%	0.0%	100.0%
1977	UZA	100.0%	0.0%	0.0%	100.0%
1978	UZA	100.0%	0.0%	0.0%	100.0%
1979	UZA, Rural	92.8%	0.0%	7.2%	100.0%
1980	UZA, Rural	92.2%	0.0%	7.8%	100.0%
1981	UZA, Rural	91.7%	0.0%	8.3%	100.0%
1982	UZA, Rural	91.4%	0.0%	8.6%	100.0%
1983	UZA, Rural	42.0%	29.0%	29.0%	100.0%

Year	Programs Distributed by Formula Included in Calculations (a)	Percent of Distribution from Census Data	Percent of Distribution from Bus Data	Percent of Distribution from Fixed-Guideway Data	Total Percentage
1984	UZA, Rural	38.6%	32.1%	29.3%	100.0%
1985	UZA, Rural	38.6%	32.1%	29.3%	100.0%
1986	UZA, Rural	38.6%	32.1%	29.3%	100.0%
1987	UZA, Rural	39.2%	31.8%	29.1%	100.0%
1988	UZA, Rural	39.1%	31.8%	29.1%	100.0%
1989	UZA, Rural	39.3%	31.7%	29.0%	100.0%
1990	UZA, Rural	39.2%	31.7%	29.0%	100.0%
1991	UZA, Rural	39.1%	31.8%	29.1%	100.0%
1992	UZA, Rural, FGM, E&D	33.0%	23.9%	43.1%	100.0%
1993	UZA, Rural, FGM, E&D	30.1%	21.8%	48.1%	100.0%
1994	UZA, Rural, FGM, E&D	31.7%	23.2%	45.1%	100.0%
1995	UZA, Rural, FGM, E&D	32.2%	23.6%	44.2%	100.0%
1996	UZA, Rural, FGM, E&D	31.5%	23.0%	45.5%	100.0%
1997	UZA, Rural, FGM, E&D	30.9%	22.5%	46.7%	100.0%
1998	UZA, Rural, FGM, E&D	31.6%	23.1%	45.3%	100.0%
1999	UZA, Rural, FGM, E&D, JARC	32.0%	22.8%	45.2%	100.0%
2000	UZA, Rural, FGM, E&D, JARC	32.0%	22.8%	45.2%	100.0%
2001	UZA, Rural, FGM, E&D, JARC	31.9%	22.7%	45.4%	100.0%
2002	UZA, Rural, FGM, E&D, JARC	32.0%	22.8%	45.2%	100.0%
2003	UZA, Rural, FGM, E&D, JARC	32.0%	22.8%	45.2%	100.0%
2004	UZA, Rural, FGM, E&D, JARC	32.1%	22.8%	45.1%	100.0%
2005	UZA, Rural, FGM, E&D, JARC	32.2%	23.5%	44.3%	100.0%
2006	UZA, Rural, FGM, E&D, JARC, NF	36.4%	21.5%	42.0%	100.0%
2007	UZA, Rural, FGM, E&D, JARC, NF	36.2%	21.4%	42.3%	100.0%
2008	UZA, Rural, FGM, E&D, JARC, NF	36.2%	21.4%	42.3%	100.0%
2009 (b)	UZA, Rural, FGM, E&D, JARC, NF	36.2%	21.5%	42.3%	100.0%
2010	UZA, Rural, FGM, E&D, JARC, NF	36.2%	21.5%	42.3%	100.0%
2011	UZA, Rural, FGM, E&D, JARC, NF	36.2%	21.5%	42.3%	100.0%
2012	UZA, Rural, FGM, E&D, JARC, NF	36.2%	21.5%	42.3%	100.0%
2013	UZA, Rural, FGM, E&D, Bus	34.2%	23.3%	42.4%	100.0%
2014	UZA, Rural, FGM, E&D, Bus	34.3%	23.3%	42.4%	100.0%

(a) UZA = Urbanized Area Formula [UMTAct Section 5 1975-1979; UMTAct Section 9A 1983, UMTAct Section 9B 1988-1991; UMTAct Section 9 1984-1994; 49 USC 5307 1995-2014; 84.2 percent of 49 USC 5340 2006-2014]

Rural = Rural (Other than Urbanized Area) Formula [UMTAct Section 18 1979-1994; 49 USC 5311 1995-2014; 15.8 percent of 49 USC 5340 2006-2014]

FGM = Fixed-Guideway Modernization [UMTAct Section 3 1992-1994; 49 USC 5309 1995-2012; 49 USC 5337 2013-2014]

E&D = Elderly Persons and Persons with Disabilities [UMTAct Section 16(b) 1992-1994; 49 USC 5310 1995-2014]

JARC = Job Access and Reverse Commute [49 USC 5316 1999-2012]

NF = New Freedom [49 USC 5317 2006-2012]

Bus = Bus and Bus Facilities [49 USC 5339 2013-2014]

(b) Does not include funds from the American Recovery and Reinvestment Act of 2009.

COMPARATIVE FUNDING LEVELS OF MAJOR CAPITAL INVESTMENT PROGRAMS

The portion of funding from major capital programs to each of three subprograms: New Starts and Extensions Fixed Guideway Capital Investment in MAP-21), Fixed-Guideway Modernization (State of Good Repair in MAP-21), and Bus and Bus Facilities. The changes in these proportions have been viewed as showing either fairness or bias toward "bus" or "rail" modes and either fairness or bias toward expansion or maintenance of existing investments. Table 11(a) reports the distribution of authorized and Table 11(b) shows the distribution of appropriated funds.

The transit industry, as shown by APTA authorization positions, considered a distribution of 40 percent New Starts and Extensions, 40 percent Fixed-Guideway Modernization, and 20 percent Bus and Bus Facilities to be the fairest distribution. The fairness of a distribution is, of course, also related to the relative levels of funding for other programs. This relationship was maintained in authorizing law from 1987 through 1998 (for 1987 through 1991 non-specific amounts are included with bus), for guaranteed authorizations from 1999 through 2003. From 2004 through 2012 the distribution varied somewhat from 40/40/20 and under TEA 21 varies more.

Table 11(a): Portion of Major Capital Funds for New Starts/Extensions, Fixed-Guideway Modernization, and Bus and Bus Facilities at Authorization Levels, 1987-2014 (Millions of Dollars and Percent of Total)

Year	Authorization (Millions)				Authorization (Percentage)			
	New Starts/ Extensions	Fixed-Guide-way Modern-ization	Bus and Bus Facilities	Total	New Starts/ Extensions	Fixed-Guide-way Modern-ization	Bus and Bus Facilities	Total
1987 (a)	403.7	403.7	201.9	1,009.3	40.0%	40.0%	20.0%	100.0%
1988 (a)	404.8	404.8	202.4	1,012.0	40.0%	40.0%	20.0%	100.0%
1989 (a)	416.0	416.0	208.0	1,040.0	40.0%	40.0%	20.0%	100.0%
1990 (a)	426.0	426.0	213.0	1,065.0	40.0%	40.0%	20.0%	100.0%
1991 (a)	446.0	446.0	223.0	1,115.0	40.0%	40.0%	20.0%	100.0%
1992	538.0	538.0	269.0	1,345.0	40.0%	40.0%	20.0%	100.0%
1993	812.0	812.0	406.0	2,030.0	40.0%	40.0%	20.0%	100.0%
1994	820.0	820.0	410.0	2,050.0	40.0%	40.0%	20.0%	100.0%
1995	820.0	820.0	410.0	2,050.0	40.0%	40.0%	20.0%	100.0%
1996	820.0	820.0	410.0	2,050.0	40.0%	40.0%	20.0%	100.0%
1997	1,160.0	1,160.0	580.0	2,900.0	40.0%	40.0%	20.0%	100.0%
1998	800.0	800.0	400.0	2,000.0	40.0%	40.0%	20.0%	100.0%
1999 Guaranteed Auth. (b)	902.8	902.8	451.8	2,257.4	40.0%	40.0%	20.0%	100.0%
1999 Total Auth. (b)	1,302.8	1,002.8	551.4	2,857.0	45.6%	35.1%	19.3%	100.0%
2000 Guaranteed Auth. (b)	980.4	980.4	490.2	2,451.0	40.0%	40.0%	20.0%	100.0%
2000 Total Auth. (b)	1,390.4	1,080.4	590.2	3,061.0	45.4%	35.3%	19.3%	100.0%
2001 Guaranteed Auth. (b)	1,058.4	1,058.4	529.2	2,646.0	40.0%	40.0%	20.0%	100.0%
2001 Total Auth. (b)	1,478.4	1,158.4	629.2	3,266.0	45.3%	35.5%	19.3%	100.0%
2002 Guaranteed Auth. (b)	1,136.4	1,136.4	568.2	2,841.0	40.0%	40.0%	20.0%	100.0%
2002 Total Auth. (b)	1,566.4	1,236.4	668.2	3,471.0	45.1%	35.6%	19.3%	100.0%
2003 Guaranteed Auth. (b)	1,214.4	1,214.4	607.2	3,036.0	40.0%	40.0%	20.0%	100.0%
2003 Total Auth. (b)	1,644.4	1,314.4	707.2	3,666.0	44.9%	35.9%	19.3%	100.0%
2004 (b)	1,323.8	1,206.5	607.2	3,137.5	42.2%	38.5%	19.4%	100.0%
2005 Final Auth. (b)	1,437.8	1,204.7	719.2	3,361.7	42.8%	35.8%	21.4%	100.0%
2006	1,503.0	1,391.0	822.2	3,716.2	40.4%	37.4%	22.1%	100.0%
2007	1,566.0	1,448.0	855.5	3,869.5	40.5%	37.4%	22.1%	100.0%

Year	Authorization (Millions)				Authorization (Percentage)			
	New Starts/ Extensions	Fixed-Guideway Modernization	Bus and Bus Facilities	Total	New Starts/ Extensions	Fixed-Guideway Modernization	Bus and Bus Facilities	Total
2008	1,700.0	1,570.0	927.8	4,197.8	40.5%	37.4%	22.1%	100.0%
2009 (c)	1,809.2	1,666.5	984.0	4,459.7	40.6%	37.4%	22.1%	100.0%
2010	2,000.0	1,666.5	984.0	4,650.5	43.0%	35.8%	21.2%	100.0%
2011	2,000.0	1,666.5	984.0	4,650.5	43.0%	35.8%	21.2%	100.0%
2012	1,955.0	1,666.5	984.0	4,605.5	42.4%	36.2%	21.4%	100.0%
2013	2,100.0	2,136.3	422.0	4,658.3	45.1%	45.9%	9.1%	100.0%
2014	2,100.0	2,165.9	427.8	4,693.7	44.7%	46.1%	9.1%	100.0%

(a) Funding that could awarded for grants in any category at the discretion of the Secretary of Transportation is included in Bus and Bus Facilities.

(b) Includes 49 USC 5309 Cleans Fuels in Bus and Bus Facilities; does not include 49 USC 5308 Clean Fuels in Bus and Bus Facilities.

(c) Does not include funds from the American Recovery and Reinvestment Act of 2009.

Table 11(b) shows that earlier relationship of the three programs varied more in appropriation laws. The three programs were authorized as a single amount before 1987 and only differentiated in appropriations. The New Starts portion was much less than 40 percent from until 1984. From 1985 through 2012 the amounts have varied somewhat from 40/40/20, but nevertheless the guiding principal was apparent.

Table 11(b): Portion of Major Capital Funds for New Starts/Extensions, Fixed-Guideway Modernization, and Bus and Bus Facilities at Appropriation Levels, 1980-2014 (Millions of Dollars and Percent of Total)

Year	Appropriation (Millions)				Appropriation (Percentage)			
	New Starts/ Extensions	Fixed-Guideway Modernization	Bus and Bus Facilities	Total	New Starts/ Extensions	Fixed-Guideway Modernization	Bus and Bus Facilities	Total
1980	410.0	760.0	406.0	1,576.0	26.0%	48.2%	25.8%	100.0%
1981	485.0	945.0	580.0	2,010.0	24.1%	47.0%	28.9%	100.0%
1982	179.8	879.5	530.7	1,590.0	11.3%	55.3%	33.4%	100.0%
1983	206.0	840.0	500.0	1,546.0	13.3%	54.3%	32.3%	100.0%
1984	399.5	545.5	195.0	1,140.0	35.0%	47.9%	17.1%	100.0%
1985	422.5	487.5	130.0	1,040.0	40.6%	46.9%	12.5%	100.0%
1986	368.4	411.5	138.8	918.7	40.1%	44.8%	15.1%	100.0%
1987	365.0	410.0	140.0	915.0	39.9%	44.8%	15.3%	100.0%
1988	407.8	427.0	145.5	980.3	41.6%	43.6%	14.8%	100.0%
1989	402.0	439.0	144.0	985.0	40.8%	44.6%	14.6%	100.0%
1990	419.2	430.7	132.1	982.0	42.7%	43.9%	13.5%	100.0%
1991	440.0	455.0	220.0	1,115.0	39.5%	40.8%	19.7%	100.0%
1992	536.9	536.9	268.4	1,342.2	40.0%	40.0%	20.0%	100.0%
1993	721.8	666.3	336.9	1,725.0	41.8%	38.6%	19.5%	100.0%
1994	667.9	760.1	357.0	1,785.0	37.4%	42.6%	20.0%	100.0%
1995	646.7	725.0	353.3	1,725.0	37.5%	42.0%	20.5%	100.0%
1996	666.0	666.0	333.0	1,665.0	40.0%	40.0%	20.0%	100.0%
1997	760.0	760.0	380.0	1,900.0	40.0%	40.0%	20.0%	100.0%
1998	800.0	800.0	400.0	2,000.0	40.0%	40.0%	20.0%	100.0%
1999 (a)	902.8	902.8	501.4	2,307.0	39.1%	39.1%	21.7%	100.0%
2000 (a)	969.1	980.4	540.5	2,490.0	38.9%	39.4%	21.7%	100.0%
2001 (a)	1,060.1	1,056.1	578.4	2,694.6	39.3%	39.2%	21.5%	100.0%
2002 (a)	1,136.4	1,136.4	618.2	2,891.0	39.3%	39.3%	21.4%	100.0%
2003 (a)	1,251.2	1,206.5	652.9	3,110.6	40.2%	38.8%	21.0%	100.0%

Year	Appropriation (Millions)				Appropriation (Percentage)			
	New Starts/ Extensions	Fixed- Guideway Modern- ization	Bus and Bus Facilities	Total	New Starts/ Extensions	Fixed- Guideway Modern- ization	Bus and Bus Facilities	Total
2004 (a)	1,316.0	1,199.4	673.2	3,188.6	41.3%	37.6%	21.1%	100.0%
2005 (a)	1,437.8	1,204.7	719.2	3,361.7	42.8%	35.8%	21.4%	100.0%
2006 (b)	1,488.0	1,343.2	865.2	3,696.4	40.3%	36.3%	23.4%	100.0%
2007 (b)	1,566.0	1,448.0	900.5	3,914.5	40.0%	37.0%	23.0%	100.0%
2008 (b)	1,569.1	1,570.0	872.1	4,011.2	39.1%	39.1%	21.7%	100.0%
2009 (b,c)	1,809.2	1,666.5	935.5	4,411.2	41.0%	37.8%	21.2%	100.0%
2010 (b)	2,000.0	1,663.0	1,033.4	4,696.4	42.6%	35.4%	22.0%	100.0%
2011 (b)	1,596.8	1,663.0	1,033.4	4,293.2	37.2%	38.7%	24.1%	100.0%
2012 (b)	1,955.0	1,666.5	1,035.5	4,657.0	42.0%	35.8%	22.2%	100.0%
2013 (d)	1,907.0	2,136.3	422.0	4,465.3	42.7%	47.8%	9.5%	100.0%
2014 (d)	1,907.0	2,165.9	427.8	4,500.7	42.4%	48.1%	9.5%	100.0%

(a) Includes 49 USC 5308 Clean Fuels and 49 USC 5309 Clean Fuels funds in Bus and Bus Facilities.

(b) Includes 49 USC 5308 Clean Fuels funds in Bus and Bus Facilities.

(c) Does not include funds from the American Recovery and Reinvestment Act of 2009.

(d) Authorization funding levels.

**PROGRAMS FUNDED FROM THE MASS TRANSIT
ACCOUNT OF THE HIGHWAY TRUST FUND**

Formula funding includes different sets of programs grouped for different purposes, as described above in "Grouping of Funding Programs: Formula, Capital Investment, and Other Programs". For this presentation, fourteen programs are included as formula programs consistent with the grouping of programs in MAP-21. To find a specific program, consult the Table of Contents. Programs are presented in the numerical order of their codified or current law section number.

P.L. 112-141, MAP-21, Section 2005(b), Pilot Program for Transit Oriented Development Planning, funding authorized at 49 USC 5338(a)(2)(B): Section 2005(b), Pilot Program for Transit Oriented Development Planning, is a new program created by MAP-21. The program provides funding for planning for Transit Oriented Development (TOD) associated with new fixed-guideway or core capacity improvement projects. A core capacity project is a new eligible project category for Fixed-Guideway Capital Investments, previously New Starts and Extension, in MAP-21. A core capacity improvement project is a "substantial corridor based capital investment in an existing fixed guideway system that increases the capacity of a corridor by not less than 10 percent. The term does not include project elements designed to maintain a state of good repair of the existing fixed guideway system." [see 49 USC 5309(a)(2)]

Table 12: Pilot Program for Transit Oriented Development Planning Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	10,000	(a) 9,980	2014	10,000	10,000

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

Eligible recipients include states and local government agencies. Funds are allocated by the Federal Transit Administration on a competitive basis. The grants will be for comprehensive planning that "seeks to (A) enhance economic development, ridership, and other goals established during the project development and engineering processes; (B) facilitate multimodal connectivity and accessibility; (C) increase access to transit hubs for pedestrian and bicycle traffic;

- (D) enable mixed-use development;
- (E) identify infrastructure needs associated with the eligible project; and
- (F) include private sector participation." [see MAP-21, 20005(b)(2)]

Funding for the Pilot Program for Transit Oriented Development Planning is shown on Table 12.

49 USC 5305, Planning Programs, funding authorized at 49 USC 5338(a)(2)(A): Section 5305 created in SAFETEA-LU contains general provisions applicable to planning programs for both transit and highways, but continues the current division of planning authorization between Metropolitan Planning at 49 USC 5303 and Statewide Planning 49 USC 5304. Total Planning funding levels are shown on Table 13. Grants may be awarded to States, authorities of the States, metropolitan planning organizations, and local governmental authorities, and agreements may be made with other departments, agencies, or instrumentalities of government to develop transportation plans and programs, plan, engineer, design, and evaluate a public transportation project; and conduct technical studies relating to public transportation. Eligible activities include studies related to management, planning, operations, capital requirements, and economic feasibility, evaluation of previously financed projects, peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analyses among metropolitan planning organizations and other transportation planners, and other similar and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment.

The Metropolitan Transportation Planning Program, 49 USC 5303, apportions funds to states for distribution to Metropolitan Planning Organizations (MPOs) in urbanized areas. All provisions for Metropolitan Planning were consolidated in a new section 5303 under SAFETEA-LU. There is a requirement for separate transportation plans and transportation improvement programs. The Long Range Transportation Plan and the Transportation Improvement Program are to be updated every four years. Provisions regarding Transportation Management Areas (TMAs) are included in the metropolitan transportation planning section. Metropolitan Planning Organizations (MPOs) are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. Safety and security are new factors to be included in metropolitan planning. In developing a Long Range Transportation Plan, MPOs will be required to include transit agencies in making funding estimates; consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation; and have a participation plan that provides reasonable opportunities for all parties' comments. Funds for the Metropolitan Transportation Planning Program are shown on Table 13.

MAP-21 makes more explicit the requirement that transit providers be included on MPOs, stating that they shall include "representation by providers of public transportation. A performance based approach to metropolitan planning is established. Performance targets will need to be consistent with targets set for transit asset management at 49 USC 5326(c) and transit safety at 49 USC 5329(d).

Table 13: Planning Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization (a)	Final Appropriation (a)	Fiscal Year	Authorization (a)	Final Appropriation (a)
49 USC 5303 Metropolitan Transportation Planning					
2013	104,972	(b) 104,762	2014	106,543	106,543
49 USC 5304 Statewide Transportation Planning					
2013	21,928	(b) 21,884	2014	22,257	22,257
Total Planning Funds Funds					
2013	126,900	(b) 126,646	2014	128,800	128,800

(a) 0.5% of these amounts may be used for 49 USC 5327 Project Management Oversight. It is FTA practice to takedown that amount before funds are apportioned. See Page 57.

(b) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

The Statewide Transportation Planning Program, 49 USC 5304, apportions funds to states for planning purposes. SAFETEA-LU consolidates statewide planning requirements in a new section 5304. States are allowed to enter into agreements for the purpose of planning cooperation and coordination for projects with multi-State implications. States must consider the economic vitality for rural areas as well as urbanized areas in statewide transportation planning. The Statewide Transportation Improvement Program (STIP) must be updated every four years. Safety and security are factors to be included in statewide planning. Funds for the Statewide Transportation Planning Program are shown on Table 13.

49 USC 5307 and 49 USC 5336, Urbanized Area Formula Program, funding authorized at 49 USC 5338(a)(2)(C): The Urbanized Area Formula Program was created in 1974 and revised into its current overall structure in 1982. Funds are apportioned to each of the 497 urbanized areas in the United States, including Puerto Rico, identified in the 2010 U.S. Census. An urbanized area is a contiguous urban area of 50,000 or more population that meets criteria administrated by the U.S. Bureau of Census. Urbanized areas are redefined and new urbanized areas created every ten years during the decennial census. Urbanized Area Formula funding levels are shown on Table 14.

Urbanized Area Formula Funds Eligible Uses: Urbanized area formula funds can be used for any capital expenditure defined in 49 USC 5302 (listed in "Eligible Uses for Transit Funds" above), planning, job access and reverse commute projects; and the operating costs of equipment and facilities for use in public transportation in an urbanized area with a population of fewer than 200,000 individuals.

Table 14: Urbanized Area Formula Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	4,397,950	(a) 4,389,154	2014	4,458,650	4,458,650

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

Urbanized Area Formula Funds for Operations: Until FY 1998 all transit agencies in urbanized areas could use these funds for transit operating expenditures. After FY 1998 only transit agencies in urbanized areas with populations of less than 200,000 were allowed to use formula funds for operating expenditures. Beginning in FY 1998 urbanized area formula funds could also be used for preventive maintenance and up to 10 percent of each area's apportionment could be used for operating costs associated with the provision of paratransit service required by the American's with Disabilities Act, purposes which are included in the definition of eligible capital expenditures.

Preventive maintenance provisions permit the expenditure of funds for maintenance costs, including labor, for transit vehicles, facilities, and rights-of-way, by agencies in any UZA regardless of population size. MAP-21 has expanded the eligibility for use of urbanized areas formula funds for operations. Some agencies in UZAs with populations of 200,000 or more may use Formula funds for operation expenses of non-fixed guideway services. Agencies that operate 75 or fewer buses in peak period fixed-route service may use up to 75 percent of the portion of the UZA apportionment attributable to their system measured by vehicle revenue hours. Agencies that operate 76 to 100 buses in peak period fixed-route service may use up to 50 percent of the portion of the UZA apportionment attributable to their system measured by vehicle revenue hours.

Required Uses of Urbanized Area Formula Funds: A recipient for an urbanized area with a population of at least 200,000 is required to use at least 1 percent of the Urbanized Area Formula apportionment for associated transit improvements as provided at 49 USC 5307(c)(1)(K). Required associated transit improvement expenditures can be made for a variety of purposes including: historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities intended for use in public transportation service; bus shelters; landscaping and streetscaping, including benches, trash receptacles, and street lights; pedestrian access and walkways; bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles; transit connections to parks within the recipient's transit service area; signage; and enhanced access for persons with disabilities to public transportation.

Recipients are also required to spend at least 1 percent of their Urbanized Area Formula apportionment on security investments as provided at 49 USC 5307(d)(1)(J). Categories of expenditures that fulfill the required security project expenditure include: increased lighting, increased camera surveillance, emergency telephone lines, and other projects that increase security and safety.

Urbanized Area Formula Funds Recipients: Funds for urbanized areas of 200,000 or more population go directly to a "designated recipient" public agency selected by agreement of all appropriate government agencies in the urbanized area as required by the planning process at 49 USC 5303 and 5304. Funds for urbanized areas with populations less than 200,000 go to transit agencies through the state's governor.

Urbanized Area Formula Funds Distribution Method: Urbanized Area Formula funds are distributed by an apportionment to urbanized areas based on formulas at 49 USC 5336, Apportionment of Appropriations for Formula Grants and at 49 USC 5340 Growing States and High Density States programs. Although the formulas used to apportion Urbanized Area Formula funds are based on either fixed-guideway service data for fixed-guideway apportionments, or bus service and census data for bus apportionments, the 49 USC 5336 and 49 USC 5340 apportioned funds can be used for any mode. Funds that are apportioned to an area based on fixed-guideway data for light rail, for example, can be spent on bus projects or any other mode in the urbanized area. Funds from the "Growing States and High Density States Formula Program, 49 USC 5340" described below are distributed as part of each Urbanized Area Formula Funds recipient's apportionment. Funds from 49 USC 5340 are a part of the Urbanized Area Formula apportionment of funds and are not differentiated from those funds in any way. An additional formula for Small Transit Intensive Cities was added under SAFETEA-LU effective in FY 2006.

"Bus" and "fixed-guideway" are inclusive terms for several modes. Bus (also termed non-fixed-guideway) when used for the calculation and distribution of Urbanized Areas Formula Program funds includes all bus modes including bus, bus rapid transit, and commuter bus which are operating in mixed traffic and not operating on a controlled access or exclusive right-of-way, plus demand response, jitney, publico, and vanpool. Fixed-guideway includes all rail modes including Alaska Railroad, cable car, commuter rail, hybrid rail, heavy rail, inclined plane, light rail, monorail/automated guideway, and streetcar, as well as some non-rail modes including aerial tramway, ferry boat, trolleybus, and bus, bus rapid transit, and commuter bus operating on a controlled access or exclusive right-of-way.

The formulas used for distribution of Urbanized Area Formula funds are described in three ways. The formulas are first listed and described in the following paragraphs. Similar information is presented in a Tabular format in Table 15(a) and then briefly shown as a flow-chart in Table 15(b). In Table 15(a) and Table 15(b) the tiers are in the order in which their funding level would be calculated and numerical order for those tiers calculated at the same time. The list of formulas and Table 15(a) also include funds from 49 USC 5340 which are apportioned with funds from 49 USC 5336 as a unified apportionment and are subject to the requirements of 49 USC 5307. Table 15(b) does not include funds from 49 USC 5340. Tables 15(a) and 15(b) also include 49 USC 5329(e) which is funded by a takedown from 49 USC 5336 funds. The names of these formulas describe the source of data from which they are calculated. The use of funds calculated from a formula is not limited to the named modes or purposes, they can be used for any eligible purpose. Funds from the bus formula, for example, can be used for fixed-guideway projects, funds from the low-income formula can be used for bus projects, etc.

- 49 USC 5338(a)(2)(C) authorizes the funding for 49 USC 5307 Urbanized Area Formula Grants.
- 49 USC 5327: Project Management Oversight. This section allows the FTA to fund oversight activities for major capital projects. A takedown of not more than 0.75 percent of 49 USC 5307 funds is authorized at 49 USC 5338(i)(1)(B). No Project Management Oversight takedown is authorized for 49 USC 5340 funds distributed with UZA formula funds. The point at which these funds are taken down and their treatment for later calculations is not specific in legislation. In practice, in the FY 2013 final apportionments are taken down before any other calculations are made. This does not, however, affect the amounts for other takedowns which are

percents of the original 49 USC 5338(a)(2)(C) amount or specified calculations from that amount. The effect is thus to take the amount proportionally from all parts of the apportionment under 49 USC 5336(a), (b), and (c).

- 49 USC 5307(h): Passenger Ferry Grants. This allocation is newly created in MAP-21 and is funded from a \$30 million takedown before any apportionments are made. Passenger Ferry Grants are approximately 0.68 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The grants are only for passenger ferry projects and are distributed on a competitive basis from applications made by recipient agencies. Unlike all other Urbanized Area Formula distribution mechanisms, the funds are not apportioned.
- 49 USC 5329(e): Project Management Oversight funds are used by the FTA oversee construction and provide technical assistance for programs. The FTA can use a maximum of 0.75 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula for this purpose. Funding for 49 USC 5340 Growing States and High Density States is not affected by this provision. In practice, the FTA treats the entire allowed amount as a takedown at the beginning of the apportionment process.
- 49 USC 5329(e): State Safety Oversight Program funding is for rail fixed-guideway transit systems not regulated by the Federal Railroad Administration. This program, described in a later section of this report, distributes 0.50 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding.
- 49 USC 5336(a)(1): Bus Basic Funding for urbanized areas less than 200,000 population. This formula apportions approximately 8.79 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The formula is 50 percent urbanized area population and 50 percent urbanized area population density weighted by population.
- 49 USC 5336(b)(2)(A): Fixed-Guideway Basic Funding for urbanized areas of 200,000 or more population. This formula apportions approximately 27.22 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The formula is 60 percent fixed-guideway vehicle revenue miles and 40 percent fixed-guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75 percent of the apportionment from this formula. The 0.75 percent provision is in an undesignated sentence following 49 USC (b)(2)(B)(ii).
- 49 USC 5336(b)(2)(B): Fixed-Guideway Incentive Funding for urbanized areas of 200,000 or more population. This formula apportions approximately 1.25 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The formula is the number of fixed-guideway passenger miles traveled multiplied by the number of fixed-guideway passenger miles traveled per dollar of operating cost. Urbanized areas of 750,000 or more population that have commuter rail operations receive a minimum of 0.75 percent of the apportionment from this formula.
- 49 USC 5336(c)(1)(A): Bus Basic Funding for urbanized areas of 1,000,000 or more population. This formula apportions approximately 38.02 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The formula is 50 percent bus vehicle revenue miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.
- 49 USC 5336(c)(1)(B): Bus Basic Funding for urbanized areas from 200,000 to 999,999 population. This formula apportions approximately 13.78 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The formula is 50 percent bus vehicle revenue miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.
- 49 USC 5336(c)(2): Bus Incentive Funding for urbanized areas of 200,000 or more population. This formula apportions approximately 5.25 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

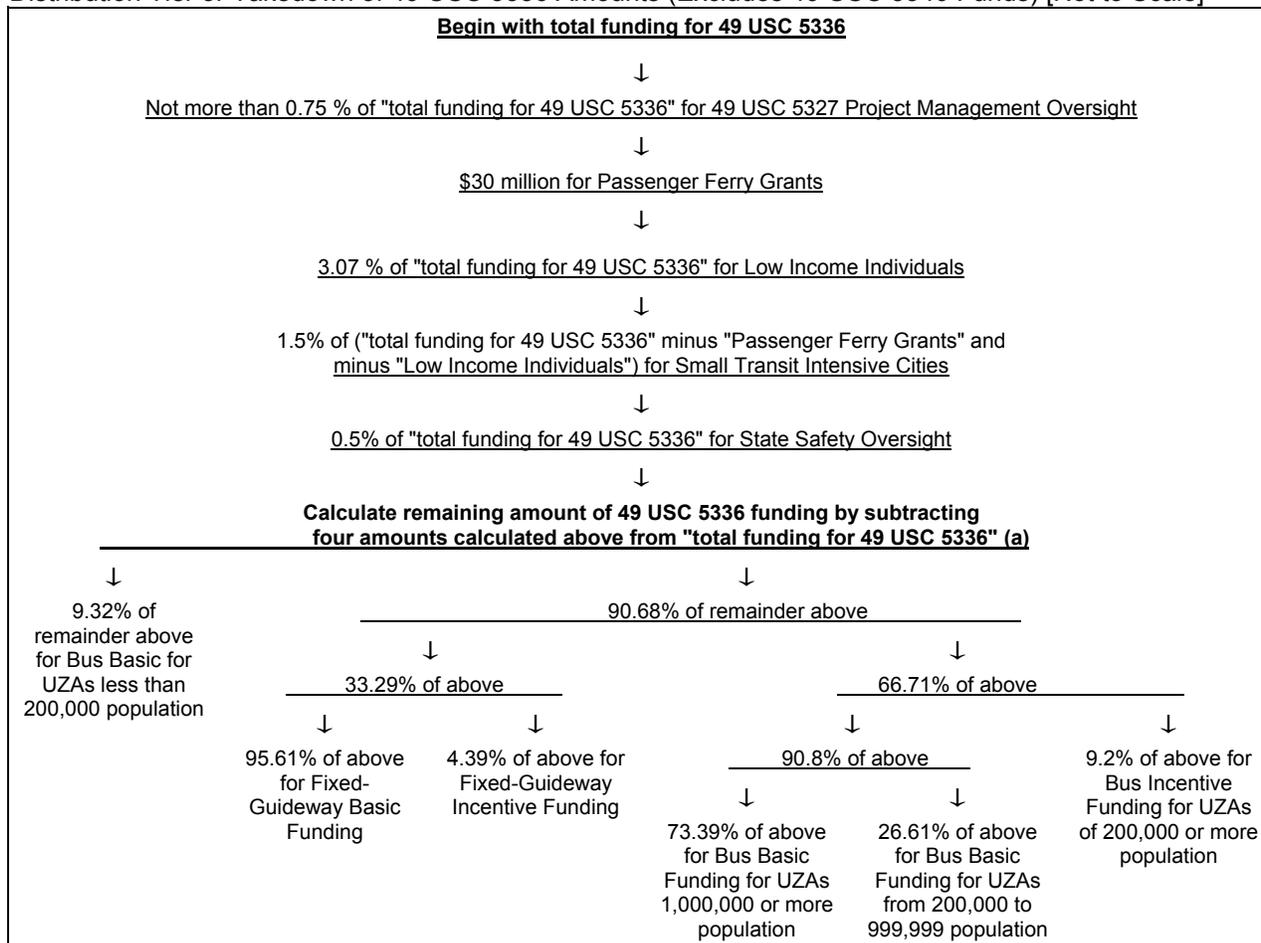
- 49 USC 5336(i): Small Transit Intensive Cities Formula funding for urbanized areas less than 200,000 population. This formula apportions approximately 1.44 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. Eligible urbanized areas are those with populations less than 200,000 which exceed the average value of "performance categories" for all urbanized areas with populations from 200,000 to 999,999. The six performance categories compared are (i) passenger miles traveled per vehicle revenue mile, (ii) passenger miles traveled per vehicle revenue hour, (iii) vehicle revenue miles per capita, (iv) vehicle revenue hours per capita, (v) passenger miles traveled per capita, and (vi) passengers per capita. The apportionment for a qualifying area is equal the number of performance categories for which that area qualifies divided by the total number of performance categories for which all urbanized areas in the size group qualify.
- 49 USC 5336(j): Low Income Individuals. This apportionment was added by MAP-21. It is both formally named and titled simply "apportionment formula" in the law. It apportions 3.07 percent of 49 USC 5338(a)(2)(C) Urbanized Area Formula authorized funding. Of that amount, 75 percent goes to urbanized areas with a population of 200,000 or more and 25 percent to urbanized areas with populations less than 200,000. In both cases the distribution formula is the number of eligible low-income individuals in the UZA as a portion of the number of low-income individuals in all UZAs. A low-income individual, as defined at 49 USC 5302(11) [note: Section 5302 does not have subsection identifying letters], is an individual whose family income is at or below 150 percent of the poverty line, as that term is defined in section 673(2) of the Community Services Block Grant Act (42 USC 9902(2)), including any revision required by that section, for a family of the size involved.
- 49 USC 5340(c): Funds from the Growing States Program. These funds are also distributed as a part of the Urbanized Area Formula apportionment. Distribution of this program is described in a following section. Growing States funds are estimated to be approximately 68.5 percent for urbanized areas and 31.5 percent for "rural" areas, based on amounts funded in the FY 2011 apportionment of appropriations.
- 49 USC 5340(e): Funds from the High Density States Program. These funds are also distributed as a part of the Urbanized Area Formula apportionment. Distribution of this program is described in a following section. High Density States funds are only for urbanized areas.

Table 15(a): Description of Calculation of Amount of Funds Available for Each Urbanized Area Formula Distribution Tier or Takedown, Including 49 USC 5336 and 49 USC 5340 Amounts

Tier or Takedown	(Cell Number) Calculation of Amount of Funding [Citations for Each Calculation]
49 USC 5307: Urbanized Area Formula	(1) Basic amount from 49 USC 5338(a)(2)(C)
49 USC 5327: Project Management Oversight	(2) Not more than 0.75% of amount in 49 USC 5338(a)(2)(C) [49 USC 5338(i)(B)]
49 USC 5307(h): Passenger Ferry Grants	(3) \$30,000,000 [49 USC 5336(h)(1)]
49 USC 5336(j): Low Income Individuals	(4) 3.07% of 49 USC 5338(a)(2)(C) [49 USC 5336(h)(2)]
49 USC 5336(i): Small Transit Intensive Cities Formula, urbanized areas less than 200,000 population	(5) 1.5% of the amount in 49 USC 5338(a)(2)(c) minus the amounts in cells (3) and (4) above [49 USC 5338(h)(3)]
49 USC 5329(e): State Safety Oversight Program	(6) 0.5% of 49 USC 5338(a)(2)(C) [49 USC 5336(h)(4)]
49 USC 5336(a)(1): Bus Basic Funding, urbanized areas less than 200,000 population	(7) The amount in cell (1) from 5338(a)(2)(C) minus the amounts in cells (2), (3), (4), (5) and (6) above [5338(h)(5)] multiplied by 9.32% [49 USC 5336(a)(1)]
49 USC 5336(b)(2)(A): Fixed-Guideway Basic Funding, urbanized areas 200,000 or more population	(8) The amount in cell (1) from 5338(a)(2)(C) minus the amounts in cells (2), (3), (4), (5) and (6) above [5338(h)(5)] multiplied by 90.68% [49 USC 5336(a)(2)] multiplied by 33.29% [49 USC 5336(b)(2)] multiplied by 95.61% [49 USC 5336(b)(2)(A)]
49 USC 5336(b)(2)(B): Fixed-Guideway Incentive Funding, urbanized areas 200,000 or more population	(9) The amount in cell (1) from 5338(a)(2)(C) minus the amounts in cells (2), (3), (4), (5) and (6) above [5338(h)(5)] multiplied by 90.68% [49 USC 5336(a)(2)] multiplied by 33.29% [49 USC 5336(b)(2)] multiplied by 4.39% [49 USC 5336(b)(2)(B)]

Tier or Takedown	(Cell Number) Calculation of Amount of Funding [Citations for Each Calculation]
49 USC 5336(c)(1)(A): Bus Basic Funding, urbanized areas 1,000,000 or more population	(10) The amount in cell (1) from 5338(a)(2)(C) minus the amounts in cells (2), (3), (4), (5) and (6) above [5338(h)(5)] multiplied by 90.68% [49 USC 5336(a)(2)] multiplied by 66.71% [49 USC 5336(c)] multiplied by 90.8% [49 USC 5336(c)(1)] multiplied by 73.39% [49 USC 5336(c)(1)(A)]
49 USC 5336(c)(1)(B): Bus Basic Funding, urbanized areas 200,000 to 999,999 population	(11) The amount in cell (1) from 5338(a)(2)(C) minus the amounts in cells (2), (3), (4), (5) and (6) above [5338(h)(5)] multiplied by 90.68% [49 USC 5336(a)(2)] multiplied by 66.71% [49 USC 5336(c)] multiplied by 90.8% [49 USC 5336(c)(1)] multiplied by 26.61% [49 USC 5336(c)(1)(B)]
49 USC 5336(c)(2): Bus Incentive Funding, urbanized areas 200,000 or more population	(12) The amount in cell (1) from 5338(a)(2)(C) minus the amounts in cells (2), (3), (4), (5) and (6) above [5338(h)(5)] multiplied by 90.68% [49 USC 5336(a)(2)] multiplied by 66.71% [49 USC 5336(c)] multiplied by 9.2% [49 USC 5336(c)(2)]
49 USC 5340: Growing States Program, all urbanized areas	(11) Calculated Urbanized Area share of 50.0% of the amount in 49 USC 5338(a)(2)(K) [49 USC 5340(b)]
49 USC 5340: High Density States Program, all urbanized areas in eligible states	(12) 50.0% of the amount in 49 USC 5338(a)(2)(K) [49 USC 5340(b)]

Table 15(b): Representation of Calculation of Amount of Funds Available for Each Urbanized Area Formula Distribution Tier or Takedown of 49 USC 5336 Amounts (Excludes 49 USC 5340 Funds) [Not to Scale]



Formula Tiers Affecting Urbanized Areas in Different Population Size Groups: How funds are apportioned to specific urbanized areas depends upon the population of each UZA. Funds are apportioned in three population categories: 1,000,000 or more (termed large areas), 200,000 to 999,999 (termed medium size areas), and 50,000 to 199,999 (termed small areas). Table 16 lists which formulas in 49 USC 5336 and 49 USC 5340 are used to apportion funds to UZAs in each population category. Apportionments for large and medium size areas are calculated using seven formulas and apportionments for small urbanized areas are calculated using five formulas.

Table 16: Tiers and Factors Used to Calculate Apportionments of Funds within Urbanized Area Population Groups

Population Category	Tiers From which Population Category is Funded (a)	Factors Used in Calculation
1,000,000 or More	49 USC 5336(b)(2)(A): Fixed-Guideway Basic Funding, urbanized areas 200,000 or more population	Fixed-guideway vehicle revenue miles, fixed-guideway route miles
	49 USC 5336(b)(2)(B): Fixed-Guideway Incentive Funding, urbanized areas 200,000 or more population	Fixed-guideway passenger miles, fixed-guideway operating expense
	49 USC 5336(c)(1)(A): Bus Basic Funding, urbanized areas 1,000,000 or more population	Population, population density, bus vehicle revenue miles
	49 USC 5336(c)(2): Bus Incentive Funding, urbanized areas 200,000 or more population	Bus passenger miles, bus operating expense
	49 USC 5336(j): Low Income Individuals.	Population of low-income individuals.
	49 USC 5340: Growing States Program, all urbanized areas	Projected future population
	49 USC 5340: High Density States Program, all urbanized areas in eligible states	Population, land area, density constant
200,000 to 999,999	49 USC 5336(b)(2)(A): Fixed-Guideway Basic Funding, urbanized areas 200,000 or more population	Fixed-guideway vehicle revenue miles, fixed-guideway route miles
	49 USC 5336(b)(2)(B): Fixed-Guideway Incentive Funding, urbanized areas 200,000 or more population	Fixed-guideway passenger miles, fixed-guideway operating expense
	49 USC 5336(c)(1)(B): Bus Basic Funding, urbanized areas 200,000 to 999,999 population	Population, population density, bus vehicle revenue miles
	49 USC 5336(c)(2): Bus Incentive Funding, urbanized areas 200,000 or more population	Bus passenger miles, bus operating expense
	49 USC 5336(j): Low Income Individuals.	Population of low-income individuals.
	49 USC 5340: Growing States Program, all urbanized areas	Projected future population
	49 USC 5340: High Density States Program, all urbanized areas in eligible states	Population, land area, density constant
50,000 to 199,999	49 USC 5336(a)(1): Bus Basic Funding, urbanized areas less than 200,000 population	Population, population density
	49 USC 5336(i): Small Transit Intensive Cities Formula funding, urbanized areas less than 200,000 population	Bus passenger miles, bus vehicle revenue miles, bus vehicle revenue hours, population, unlinked passenger trips
	49 USC 5336(j): Low Income Individuals.	Population of low-income individuals.
	49 USC 5340: Growing States Program, all urbanized areas	Projected future population
	49 USC 5340: High Density States Program, all urbanized areas in eligible states	Population, land area, density constant

Table 17: Estimated Amounts Available from Each Tier of the Urbanized Area Formula Program including Amounts from Growing States and High Density States Programs – All Section References Are From USC Title 49 (Thousands of Dollars)

Formula	FY 2013			FY 2014		
	Amount (000s)	Percent of § 5336	Percent of Apportioned Amount	Amount (000s)	Percent of § 5336	Percent of Apportioned Amount
Authorization						
Total § 5336 Amount	4,397,950	100.00%		4,458,650	100.00%	
§ 5327 Project Management Oversight	32,985	0.75%		33,440	0.75%	
§ 5307(h) Passenger Ferry Grants (Discretionary)	30,000	0.68%		30,000	0.67%	
§ 5329(e) State Safety Oversight Program (Eligible States)	21,990	0.50%		22,293	0.50%	
§ 5336 for UZA Formula Distribution	4,312,976	98.07%	90.80%	4,372,917	98.08%	90.80%
§ 5336(a) Bus Basic Less Than 200,000 Population	383,468	8.72%	8.07%	388,799	8.72%	8.07%
§ 5336(b)(2)(A) Fixed-Guideway Basic	1,187,523	27.00%	25.00%	1,204,031	27.00%	25.00%
§ 5336(b)(2)(B) Fixed Guideway Incentive	54,526	1.24%	1.15%	55,284	1.24%	1.15%
§ 5336(c)(1)(A) Bus Basic 1,000,000 and More Population	1,658,588	37.71%	34.92%	1,681,644	37.72%	34.92%
§ 5336(c)(1)(B) Bus Basic 200,000 to 999,999 Population	601,377	13.67%	12.66%	609,736	13.68%	12.66%
§ 5336(c)(2) Bus Incentive	228,983	5.21%	4.82%	232,166	5.21%	4.82%
§ 5336(i) Small Transit Intensive Cities	63,494	1.44%	1.34%	64,377	1.44%	1.34%
§ 5336(j) Low Income Individuals	135,017	3.07%	2.84%	136,881	3.07%	2.84%
§ 5340 Funds Distributed with UZA Formula Funds	436,745		9.20%	442,808		9.20%
§ 5340(c) Growing States – Approximate (a)	177,395		3.73%	179,858		3.73%
§ 5340(d) High Density States	259,350		5.46%	262,950		5.46%
Total Funds Apportioned by UZA Formula	4,749,721		100.00%	4,815,725		100.00%
Appropriation						
Total § 5336 Amount	4,389,154	100.00%		4,458,650	100.00%	
§ 5327 Project Management Oversight	32,919	0.75%		33,440	0.75%	
§ 5307(h) Passenger Ferry Grants (Discretionary)	29,940	0.68%		30,000	0.67%	
§ 5329(e) State Safety Oversight Program (Eligible States)	21,946	0.50%		22,293	0.50%	
§ 5336 for UZA Formula Distribution	4,304,350	98.07%	90.66%	4,372,917	98.08%	90.65%
§ 5336(a) Bus Basic Less Than 200,000 Population	383,468	8.74%	8.08%	388,799	8.72%	8.06%
§ 5336(b)(2)(A) Fixed-Guideway Basic	1,187,523	27.06%	25.01%	1,204,031	27.00%	24.96%
§ 5336(b)(2)(B) Fixed Guideway Incentive	54,526	1.24%	1.15%	55,284	1.24%	1.15%
§ 5336(c)(1)(A) Bus Basic 1,000,000 and More Population	1,658,588	37.79%	34.94%	1,681,644	37.72%	34.86%
§ 5336(c)(1)(B) Bus Basic 200,000 to 999,999 Population	601,377	13.70%	12.67%	609,736	13.68%	12.64%
§ 5336(c)(2) Bus Incentive	228,983	5.22%	4.82%	232,166	5.21%	4.81%
§ 5336(i) Small Transit Intensive Cities	63,367	1.44%	1.33%	64,377	1.44%	1.33%
§ 5336(j) Low Income Individuals	134,747	3.07%	2.84%	136,881	3.07%	2.84%
§ 5340 Funds Distributed with UZA Formula Funds	443,199		9.34%	450,840		9.35%
§ 5340(c) Growing States (a)	184,368		3.88%	187,890		3.90%
§ 5340(d) High Density States	258,831		5.45%	262,950		5.45%
Total Funds Apportioned by UZA Formula	4,747,549		100.00%	4,823,757		100.00%

(a) For authorization calculations the proportion of 49 USC 5340(c) for UZAs is estimated, based on historic data, as 68.4 percent and 31.6 percent for rural areas based on historic data. The actual percentage in FY 2013 apportionments was 71.2 percent for UZAs and 28.8 percent for rural areas. The percentages vary from year-to-year.

Estimated authorized amounts for each tier in 49 USC 5307(h), 49 USC 5336, and 49 USC 5340 are shown on Table 17. These amounts are calculated using the formulas in the preceding section. Note that the "Percent of § 5336" also includes funds distributed by 49 USC 5307(h) which are authorized at 49 USC 5336, but does not include funds from 49 USC 5340. This allows the presentation of the distribution of funds based on the mode of the source data without including amounts based solely on population data. Percent of Apportioned Amount shows the percent of each Tier that is apportioned to urbanized areas, excluding funds allocated to ferry boat operators or to states for safety oversight.

Impact of Decennial Census on Urbanized Area Formula Funds Distribution: Four bus apportionment formulas include urbanized area population and population density data, four bus apportionment formulas include bus and roadway transit service data, and the two fixed-guideway apportionment formulas include fixed-guideway service data. As reported on Table 18, in FY 2013 39.40 percent of all Urbanized Area Formula funds from 49 USC 5336 will be apportioned using population and population density data, 31.31 percent using bus service data, 28.61 percent using fixed-guideway service data, and 0.68 percent as discretionary grants. 49 USC 5340 formulas also use population data, but are not included in this calculation.

Table 18: Portion of Urbanized Area Funds Distributed by Census, Bus, and Fixed-Guideway Data at Authorized Funding Levels (Excludes 49 USC 5340 Funds)

Year	UZA Formula Law and Program	Number of Tiers in UZA Formula (a)	Percent of Distribution from Census Population Data	Percent of Distribution from Bus Operating Data	Percent of Distribution from Fixed-Guideway Operating Data	Percent of Distribution from Discretionary Allocations
1975	NMTA 1974, UMTAct Section 5	1	100.00 %	---	---	---
1976	NMTA 1974, UMTAct Section 5	1	100.00 %	---	---	---
1977	NMTA 1974, UMTAct Section 5	1	100.00 %	---	---	---
1978	NMTA 1974, UMTAct Section 5	1	100.00 %	---	---	---
1979	STAA 1978, UMTAct Section 5	4	92.41 %	---	7.59 %	---
1980	STAA 1978, UMTAct Section 5	4	91.77 %	---	8.23 %	---
1981	STAA 1978, UMTAct Section 5	4	91.29 %	---	8.71 %	---
1982	STAA 1978, UMTAct Section 5	4	90.93 %	---	9.07 %	---
1983	STAA 1982, UMTAct Section 5/9A	8	39.29 %	30.33 %	30.38 %	---
1984	STAA 1982, UMTAct Section 9	6	36.78 %	33.03 %	30.19 %	---
1985	STAA 1982, UMTAct Section 9	6	36.78 %	33.03 %	30.19 %	---
1986	STAA 1982, UMTAct Section 9	6	36.78 %	33.03 %	30.19 %	---
1987	STAA 1982, UMTAct Section 9	6	36.78 %	33.03 %	30.19 %	---
1988	STURAA 1987, UMTAct Section 9/9B	6	36.78 %	33.03 %	30.19 %	---
1989	STURAA 1987, UMTAct Section 9/9B	6	36.78 %	33.03 %	30.19 %	---
1990	STURAA 1987, UMTAct Section 9/9B	6	36.78 %	33.03 %	30.19 %	---
1991	STURAA 1987, UMTAct Section 9/9B	6	36.78 %	33.03 %	30.19 %	---
1992	ISTEA, Section 9	6	36.78 %	33.03 %	30.19 %	---
1993	ISTEA, Section 9	6	36.78 %	33.03 %	30.19 %	---
1994	ISTEA, Section 9	6	36.78 %	33.03 %	30.19 %	---
1995	ISTEA, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
1996	ISTEA, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
1997	ISTEA, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
1998	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
1999	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
2000	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
2001	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---

Year	UZA Formula Law and Program	Number of Tiers in UZA Formula (a)	Percent of Distribution from Census Population Data	Percent of Distribution from Bus Operating Data	Percent of Distribution from Fixed-Guideway Operating Data	Percent of Distribution from Discretionary Allocations
2002	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
2003	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
2004	TEA 21, 49 USC 5336	6	36.78 %	33.03 %	30.19 %	---
2005	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2006	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2007	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2008	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2009	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2010	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2011	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2012	SAFETEA-LU, 49 USC 5336	7	36.42 %	33.70 %	29.88%	---
2013	MAP-21, 49 USC 5336 (note b)	8	39.40 %	31.30 %	28.61 %	0.69 %
2014	MAP-21, 49 USC 5336 (note b)	8	39.40 %	31.31 %	28.61 %	0.68 %

(b) Excludes 49 USC 5340 and 49 USC 5329(e).

(b) Excludes amounts authorized in 49 USC 5336 for apportionment by 49 USC 5329(e) funding.

From 1975 through 1978 the entire UZA Formula program was apportioned based on Census factors. From 1979 through 1982 around 8 percent was distributed based on fixed-guideway factors and the remainder from Census data. The treatment of UZA apportionments in three population categories started with the Surface Transportation Assistance Act of 1982, P.L. 97-424, and was first used for apportionments in 1983. Along with the three population groupings, the formulas were changed to include bus and fixed-guideway service data. Since 1983, Census data have been used to apportion between 36 percent and 40 percent of UZA Formula funds.

Urbanized areas are defined in each Decennial Census. The boundaries of existing areas are redrawn, new areas are created, existing areas may be split to create more than one area or may be combined into larger areas, and new areas are created. When this happens, the portion of funds distributed to existing areas can increase dramatically if that area's population grew significantly, but is more likely to decline because there are more areas and more transit agencies sharing the funding. Table 19 compares census data for urbanized areas.

From 1970 to 2010, the number of urbanized areas grew from 279 to 497 and the population of all urbanized areas grew from 122 million to 223 million. The amount of growth in the population categories varied from census to census. In the long-term the percentage of population in large areas grew slightly and the portion of population in medium size and small UZAs declined slightly.

The change in transit use in the population groups is shown on Table 20. The data are taken from the National Transit Database and sum the reported data. The data are for 1984, 1994, and 2004. UZA data are not published by the Census Bureau until about 2 years after the Census. The NTD must then determine which transit agencies are newly eligible for funds and instruct them to report data. These data years included the new UZAs following each Census. The NTD did not exist in 1974 and data for 2014 have not yet occurred. These columns are retained on Table 20 for easier comparison with Table 19.

Table 19: Census Data Used in Urbanized Area Formula Apportionments Summed by Population Category, 1970-2010

Urbanized Area Population Group	Decennial Census Year				
	1970	1980	1990	2000	2010
Number of Urbanized Areas					
1,000,000 or more	25	30	34	38	42
200,000 to 999,999	81	86	91	114	137
50,000 to 199,999	173	257	281	312	318
Total All Urbanized Areas	279	373	406	464	497
Population of Urbanized Areas in Each Group, Number of Persons					
1,000,000 or more	70,824,882	81,169,548	95,237,380	119,097,094	135,639,208
200,000 to 999,999	33,169,419	35,541,013	38,210,263	47,119,551	56,845,584
50,000 to 199,999	17,816,010	24,179,435	26,989,845	29,716,086	30,817,308
Total All Urbanized Areas	121,810,311	140,889,996	160,437,488	195,932,731	223,302,100
Percent of Total Population in Each Group					
1,000,000 or more	58.14%	57.61%	59.36%	60.78%	60.74%
200,000 to 999,999	27.23%	25.23%	23.82%	24.05%	25.46%
50,000 to 199,999	14.63%	17.16%	16.82%	15.17%	13.80%
Total All Urbanized Areas	100.00%	100.00%	100.00%	100.00%	100.00%
Percent Change in Population from Previous Census					
1,000,000 or more	---	14.61%	17.33%	25.05%	13.89%
200,000 to 999,999	---	7.15%	7.51%	23.32%	20.64%
50,000 to 199,999	---	35.72%	11.62%	10.10%	3.71%
Total All Urbanized Areas	---	15.66%	13.87%	22.12%	13.97%
Land Area (Square Miles)					
1,000,000 or more	16,240.8	22,958.6	27,747.7	34,648.5	42,005.9
200,000 to 999,999	12,424.2	16,375.8	18,275.2	22,604.1	28,785.5
50,000 to 199,999	7,767.7	13,032.4	15,484.0	16,516.7	17,599.8
Total All Urbanized Areas	36,432.7	52,336.8	61,506.9	73,769.3	88,391.2
Percent Change in Land Area from Previous Census					
1,000,000 or more	---	41.36%	20.86%	24.87%	21.23%
200,000 to 999,999	---	31.81%	11.60%	23.69%	27.35%
50,000 to 199,999	---	67.78%	18.81%	6.67%	6.56%
Total All Urbanized Areas	---	43.65%	17.52%	19.94%	19.82%
Density (Population per Square Mile)					
1,000,000 or more	4,360.9	3,535.5	3,432.3	3,437.3	3,229.0
200,000 to 999,999	2,669.7	2,170.3	2,090.8	2,084.6	1,974.8
50,000 to 199,999	2,293.6	1,855.3	1,743.1	1,799.2	1,751.0
Total All Urbanized Areas	3,343.4	2,692.0	2,608.4	2,656.0	2,526.3
Percent Change in Density from Previous Census					
1,000,000 or more	---	-18.93%	-2.92%	0.15%	-6.06%
200,000 to 999,999	---	-18.71%	-3.66%	-0.30%	-5.27%
50,000 to 199,999	---	-19.11%	-6.05%	3.22%	-2.68%
Total All Urbanized Areas	---	-19.48%	-3.10%	1.82%	-4.88%

Table 20: Transit Operating Data Used in Urbanized Area Formula Apportionments Summed by Population Category, 1970-2010

Urbanized Area Population Group	Decennial Census Year				
	1970	1980	1990	2000	2010
Number of Unlinked Transit Passenger Trips in Each Group (Thousands)					
Year of NTD Data	---	1984	1994	2004	---
1,000,000 or more	---	7,729,572	6,778,717	8,084,822	---
200,000 to 999,999	---	749,318	685,710	642,682	---
50,000 to 199,999	---	237,842	237,071	209,568	---
Total All Urbanized Areas	---	8,716,732	7,701,497	8,937,072	---
Percent of Unlinked Transit Passenger Trips in Each Group					
Year of NTD Data	---	1984	1994	2004	---
1,000,000 or more	---	88.68%	88.02%	90.46%	---
200,000 to 999,999	---	8.60%	8.90%	7.19%	---
50,000 to 199,999	---	2.73%	3.08%	2.34%	---
Total All Urbanized Areas	---	100.00%	100.00%	100.00%	---
Number of Transit Passenger Miles in Each Group (Thousands)					
Year of NTD Data	---	1984	1994	2004	---
1,000,000 or more	---	32,503,902	34,149,753	42,976,896	---
200,000 to 999,999	---	2,626,244	2,779,008	2,760,182	---
50,000 to 199,999	---	836,078	952,295	808,705	---
Total All Urbanized Areas	---	35,966,224	37,881,056	46,545,783	---
Percent of Passenger Miles in Each Group					
Year of NTD Data	---	1984	1994	2004	---
1,000,000 or more	---	90.37%	90.15%	92.33%	---
200,000 to 999,999	---	7.30%	7.34%	5.93%	---
50,000 to 199,999	---	2.32%	2.51%	1.74%	---
Total All Urbanized Areas	---	100.00%	100.00%	100.00%	---

49 USC 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program, funding authorized at 49 USC 5338(a)(2)(D): Under MAP-21 this program absorbs the New Freedom Program formerly at 49 USC 5317 which was repealed by MAP-21. Program funding levels are shown on Table 21.

Table 21: Enhanced Mobility of Seniors and Individuals with Disabilities Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	254,800	(a) 254,290	2014	258,300	258,300

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

At least 55 percent of of funds apportioned to each recipient or state must be used for capital projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The acquisition of public transportation services is considered a capital expense. Up to 10 percent of the apportionment may be used to administer, plan, and provide technical assistance for a project. Up to 45 percent may be used projects that exceed the requirements of the Americans with Disabilities Act of 1990; public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; and alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Funding is apportioned using a formula based on the population of disabled people in a state, with 60 percent of the funds apportioned to urbanized areas with populations larger than 200,000, 20 percent to states for use in

urbanized areas of fewer than 200,000 persons, and 20 percent to states for use in rural areas. The funds may be distributed within each state to private, non-profit corporations or associations providing mass transportation services for the elderly and disabled, or public bodies coordinating such service or providing service where no non-profit service is available. The federal share for capital projects including acquisition of public transportation services is 80 percent and for operating grants is 50 percent. The local share may be taken from non-DOT federal transportation funds of the Federal Lands Highways Program at 23 USC 204.

49 USC 5311, Formula Grants for Rural Areas Program, funding authorized at 49 USC 5338(a)(2)(E): These funds are apportioned to states for use in rural areas, that is, areas outside of urbanized areas. Rural Formula Program funding levels are shown on Table 22.

Table 22: Rural Area Formula Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	599,500	(a) 598,301	2014	607,800	607,800

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

The state governor may use these funds for transit projects in rural areas, that is, any area outside of an urbanized area. The funds may be used for capital purposes or operating purposes. Capital grants have a federal matching share of 80 percent and operating grants a federal matching share of 50 percent.

Additional funds from 49 USC 5340 Growing States Formula program are distributed through the Rural program. These funds are treated as if they were a part of the Rural program and are apportioned with the Rural program funds as a single apportionment. Distribution of this program is described in a following section. The total amount available for apportionment for Rural Formula Program use is shown on Table 23. There are three takedowns of Rural Formula funds before the amount that is apportioned can be determined. The programs funded by those takedowns are described individually in the following sections of this paper.

Political units other than states such as Puerto Rico and U.S. Territories also receive funds, except for the District of Columbia, which is entirely within an urbanized area. Distribution of funds within each state or other government unit is at the discretion of the governor.

Table 23: Estimated Amounts Available for the Rural Formula Program including Amounts from the Growing States Program (Thousands of Dollars)

Formula	FY 2013		FY 2014	
	Authorization	Appropriation	Authorization	Appropriation
Total § 5311 Total Amount	599,500	598,301	607,800	607,800
§ 5327 Project Management Oversight	2,998	2,992	3,039	3,039
§ 5311(b)(3) Rural Transportation Assistance Program	11,990	11,966	12,156	12,156
§ 5311(c)(1) Public Transportation on Indian Reservations	30,000	29,940	30,000	30,000
§ 5311(c)(2) Appalachian Development Public Transportation Assistance	20,000	19,960	20,000	20,000
§ 5311(c)(3) Rural funds for Formula Distribution	534,513	533,443	542,605	542,605
§ 5340 Funds Distributed with Rural Formula Funds (a)	81,955	74,463	83,092	75,060
§ 5340(c) Growing States Distribution – Approximate (a)	81,955	74,463	83,092	75,060
Total Funds Distributed by Rural Formula	616,468	607,906	625,697	617,665

(a) For authorization calculations the proportion of 49 USC 5340(c) for UZAs is estimated, based on historic data, as 68.4 percent and 31.6 percent for rural areas based on historic data. The actual percentages in FY 2013 apportionments were 71.2 percent for UZAs and 28.8 percent for rural areas and in FY 2014 were 71.5 percent for UZAs and 28.5 percent for rural areas. The percentages vary from year-to-year.

Rural funds continue to be available for public transportation capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services. Beginning under MAP-21, in FY 2013, rural

formula funds may also be used for planning when they are in addition to 49 USC 5305 funds and for job access and reverse commute projects.

States are required to use at least 15 percent of their apportionment to develop and support intercity bus transportation. Eligible activities include planning and marketing for intercity bus transportation; capital grants for intercity bus facilities; joint-use facilities; operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects; and coordinating rural connections between small public transportation operations and intercity bus carriers.

The apportionment formula is changed by MAP-21 to include a factor for low-income individuals. Rural apportionments are calculated from six formulas after a takedown for Project Management Oversight:

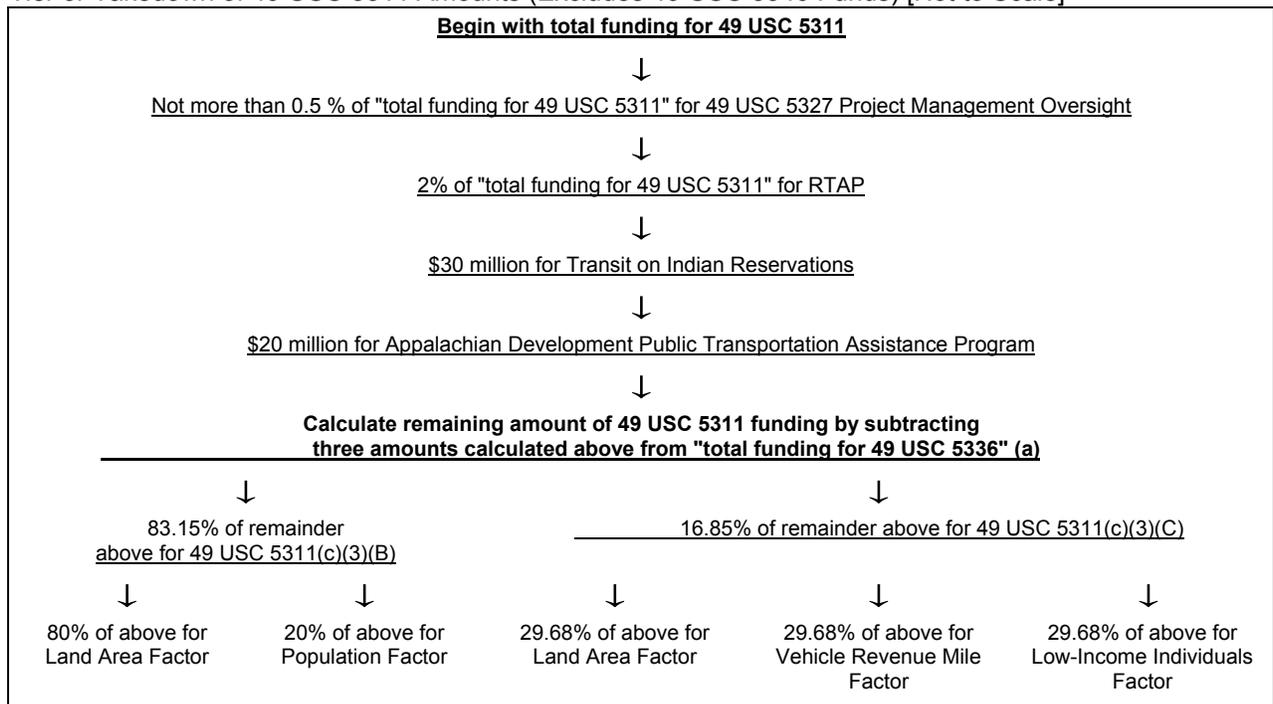
- 49 USC 5338(a)(2)(E) authorizes funding for 49 USC 5311 [Rural] Other Than Urbanized Area Formula funds.
- 49 USC 5327: Project Management Oversight. This section allows the FTA to fund oversight activities for major capital projects. A takedown of not more than 0.5 percent of 49 USC 5311 funds is authorized at 49 USC 5338(i)(1)(F). No Project Management Oversight takedown is authorized for 49 USC 5340 funds distributed with Rural formula funds. The point at which these funds are taken down and their treatment for later calculations is not specific in legislation. In practice, in the FY 2013 final apportionments are taken down before any other calculations are made. This does not, however, affect the amounts for other takedowns which are specified amounts or a specified percentage from the original 49 USC 5338(a)(2)(E) amount.
- 49 USC 5311(c)(3)(B)(ii) apportionment by land area. After takedowns, 20 percent of 83.15 percent of funds available for apportionment are distributed by the ratio of rural area land area in a state to rural land area in all states. No state can receive more than 5 percent of this distribution.
- 49 USC 5311(c)(3)(B)(iii) apportionment by population. After takedowns, 80 percent of 83.15 percent of funds available for apportionment are distributed by the ratio of rural population in a state to population in all states.
- 49 USC 5311(c)(3)(C)(ii) apportionment by land area. After takedowns, 29.68 percent of 16.85 percent of funds available for apportionment are distributed by the ratio of rural area land area in a state to rural land area in all states.
- 49 USC 5311(c)(3)(C)(iii) apportionment by vehicle revenue miles. After takedowns, 29.68 percent of 16.85 percent of funds available for apportionment are distributed by the ratio of vehicle revenue miles in rural areas in a state to rural vehicle revenue miles in all states.
- 49 USC 5311(c)(3)(C)(iii) apportionment by low-income individuals. After takedowns, 40.64 percent of 16.85 percent of funds available for apportionment are distributed by the ratio of the number of low-income individuals in rural areas in a state to the number of rural low-income individuals in all states.
- 49 USC 5340(c): Funds from the Growing States Program. These funds are also distributed as a part of the Urbanized Area Formula apportionment. Distribution of this program is described in a following section. Growing States funds are estimated to be approximately 68.5 percent for urbanized areas and 31.5 percent for "rural" areas, based on amounts funded in the FY 2011 apportionment of appropriations.

The calculation of how much funding is distributed by each tier of the Rural Formula Program is illustrated on Table 24(a) and the same information as a flow chart of Table 24(b).

Table 24(a): Description of Calculation of Amount of Funds Available for Each Rural Formula Distribution Tier or Takedown (Excludes 49 USC 5340 Funds)

Line Number and Name	Section of the Law	(Line Number) Action	Authorization Amount (Thousands of Dollars)	
			FY 2013	FY 2014
(1) Basic Authorization	49 USC 5338(a)(2)(E)	Authorization of Rural Area Formula Funds, \$599,500,000 in FY 2013 and \$607,800,000 in FY 2014	599,500	607,800
(2) Project Management Oversight	29 USC 5327	Not more than 0.5% of amount in 49 USC 5338(a)(2)(E) Takedown	2,998	3,039
(3) RTAP Program	49 USC 5311(b)(3)	2% of Line (1) Takedown	11,990	12,156
(4) Transit on Indian Reservations Program	49 USC 5311(c)(1)	\$30,000,000 Takedown	30,000	30,000
(5) Appalachian Dev. Public Transp. Assistance Program	49 USC 5311(c)(2)	\$20,000,000 Takedown	20,000	20,000
(6) Remaining § 5311 funds for apportionment	49 USC 5311	Subtract the sum of Lines (2), (3), and (4) from Line (1)	534,512	542,605
(7) Tier 1	49 USC 5311(c)(3)(B)(ii)	Amount in Line 6 times 83.15 percent times 20 percent	88,889	90,235
(8) Tier 2	49 USC 5311(c)(3)(B)(iii)	Amount in Line 6 times 83.15 percent times 80 percent	355,557	360,941
(9) Tier 3	49 USC 5311(c)(3)(C)(ii)	Amount in Line 6 times 16.85 percent times 29.68 percent	26,731	27,136
(10) Tier 4	49 USC 5311(c)(3)(C)(iii)	Amount in Line 6 times 16.85 percent times 29.68 percent	26,731	27,136
(11) Tier 5	49 USC 5311(c)(3)(C)(iii)	Amount in Line 6 times 16.85 percent times 40.64 percent	36,603	37,157

Table 24(b): Representation of Calculation of Amount of Funds Available for Each Rural Formula Distribution Tier or Takedown of 49 USC 5311 Amounts (Excludes 49 USC 5340 Funds) [Not to Scale]



49 USC 5311(b)(3), Rural Transportation Assistance Program (RTAP), funding authorized at 49 USC 5338(a)(2)(E) and 49 USC 5311(b)(3): This program is funded as a takedown from 49 USC 5311. Also referred to as the Rural Transit Assistance Program, it is funded with a maximum of 2 percent of 49 USC 5311 funds. The RTAP apportions funds to states for research, technical assistance, training, and related support services to meet the needs of transit operators in rural areas. Up to 15 percent of RTAP funds can be used for projects of national scope as selected by the Secretary of Transportation. RTAP funding levels are shown on Table 25.

Table 25: Rural Transportation Assistance Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	11,990	(a) 11,966	2014	12,156	12,156

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

49 USC 5311(c)(1), Public Transportation on Indian Reservations, funding authorized at 49 USC 5339(a)(2)(E): This program is funded as a takedown from 49 USC 5311. The funds go to Indian Tribes for any purpose eligible under 49 USC 5311. An Indian tribe may use these funds to finance public transportation services provided by a non-tribal provider of public transportation that connects residents of tribal lands with surrounding communities, improves access to employment or healthcare, or otherwise addresses the mobility needs of tribal members.

The funds will be apportioned to Indian tribes rather than states, with the FTA developing apportionment criteria. This program is funded at \$30.0 million in both FY 2013 and FY 2014. Of those amounts, \$5 million is distributed by the Secretary of Transportation on a competitive basis and the remaining \$25 million is distributed by a three tier formula. Under the formula, 50 percent is apportioned among all Indian Tribes providing transit service based on their share of all vehicle revenue miles; 25 percent in equal shares to all Indian Tribes providing at least 200,000 vehicle revenue miles of service annually, and 25 percent to Indian Tribes providing service to tribal lands with more than 1,000 low-income residents based on their share of the total number of low-income individuals on all tribal lands with more than 1,000 low-income individuals. Transit on Indian Reservations funding levels are shown on Table 26.

Table 26: Public Transportation on Indian Reservations Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	30,000	(a) 29,940	2014	30,000	30,000

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

49 USC 5311(c)(2), Appalachian Development Public Transportation Assistance Program, funding authorized at 49 USC 5339(a)(2)(E): Appalachian Development is a new program created by MAP-21. It is authorized at \$20 million annually as shown on Table 27. This program is funded as a takedown from 49 USC 5311.

The funds may be used for any purpose that is an eligible use for 49 USC 5311 funds. "Appalachian" refers to the "Appalachian Region" defined at 40 USC 14102 which lists specific counties by name in 13 states. Eligible recipients are states that participate in a program under Subtitle IV of 40 USC "Appalachian Regional Development" which includes § 14101 through § 14704. Funds are to be distributed based on guidelines in the Appalachian Regional Commission Code 9.5(b) which states that "Allocations will be based in general on each state's remaining estimated need to complete eligible sections of the Appalachian Development Highway System. . . .". Amounts that cannot be used for operating expenses may be used for highway projects if the conditions under 49 USC 5311(c)(2)(D) are met.

Table 27: Appalachian Development Public Transportation Assistance Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	20,000	(a) 19,960	2014	20,000	20,000

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

49 USC 5318, Bus Testing Facility, funding authorized at 49 USC 5338(a)(2)(F): The Bus Testing Facility program funds the maintenance of "one facility for testing a new Bus model for maintainability, reliability, safety, performance,' and other bus quality measures.

Table 28: Bus Testing Facility Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	3,000	(a) 2,994	2014	3,000	3,000

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

49 USC 5322(d), National Transit Institute, funding authorized at 49 USC 5338(a)(2)(G): The National Transit Institute (NTI), was moved from 49 USC 5322 by MAP-21. The NTI conducts educational and training programs for transit and other government employees at a 4-year college selected by the Secretary of Transportation. A wide variety of topics for training and educational activity is specified in the law. Dates and transit agencies are authorized to use up to one-half of one percent of their 49 USC 5307 and 49 USC 5309 funding to pay cost associated with attending the NTI. Funding for the NTI is shown on Table 29.

Table 29: National Transit Institute Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	5,000	(a) 4,990	2014	5,000	5,000

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

49 USC 5329(e) State Safety Oversight, funding authorized at 49 USC 5336(h)(4) and 49 USC 5338(a)(2)(C): State Safety Oversight is a new program created in MAP-21. State Safety Oversight funding is shown on Table 30. This program is funded as a takedown from 49 USC 5307 Urbanized Area Formula program.

Table 30: State Safety Oversight Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	21,990	(a) 21,946	2014	22,293	22,293

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

The program applies to states with rail fixed-guideway transit systems not regulated by the Federal Railroad Administration including systems not yet in operation but in engineering or development phases. States are required to establish safety oversight agencies and develop safety oversight plans. Multi-state rail systems will be under the oversight of a single agency approved by all of the states in which it operates. Grants will be made to states in order to establish, operate, administrate, and provide employee training for rail oversight programs. The federal share of a grant is 80 percent. The Secretary of Transportation shall create and apportionment formula that included vehicle revenue mile, fixed-guideway route mile, and fixed-guideway passenger mile factors.

49 USC 5335, National Transit Database, finding authorized at 49 USC 5338(a)(2)(H): These funds provide for FTA costs associated with maintenance of the National Transit Database (NTD). NTD funding levels are shown on Table 31.

Table 31: National Transit Database Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	3,850	(a) 3,842	2014	3,850	3,850

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

49 USC 5337, State of Good Repair Grants, funding authorized at 49 USC 5338(a)(2)(I): The State of Good Repair Program, newly created in MAP-21, replaces the Fixed-Guideway Modernization program formerly at 49 USC 5309(m)(2)(B). It provides funds to modernize and rehabilitate fixed-guideway transit systems. State of Good Repair funding levels are shown on Table 32.

Table 32: State of Good Repair Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
49 USC 5337(c) High Intensity Fixed Guideway State of Good Repair Formula Funds					
2013	(a) 2,075,415	(a) 2,071,265	2014	2,104,172	2,104,172
49 USC 5337(d) High Intensity Motorbus State of Good Repair Formula Funds					
2013	60,885	(a) 60,762	2014	61,728	61,728
Total State of Good Repair Funds					
2013	2,136,300	(a) 2,116,493	2014	2,165,900	2,165,900

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

State of Good Repair includes separate apportionment formula for High Intensity Fixed-Guideway systems at 49 USC 5337(c) and for High Intensity Motorbus systems at 49 USC 5337(d). Eligible expenditures for the program are described as "capital projects to maintain public transportation systems in a state of good repair." They include rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; operational support equipment, including computer hardware and software; development and implementation of a transit asset management plan; and other appropriate replacement and rehabilitation projects. Grants go to designated recipients in urbanized areas.

Distribution of High Intensity Fixed Guideway State of Good Repair Formula Funds: The definition of Fixed-Guideway has been changed to remove high-occupancy vehicle (HOV) lanes. The new definition is limited to a public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation, or using rail, or using a fixed catenary system, or a passenger ferry system, or a bus rapid transit system.

The formula for distribution of these funds is simplified compared to distribution of Fixed-Guideway Modernization program funds under SAFETEA-LU. Under SAFETEA-LU, the Fixed-Guideway Modernization formula included 7 tiers whereas the new High Intensity Fixed Guideway State of Good Repair formula includes only 2 tiers.

Tier 1 at 49 USC 5337(c)(2) Area Share. The High Intensity Fixed Guideway State of Good Repair Program receives 97.15 percent of the total funding for 49 USC 5337. Fifty percent of that amount is distributed by Tier 1. Recipients are entities that received Fixed-Guideway Modernization funds in FY 2011. Each recipient receives an amount based on their share of total Fixed-Guideway Modernization funding in FY 2011 calculated as if the FY 2011 funding had been calculated in accordance with current section 49 USC 5336(b)(1) [Urbanized Area Formula fixed-guideway basic and incentive tiers] procedures except defining Fixed-Guideway as it is changed under this section to remove data for High Occupancy Vehicle (HOV) lanes.

Tier 2 at 49 USC 5337(c)(3) Vehicle Revenue Miles and Directional Route Miles. Tier 2 also apportions 50 percent of 97.15 percent of 49 USC 5337. Sixty percent of Tier 2 is apportioned based on each urbanized area's share of all fixed-guideway vehicle revenue miles and 40 percent is apportioned based on each UZA's share of all fixed-guideway directional route miles. Data for this Tier is limited to vehicle revenue miles and directional route miles for routes in service at least 7 years before the first day of the fiscal year for which funds are being apportioned.

There is a hold-harmless clause at 49 5337(c)(4) that restricts each UZA's maximum possible decline in share of funding to one-quarter of one percentage point, that is, an amount equal to one-quarter of one percent of the entire amount for the High Intensity Fixed Guideway State of Good Repair program. Grant recipients are designated recipients for current urbanized areas except that "Old Areas" included in 49 USC 5337 under TEA 21 and SAFETEA-LU will continue to receive separate apportionments. "Old Areas," include these eleven urbanized areas: Baltimore (commuter railroad only), Boston, Chicago- Northwestern Indiana, Cleveland, New Orleans, New York, Northeastern New Jersey, Philadelphia-Southern New Jersey, Pittsburgh, San Francisco, and Southwestern Connecticut.

Distribution of High Intensity Motorbus State of Good Repair Formula Funds: High Intensity Motorbus means public transportation that is provided on a facility with access for other high-occupancy vehicles.

The apportionment formula for High Intensity Motorbus State of Good Repair Formula funds at 49 USC 5337(d) distributes 2.85 percent of total funding for 49 USC 5337. Sixty percent of these funds are apportioned based on each urbanized area's share of all high intensity motorbus vehicle revenue miles and 40 percent is apportioned based on each UZA's share of all high-intensity motorbus directional route miles. Data for this apportionment is limited to vehicle revenue miles and directional route miles for routes in service at least 7 years before the first day of the fiscal year for which funds are being apportioned.

49 USC 5339, Bus and Bus Facilities Formula Grants, funding authorized at 49 USC 5338((a)(2)(J) The Bus and Bus Facilities Capital program provides funds for capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This is a new program under MAP-21. This program, since the first capital grant program in 1964, had been a discretionary grant program. Bus and Bus Facilities Capital Funding levels are reported on Table 33.

Table 33: Bus and Bus Facilities Formula Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	422,000	(a) 421,156	2014	427,800	427,800

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

Eligible recipients are designated recipients that operate or allocate funds to agencies which operate fixed-route bus service. Subrecipients, however, are any public agencies or private nonprofit organizations engaged in public transportation.

Eligible uses of funds are capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The federal share of a grant is 80 percent. The requirements for grants under 49 USC 5307 Urbanized Area Formula grants apply to this program.

The funds are distributed by 2 tiers.

Tier 1 at 49 USC 5339(d)(1) National Distribution. The National Distribution tier apportions \$1.25 million to each state and \$0.5 million to each territory, for a total distribution of \$65.5 million. Solely for purposes of 49 USC 5339, "state" means a state of the United States and "territory" means the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the U.S. Virgin Islands.

Tier 2 at 49 USC 5339(d)(2) Distribution Using Population and Service Factors. Tier 2 distributes the remaining funds, \$356.5 million in FY 2013 and \$362.3 in FY 2014. The funds are distributed "pursuant to the formula set forth in section 5336 other than subsection (b)." 49 USC 5336(b) is the fixed-guideway formulas. The remaining formulas in 49 USC 5336 which would be used to distribute Bus and Bus Facilities Capital funds are:

- 49 USC 5336(a)(1): Bus Basic Funding for urbanized areas less than 200,000 population. This formula apportions approximately 12.49 percent of Tier 2. The formula is 50 percent urbanized area population and 50 percent urbanized area population density weighted by population.
- 49 USC 5336(c)(1)(A): Bus Basic Funding for urbanized areas of 1,000,000 or more population. This formula apportions approximately 54.04 percent of Tier 2. The formula is 50 percent bus vehicle revenue miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.
- 49 USC 5336(c)(1)(B): Bus Basic Funding for urbanized areas from 200,000 to 999,999 population. This formula apportions approximately 19.60 percent of Tier 2. The formula is 50 percent bus vehicle revenue miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.
- 49 USC 5336(c)(2): Bus Incentive Funding for urbanized areas of 200,000 or more population. This formula apportions approximately 7.46 percent of Tier 2. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

Transfer of funds: State governors may transfer any amount apportioned under the 49 USC 5339(d)(1) National Distribution to supplement Rural Formula grants of Urbanized Area Formula grants based on distributions from the bus tiers of the Urbanized Area Formula program.

49 USC 5340, Growing States and High Density States Formula Programs, funding authorized at 49 USC 5338(a)(2)(K): Growing States funds are apportioned through the Urbanized Area, 49 USC 5307, and "Rural" Other than Urbanized Area, 49 USC 5311, programs as part of the apportionments of those programs. High Density States funds are apportioned only through the Urbanized Area, 59 USC 5307 program. The Growing States and High Density States Formula Programs function as if they were additional tiers for the apportionment of Urbanized Area and Rural funds. The programs were newly created under SAFETEA-LU and were first effective in FY 2006. There are two distinct formulas, each distribution is one-half of the total appropriation for the combined programs as shown on Tables 34.

Table 34: Growing States and High Density States Formula Program Funding Levels (Thousands of Dollars)

Formula	FY 2013		FY 2014	
	Authorization	Appropriation	Authorization	Appropriation
Growing States Formula Program	259,350	258,831	262,950	262,950
High Density States Formula Program	259,350	258,831	262,950	262,950
Total 49 USC 5340 Formula Program	518,700	517,663	525,900	525,900

(a) Appropriation reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

The Growing States Formula Program, 49 USC 5340(c), receives 50 percent of the total funds for 49 USC 5340. Funds are apportioned among states based on population of each state forecast to 15 years beyond the most recent U.S. Census as a portion of the total forecast population for the States. Subapportionments between rural areas and urbanized areas within each state are made based on population. Approximately 68.5 percent of these funds were apportioned to urbanized areas and 31.5 percent to rural areas based in the FY 2011 apportionment of appropriations. Apportionments of the urbanized area amount within a state to the individual urbanized areas in that state are also based on urbanized area population for the portion each urbanized area in the state is of the population of all urbanized areas in the state.

The High Density States Formula Program, 49 USC 5340(d), receives 50 percent of the total funds for 40 USC 5340. Funds are apportioned to states that have a population greater than 370 persons per square mile. Seven states currently have population densities exceeding that level: Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, and Maryland. The apportionment for each state is equal to that state's share of the United States total of an amount calculated as follows: (1) the total land area in square miles of each state is multiplied by 370; (2) that amount is multiplied by the percentage of the state's population in urbanized areas as a portion of the state's total population, (3) the new amount is then subtracted from the population of the state in urbanized areas, and (4) this new amount is totaled for all states. Each state receives an apportionment based on its portion of the total calculated for all states. Funds under this program are only distributed to urbanized areas.

PROGRAMS FUNDED FROM GENERAL FUNDS

All programs not funded from the Mass Transit account of the Highway Trust Fund are funded from General Funds of the United States Government. The programs funded from General Funds are described in this section and listed in the numerical order of their U.S. Code references.

49 USC 5309, Fixed Guideway Capital Investment Grants, funding authorized at 49 USC 5338(g): 49 USC 5309, formerly known as New Starts and Extensions grants, is rewritten in MAP-21 to apply only to Fixed Guideway Capital Investment grants. Prior to MAP-21, 49 USC 5309 also included grants for Fixed Guideway Modernization, now at 49 USC 5337 and titled State of Good Repair, and Bus and Bus Facilities, now at 49 USC 5339 and titled Bus and Bus Facilities Formula. Fixed Guideway Capital Investment funding levels are shown on Table 35.

Table 35: Fixed Guideway Capital Investment Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	1,907,000	(a) 1,854,999	2014	1,907,000	1,942,938

(a) Appropriation reduced by 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

Eligible Projects: Eligible projects and actions described at 49 USC 5309(b) "include new fixed guideway capital projects or small start projects, including the acquisition of real property, the initial acquisition of rolling stock for the system, the acquisition of rights-of-way, and relocation, for fixed guideway corridor development for projects in the advanced stages of project development or engineering; and . . . core capacity improvement projects, including the acquisition of real property, the acquisition of rights-of-way, double tracking, signalization improvements, electrification, expanding system platforms, acquisition of rolling stock associated with corridor improvements increasing capacity, construction of infill stations, and such other capacity improvement projects as the Secretary determines are appropriate to increase the capacity of an existing fixed guideway system corridor by at least 10 percent. Core capacity improvement projects do not include elements to improve general station facilities or parking, or acquisition of rolling stock alone.

Eligible projects are described in categories in a definition section at 49 USC 5309(a). They include a core capacity category which is new in MAP-21. Those definitions are:

- At 49 USC 5309(a)(2), Core Capacity Improvement Project, which is defined as a substantial corridor-based capital investment in an existing fixed guideway system that increases the capacity of a corridor by not less than 10 percent. The term does not include project elements designed to maintain a state of good repair of the existing fixed guideway system.

- At 49 USC 5309(a)(3), Corridor-Based Bus Rapid Transit Project, which is defined as a small start project utilizing buses in which the project represents a substantial investment in a defined corridor as demonstrated by features that emulate the services provided by rail fixed guideway public transportation systems, including defined stations; traffic signal priority for public transportation vehicles; short headway bidirectional services for a substantial part of weekdays and weekend days; and any other features the Secretary may determine support a long-term corridor investment, but the majority of which does not operate in a separated right-of-way dedicated for public transportation use during peak periods.
- At 49 USC 5309(c)(4), Fixed Guideway Bus Rapid Transit Project which is defined as a bus capital project in which the majority of the project operates in a separated right-of-way dedicated for public transportation use during peak periods; that represents a substantial investment in a single route in a defined corridor or subarea; and that includes features that emulate the services provided by rail fixed guideway public transportation systems, including defined stations; traffic signal priority for public transportation vehicles; short headway bidirectional services for a substantial part of weekdays and weekend days; and any other features the Secretary may determine are necessary to produce high-quality public transportation services that emulate the services provided by rail fixed guideway public transportation systems.
- At 49 USC 5309(c)(5), New Fixed-Guideway Capital Project which is defined as a new fixed guideway project that is a minimum operable segment or extension to an existing fixed guideway system; or a fixed guideway bus rapid transit project that is a minimum operable segment or an extension to an existing bus rapid transit system.
- At 49 USC 4309(c)(7), Small Start Projects which is a new fixed guideway capital project or corridor-based bus rapid transit project for which the Federal assistance provided or to be provided under this section is less than \$75,000,000; and the total estimated net capital cost is less than \$250,000,000.

Selection of Projects: Fixed-Guideway Capital Investment funds are allocated for specific projects. Prior to FY 1982 New Starts project grants were selected by the Secretary of Transportation with, in some appropriation laws, guidance by the Congress. From FY 1992 through FY 2010 New Starts grant amounts for specific projects were specified by the Congress in annual appropriation laws. Beginning in FY 2011, New Starts grant amounts had been determined by the Secretary of Transportation.

Selection of projects is a complex and lengthy process reflecting the size and complexity of these investments. Projects advance through generalized stages of proposal, development, engineering, and construction. There are specific categories reflecting these stages with defined responsibilities for the grantee and the federal government. The stages projects have reached and which projects are recommended for funding are published before the beginning of each annual appropriations cycle in the Federal Transit Administration's *Annual Report on New Starts: Proposed Funding Recommendations*, which can be found at http://fta.dot.gov/12304_2618.html.

The federal share of Fixed-Guideway Capital Investment projects is up to 80 percent. If a project is completed significantly under budget, the Secretary of Transportation may allow the scope of the project to expand and the grant to include additional eligible activities to use the entire amount of a federal grant. The FTA can use up to 1.0 percent of these funds for Project Management Oversight as provided at 49 USC 5327 and described on Page 57. Funds for Project Management Oversight of the Fixed-Guideway Investment program are required to be made available before allocations are made to projects with Full Funding Grant Agreements.

49 USC 5312, Research, Development, Demonstration, and Deployment, funding authorized at 49 USC 5338(b): Research, Development, Demonstration, and Deployment is a new program in MAP-21. It consolidates programs formerly in this section and in Section 5314 National Research Programs which has been replaced by a new program described below. Funding levels for Research, Development, Demonstration, and Deployment are shown on Table 36.

Table 36: Research, Development, Demonstration, and Deployment Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	70,000	(a) 41,699	2014	70,000	40,000

(a) Appropriation subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6. The actual appropriation has those reductions applied to an amount equal to the amount appropriated for FY 2012, which was \$44.0 million, as provided at P.L. 113-6 Division F Section 1101(a)(7). The resulting \$41.7 million appropriation for FY 2013 is available for 49 USC 5312-5314 and 5322 as provided at PL. 113-4, Division F, Section 1803(c), \$35.0 million of which is reserved for activities under 49 USC 5312 as provided at P.L. 113-7 Division F Section 1803(c) and the remaining amount is available for 49 USC 5313, 5314, and 5322 in non-specified amounts.

Eligible projects fall into three categories:

Research, which includes grants for research that focus on, as stated at 49 USC 5312(b): providing more effective and efficient public transportation service, including services to (i) seniors; (ii) individuals with disabilities; and (iii) low-income individuals; mobility management and improvements and travel management systems; data and communication system advancements; system capacity, including (i) train control; (ii) capacity improvements; and (iii) performance management; capital and operating efficiencies; planning and forecasting modeling and simulation; advanced vehicle design; advancements in vehicle technology; asset maintenance and repair systems advancement; construction and project management; alternative fuels; the environment and energy efficiency; safety improvements; or any other area that the Secretary determines is important to advance the interests of public transportation.

Innovation and Development, which includes grants for innovation and development that focus on, as stated at 49 USC 5312(c): the development of public transportation research projects that received assistance under subsection (b) that the Secretary determines were successful; planning and forecasting modeling and simulation; capital and operating efficiencies; advanced vehicle design; advancements in vehicle technology; the environment and energy efficiency; system capacity, including train control and capacity improvements; or any other area that the Secretary determines is important to advance the interests of public transportation.

Demonstration, Deployment, and Evaluation, which includes grants for research, innovation, and development that focus on, as stated at 49 USC 5312(d): the deployment of research and technology development resulting from private efforts or Federally funded efforts; and the implementation of research and technology development to advance the interests of public transportation.

Also included in the Demonstration, Deployment, and Evaluation section is a Low or No Emission Vehicle Deployment Program. Grants can be made for use in nonattainment or maintenance areas for ozone or carbon monoxide. Eligible projects include acquiring or leasing low or no emission vehicles; constructing or leasing facilities and related equipment for low or no emission vehicles; and constructing new public transportation facilities to accommodate low or no emission vehicles; or rehabilitating or improving existing public transportation facilities to accommodate low or no emission vehicles

Eligible recipients include departments, agencies, and instrumentalities of the federal government, state and local government entities; providers of public transportation; private or non-profit organizations; institutions of higher education; and technical and community colleges. The federal share is 80 percent and the local match may be made from "in-kind contribution."

49 USC 5313, Transit Cooperative Research Program, funding authorized at 49 USC 5338(c): The Transit Cooperative Research Program (TCRP) funds research program to improve public transportation carried out by the National Academy of Sciences. Funding for the TCRP is shown on Table 37.

Table 37: Transit Cooperative Research Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	7,000	(a)	2014	7,000	3,000

(a) Appropriation included in appropriation for 49 USC 5312 as described in footnote (a) to Table 35 above. The portion of funding for 49 USC 5312 allocated by the Federal Transit Administration for 49 USC 5313 is \$3.5 million.

49 USC 5314, Technical Assistance and Standards Development, funding authorized at 49 USC 5338(d):

A new section under MAP-21, Technical Assistance and Standards Development will fund technical assistance and the development of voluntary consensus-based national standards to more effectively and efficiently provide public transportation service; administer MAP-21 funds in compliance with Federal law; and improve public transportation. Technical Assistance and Standards Development Funding Levels are shown on Table 38.

Table 38: Technical Assistance and Standards Development Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	7,000	(a)	2014	7,000	(b) 5,000

(a) Appropriation included in appropriation for 49 USC 5312 as described in footnote (a) to Table 35 above.

(b) Includes amount for 49 USC 5322(a), 5322(b).

Grant recipients are not restricted and include units of the federal government. The federal share is 80 percent which may be matched with in-kind contributions.

49 USC 5322(a) General Human Resources and Training and 49 USC 5322(b) Innovative Public Transportation Workforce Development Program, funding authorized at 49 USC 5338(e):

This section, new in MAP-21 provides funding for human resources program. 40 USC 5322 funding is shown on Table 39. These amounts do not include funding for 40 USC 5322(d) National Transit Institute, which is authorized separately.

Table 39: Human Resources and Training Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	5,000	(a)	2014	5,000	(b)

(a) Appropriation included in appropriation for 49 USC 5312 as described in footnote (a) to Table 35 above.

(b) Included in amount for 49 USC 5314 above.

General Human Resources and Training is the overall topic of this section which includes Innovative Public Transportation Workforces Development described here, and the National Transit Institute, described separately under programs funded by Mass Transit Account funding at 40 USC 5322(d) above. This is a competitive discretionary grant program to provide grants for employment training programs; outreach programs to increase minority and female employment in public transportation activities; research on public transportation personnel and training needs; and training and assistance for minority business opportunities.

Criteria to select recipients are stated and to "the maximum extent possible" should result in the selection of a group of recipients that are geographically diverse; address the workforce and human resources needs of large public transportation providers; address the workforce and human resources needs of small public transportation providers; address the workforce and human resources needs of urban public transportation providers; address the workforce and human resources needs of rural public transportation providers; advance training related to maintenance of alternative energy, energy efficiency, or zero emission vehicles and facilities used in public transportation; target areas with high rates of unemployment; and address current or projected workforce shortages in areas that require technical expertise. The federal share of a grant is 50 percent.

49 USC 5323, Public Transportation Safety Program, funding authorized at 49 USC 5338(h)(2): The Secretary of Transportation is required to develop and implement a National Public Transportation Safety Plan. The plan will establish safety performance criteria for all modes of public transportation vehicles and public transportation vehicles, consistent with other sections of transit law and regulations and recommendations of other federal agencies. Public Transportation Safety Program funding is shown on Table 40. These funds are a takedown from 49 USC 5334.

Table 40: Public Transportation Safety Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	5,000 (a)	(b) 4,690	2014	5,000 (a)	5,000

(a) Authorized as a takedown from funds authorized for 49 USC 5334 FTA Administration.

(b) Appropriation subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6. Amount is estimated.

The Secretary of Transportation is required to establish a public transportation safety certification training program for federal and state employees and other designated personnel, who conduct safety audits and examinations of public transportation systems and employees of public transportation agencies directly responsible for safety oversight.

One year after the effective date of a final rule issued by the Secretary to carry out the Public Transportation Safety Program, each grant recipient or state, shall certify that they have established a comprehensive agency safety plan.

49 USC 5324, Public Transportation Emergency Relief Program, funding authorized at 49 USC 5338(f): Public Transportation Emergency Relief funds are to assist transit service during an emergency. An emergency is a natural disaster affecting a wide area such as floods, hurricanes, earthquakes, tidal waves, or other catastrophes resulting from external causes. Either the state governor with the concurrence of the Secretary of Transportation or the President must declare an emergency or disaster. Both capital and operating expenses are eligible but operating expenditures must relate to evacuation services; rescue operations; temporary public transportation service; or reestablishing, expanding, or relocating public transportation route service before, during, or after an emergency. Funding levels for this program are not specified, rather they are stated as "such sums as are necessary" as shown on Table 41.

Table 41: Public Transportation Emergency Relief Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	Such Sums as are Necessary	(a) 10,329,864	2014	Such Sums as are Necessary	0

(a) Initial appropriation of \$10,900 million subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

These funds are in addition to funds under the remainder of 49 USC 5300 sections. The federal share is 80 percent for both operating and capital grants. The local share may be waived, in whole or in part, by the Secretary of Transportation. Expenses reimbursed by the Federal Emergency Management Agency (FEMA) are not eligible. The funds are appropriated as needed to respond to natural or other disasters that have already occurred.

Funds were appropriated under P.L. 113-2; \$10.9 billion "for recovery and relief efforts in the areas most affected by Hurricane Sandy." Of that amount, up to \$5.383 billion could be used "to carry out projects related to reducing risk of damage from future disasters in areas impacted by Hurricane Sandy." After sequestration and recession, the final amount of the appropriation was \$10.3 billion.

49 USC 5326, Transit Asset Management, funding authorized at 49 USC 5338(h)(3):

This section requires the Secretary of Transportation to implement through regulations a national Transit Asset Management System. A Transit Asset management system is defined as a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively throughout the life cycle of such assets. Recipients and subrecipients of funds from 49 USC 5300 sections will be required to develop a transit asset management plan. The FTA will provide technical assistance in the development of this program. This is not a grant program. Funding for Transportation Emergency Relief is shown on Table 42. These funds are a takedown from amounts made available for 49 USC 5334.

Table 42: Public Transportation Emergency Relief Program Funding Levels (Millions of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	1,000 (a)	(b) 938	2014	1,000 (a)	1,000

(a) Authorized as a takedown from funds authorized for 49 USC 5334 FTA Administration.

(b) Appropriation subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6. Amount is estimated.

49 USC 5327, Project Management Oversight (PMO), funding authorized at 49 USC 5338(i): Funds come from the source, Mass Transit Account or General Funds, of each program named in Table 41. These are not additional authorized funds, rather, the FTA may use funds, up to a specified portion of the available amount, from each program named on Table 41. MAP-21 provides, at 49 USC 5338(i)(4), that PMO funds should be made available before allocating 49 USC 5309, Fixed-Guideway Capital Investment Grants. In practice, the FTA has followed this procedure for all programs and designates the maximum amount of funds from each program as a takedown from the amount of the annual appropriation available for apportionment. The PMO takedowns percentages in MAP-21 and the maximum amount that can be used from each program affected by the PMO program in FY 2013 and FY 2014 are shown on Table 43.

PMO funds can be used to (1) to oversee the construction of a major capital project, (2) review and audit the safety and security, procurement, management, and financial compliance of a recipient or subrecipient of funds from 49 USC 5300 programs, and (3) provide technical assistance generally, and to provide technical assistance to correct deficiencies identified in compliance reviews and audits carried out under 49 USC 5338.

Table 43: Amounts Available for Project Management Oversight at Authorization Levels

Program	Where Maximum Takedown Rate is Authorized	Percent Maximum Program Use for Project Management Oversight	Amount Maximum Project Management Oversight (Thousands of Dollars)	
			FY 2013	FY 2014
49 USC 5305	49 USC 5338(i)(1)(A)	0.5 %	635	644
49 USC 5307	49 USC 5338(i)(1)(B)	0.75 %	32,985	33,440
49 USC 5309	49 USC 5338(i)(1)(C)	1.0 %	19,070	19,070
P.L. 110-432, note (a)	49 USC 5338(i)(1)(D)	1.0 %	(b)	(b)
49 USC 5310	49 USC 5338(i)(1)(E)	0.5 %	1,274	1,292
49 USC 5311	49 USC 5338(i)(1)(F)	0.5 %	2,998	3,039
49 USC 5337(c)	49 USC 5338(i)(1)(G)	0.75 %	15,566	15,781
Total All Programs	---	---	(c) 72,526	(c) 73,265

(a) P.L. 110-432, Division B, Public Rail Investment and Improvement Act of 2008, Section 601, Washington Metropolitan Area Transit Authority; not part of MAP-21.

(b) Multi-year authorization, annual amounts not specified.

(c) Includes only programs authorized by MAP-21.

49 USC 5329, Public Transportation Safety Program, funding authorized at 49 USC 5338(h)(2): The Secretary of Transportation is required to develop and implement a National Public Transportation Safety Plan. The plan will establish safety performance criteria for all modes of public transportation vehicles and public transportation vehicles, consistent with other sections of transit law and regulations and recommendations of other federal agencies. Public Transportation Safety Program funding is shown on Table 44. These funds are a takedown from 49 USC 5334.

Table 44: Public Transportation Safety Program Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	5,000 (a)	(b) 4,690	2014	5,000 (a)	4,000

(a) Authorized as a takedown from funds authorized for 49 USC 5334 FTA Administration.

(b) Appropriation subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6. Amount is estimated.

The Secretary of Transportation is required to establish a public transportation safety certification training program for federal and state employees and other designated personnel, who conduct safety audits and examinations of public transportation systems and employees of public transportation agencies directly responsible for safety oversight.

One year after the effective date of a final rule issued by the Secretary to carry out the Public Transportation Safety Program, each grant recipient or state, shall certify that they have established a comprehensive agency safety plan.

49 USC 5334, Federal Transit Administration Operations, funding authorized at 49 USC 5338(h): These funds provide for Federal Transit Administration operating costs related to administration of federal transit grant programs. FTA operations funding levels are shown on Table 45. Table 46 shows the funding levels for all programs under 49 USC 5334.

Table 45: Federal Transit Administration Operations Funding Levels (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
2013	104,000	(a) 97,542	2013	104,000	105,933

(b) Appropriation subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6. Amount is estimated.

Table 46: Programs Funded from 49 USC 5334, Federal Transit Administration Operations (Thousands of Dollars)

Fiscal Year	Authorization	Final Appropriation	Fiscal Year	Authorization	Final Appropriation
49 USC 5326 Transit Asset Management Funds					
2013	1,000	(a,b) 938	2014	1,000	1,000
49 USC 5329, Public Transportation Safety Program Funds					
2013	5,000	(a,b) 4,690	2014	5,000	4,000
49 USC 5334 Federal Transit Operations Funds for Administration Activities					
2013	98,000	(a,b) 91,914	2014	98,000	100,933
Total 49 USC 5334 Total Federal Transit Operations Funds Authorized at 49 USC 5338(h)					
2013	104,000	(a) 97,542	2014	104,000	105,933

(a) Appropriation subject to 5.0 percent sequestration of programs funded from General Funds of the U.S. Government under provisions of the Balanced Budget and Emergency Deficit Control Act of 2011 and reduced by 0.2 percent across-the-board rescission required by P.L. 113-6.

(b) Amount is estimated.

PROGRAMS IN EFFECT IN FY 2012 REPEALED OR NOT CONTINUED BY MAP-21

For information on these programs repealed or not continued by MAP-21 see *APTA Primer on Transit Funding, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Extensions, and Other Related Laws, FY 2004 Through FY 2012, Final Update July, 2012* at <http://www.apta.com/gap/legissues/authorization/Pages/default.aspx>. This list of repealed or not continued programs does not include any programs that were renamed or significantly restructured but were maintained in funding purpose such as the former Fixed-Guideway Modernization program which was replaced by the State of Good Repair program or the former Bus and Bus Facilities program which was replaced by the Bus and Bus Facilities Formula program.

former P.L. 105-178 Section 3038, Over-the-Road Bus Accessibility Program: Created by TEA 21, the name of the program was changed from Rural Transportation Accessibility Incentive (RTAI) to Over-the-Road Bus Accessibility by SAFETEA-LU. The program is repealed by MAP-21.

former 49 USC 5308, Clean Fuels Formula Program: The Clean Fuels program, created under TEA 21, is repealed by MAP-21.

former 49 USC 5316, Job Access and Reverse Commute: The Job Access and Reverse Commute Program (JARC) funded the planning, capital, and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs, promoting transit use by workers with non-traditional work schedules, promoting the use of vouchers by appropriate agencies, the purchase or lease of vehicles for shuttle service at suburban locations, costs associated with adding reverse commute service or to otherwise facilitate transportation to suburban job opportunities, and promoting the use of employee provided transportation and transit pass benefits. Planning and coordination activities are not eligible. Although this program was repealed, JARC was made a eligible use of Urbanized Area Formula funds at 49 USC 5307(a)(1)(c) and Rural Formula funds at 49 USC 5311(b)(1)(d). The new definition of eligible grant purposes and other definitions concerning JARC under MAP-21 are at 5302(9).

former 49 USC 5317, New Freedom Program: The New Freedom program, newly created under SAFETEA-LU, is repealed by MAP-21.

former 49 USC 5320, Alternative Transportation in Parks and Public Lands: The Alternative Transportation in Parks and Public Lands program, created under SAFETEA-LU, is repealed by MAP-21.

former 49 USC 5339, Alternatives Analysis: An Alternatives Analysis program created by SAFETEA-LU is repealed by MAP-21.

FLEXIBLE HIGHWAY FUNDING FOR TRANSIT

HIGHWAY FUNDING PROVISIONS

Title I of MAP-21, Federal-Aid Highways, authorizes funding for highway programs for FY 2013 and FY 2014. All or portions of several highway programs are "flexible programs" where funds can be transferred or "flexed" to transit uses. Most law affecting highway funding is codified as Title 23 of the United States Code.

Authorization Levels: Authorizations for highway programs in MAP-21 are shown on Table 47.

Table 47: MAP-21 Highway Authorization Levels (Millions of Dollars)

Program	Citation	FY 2013	FY 2014
Total Federal-Aid Highway	---	37,477	37,798
National Highway Performance Program	23 USC 119	(a)	(a)
Surface Transportation Program	23 USC 133	(a)	(a)
Highway Safety Improvement	23 USC 148	(a)	(a)
Congestion Mitigation and Air Quality Improvement	23 USC 149	(a)	(a)
Metropolitan Planning	23 USC 134	(a)	(a)
Transportation Infrastructure Finance and Innovation	23 USC 601	750	1,000
Tribal Transportation	23 USC 202	450	450
Federal Lands Transportation	23 USC 203	300	300
Federal Lands Access	23 USC 204	250	250
Territorial and Puerto Rico Highway	23 USC 165	190	190
Federal Highway Administration	23 USC 104	454	440
Federal Lands Access	23 USC 204	250	250
Territorial and Puerto Rico Highway	23 USC 165	190	190
Federal Highway Administration	23 USC 104	454	440
Emergency Relief	23 USC 125	(b)	(b)
Total Highway Authorization	---	39,871	40,428

(a) Calculated by summing apportionments of funds to states.

(b) Such sums as are necessary up to a maximum of \$100 million.

The highway funding process differs from the transit process. Nearly all highway funds come from the Highway Trust Fund (HTF). HTF amounts authorized in MAP-21 are contract authority, shown in Column B on Table 46. MAP-21 also includes another funding ceiling, obligation limitations, which are the maximum amount of obligations that can be made in any year. An obligation limitation sets a "limit" on the maximum amount of authorized funds that can be obligated during the fiscal year. The obligation ceilings shown in Column C of Table 48 apply only to a subset of specific authorized programs; other highway programs are exempt from the ceiling on obligations.

Table 48: Highway Authorization, Obligation Ceiling, and Appropriation Levels (Millions of Dollars)

Fiscal Year	Authorization (a)	Obligation Limitations (b)	Appropriation
(Column A)	(Column B)	(Column C)	(Column D)
2013	39,871	39,699	40,321
2014	40,428	40,256	40,256

(a) MAP-21 Sections 1101(a)(1), 1101(a)(2), 1101(a)(3)(A), 1003(a)(3)(B), 1103(a)(3)(C), 1103(a)(4), and 1105(a)(1).

(b) MAP-21, Section 1102(a).

FLEXIBILITY OF HIGHWAY FUNDS FOR TRANSIT USES

Flexibility Provisions of Highway Programs: Some highway funds can be used for transit purposes. Any funds transferred from a highway program to a transit project will be administered by the Federal Transit Administration in the same manner as FTA funds as provided at 49 USC 5334(i) which states:

"(i) Transfer of Amounts and Non-Government Share.—

(1) Amounts made available for a public transportation project under title 23 shall be transferred to and administered by the Secretary of Transportation under this chapter. Amounts made available for a highway project under this chapter shall be transferred to and administered by the Secretary under title 23.

(2) The provisions of title 23 related to the non-Government share apply to amounts under title 23 used for public transportation projects. The provisions of this chapter related to the non-Government share apply to amounts under this chapter used for highway projects."

and in highway statute at 23 USC 104(f) which states:

"(f) Transfer of Highway and Transit Funds.—

(1) Transfer of Highway Funds for Transit Projects.—

(A) In General.—Subject to subparagraph (B), amounts made available for transit projects or transportation planning under this title may be transferred to and administered by the Secretary in accordance with chapter 53 of title 49.

(B) Non-Federal Share.—The provisions of this title relating to the non-Federal share shall apply to the amounts transferred under subparagraph (A).

(2) Transfer of Transit Funds for Highway Projects.—

(A) In General.—Subject to subparagraph (B), amounts made available for highway projects or transportation planning under chapter 53 of title 49 may be transferred to and administered by the Secretary in accordance with this title.

(B) Non-Federal Share.—The provisions of chapter 53 of title 49 relating to the non-Federal share shall apply to amounts transferred under subparagraph (A)"

Procedures and regulations for the transfer of funds are discussed in FTA Circulars C 9030.1D Urbanized Area Formula Program: Guidance and Application Instructions, Section II.9.a. on Page II-5, and C 9300.1B Capital Investment Program Guidance and Application Instructions, Section II.8.e. on Page II-11. These documents are available on the FTA web page under the category "Legislations, Regulations, and Guidance, FTA Circulars."

Highway Programs with Flexible or Transit Eligible Components: The following sections describe those highway programs that have components that are either directly or indirectly flexible to transit uses. Fact Sheets that summarize FHWA programs can be found at www.fhwa.dot.gov/map21/factsheets.cfm .

Congestion Mitigation and Air Quality Improvement Program (CMAQ), 23 USC 149: The Congestion Mitigation and Air Quality Improvement Program provides funds for transit projects that are likely to contribute to the attainment of, alone or as part of a program or strategy, a national ambient air quality standard.

Surface Transportation Program (STP), 23 USC 133(b)(5): The Surface Transportation Program (STP) provides funds that, in addition to being used for highway projects, may be used for capital costs of transit projects eligible for assistance under the Federal Transit Act

National Highway Performance Program, 23 USC 119(d)(2)(G): National Highway Performance Program funds may be used for transit projects that would be eligible for assistance under 49 USC chapter 53 if the transit project is in the same corridor as, and in proximity to, a fully access-controlled highway designated as a part of the National Highway System; the construction or improvements will reduce delays or produce travel time savings on the fully access-controlled highway, improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by benefit-cost analysis, than an improvement to the fully access-controlled highway.

Emergency Relief 23 USC 125(d)(5): Emergency relief funds can be used for transit expenses under this section which states "Notwithstanding any other provision of this section, actual and necessary costs of maintenance and operation of ferryboats or additional transit service providing temporary substitute highway traffic service, less the amount of fares charged for comparable service, may be expended from the emergency fund authorized by this section for Federal-aid highways."

Historical Use of Flexible Funding Programs: The amounts of funds actually transferred from highway programs to transit uses are reported on Table 49. The percentages are calculated by dividing the amounts transferred by the appropriate highway authorization each fiscal year. The amount of highway funds available for obligation to these programs may have varied from the authorization level, hence the percentages are indicative rather than exact. Amounts for FY 2009 through FY 2011 include transfers from the American Recovery and Reinvestment Act of 2009 (ARRA). The percentages transferred for FY 2009 through FY 2012 are not reported on Table 49, Part 2 because the amounts transferred only from annual appropriations for those years are not identified.

Table 49, Part 1: Amount of Flexible Funds Transferred to Transit Uses, FY 1992 - FY 2011

Fiscal Year	Actual Flexible Funding Transfers to Transit (a)			
	From CMAQ	From STP	From Other	Total
Funding Level (Millions of Dollars) (b)				
ISTEA Period:				
1992	177.0	25.1	101.6	303.8
1993	298.4	146.9	23.9	469.2
1994	317.0	183.2	109.5	609.7
1995	484.1	200.3	117.4	801.8
1996	344.6	324.2	111.3	780.1
1997	<u>257.9</u>	<u>185.4</u>	<u>48.4</u>	<u>491.6</u>
ISTEA Total	1,879.0	1,065.1	512.1	3,456.2
TEA 21 Period:				
1998	223.3	243.9	0.1	467.3
1999	573.0	384.4	11.8	969.2
2000	864.0	708.4	26.8	1,599.2
2001	633.1	532.1	68.2	1,233.4
2002	689.8	383.7	44.0	1,117.5
2003	<u>599.5</u>	<u>293.8</u>	<u>115.2</u>	<u>1,008.6</u>
TEA 21 Total	3,582.7	2,546.3	266.1	6,395.2
SAFETEA-LU Period:				
2004	659.8	285.2	35.9	980.9
2005	560.9	394.1	10.8	965.8
2006	650.5	665.9	32.2	1,348.5
2007	712.4	210.7	0.0	923.1
2008	617.2	277.2	0.0	894.3
2009	<u>634.6</u>	<u>357.6</u>	<u>33.4</u>	<u>1,025.6</u>
SAFETEA-LU Total	3,835.4	2,190.7	112.3	6,138.2
2010 (c)	985.5	713.4	98.0	1,796.9
2011 (c)	1,081.8	720.8	87.6	1,890.2
2012 (c)	1,423.5	908.5	50.2	2,382.1
2013	(d)	(d)	(d)	(d)
2014	(d)	(d)	(d)	(d)
Twenty-One Year Total	12,787.90	8,144.80	1,126.30	22,058.80

(a) Data are from Federal Transit Administration *Statistical Summaries* using most recent revised amounts.

(b) Amounts refer to transfers of funds that occurred during each fiscal year.

(c) Includes funds authorized by the American Recovery and Reinvestment Act of 2009 (ARRA), P.L. 111-5 in addition to funds authorized by SAFETEA-LU and SAFETEA-LU extension acts.

(d) Data not yet available.

Table 49, Part 2: Percent of Flexible Funds Transferred to Transit Uses, FY 1992 - FY 2008

Fiscal Year	Actual Flexible Funding Transfers to Transit			
	From CMAQ	From STP	From Other	Total
Percent of Authorized Flexible Funds That Were Transferred (a)				
ISTEA Period:				
1992	20.6%	0.7%	1.2%	2.4%
1993	29.0%	3.6%	0.2%	3.2%
1994	30.8%	4.5%	1.1%	4.1%
1995	47.1%	4.9%	1.2%	5.4%
1996	33.5%	7.9%	1.0%	4.7%
1997	<u>25.2%</u>	<u>4.5%</u>	<u>0.4%</u>	<u>2.9%</u>
ISTEA Total	31.3%	4.5%	0.8%	3.8%
TEA 21 Period:				
1998	18.7%	5.1%	(b)	2.6%
1999	42.6%	6.9%	0.1%	4.7%
2000	63.6%	12.7%	0.2%	7.7%
2001	45.7%	9.3%	0.5%	5.9%
2002	49.0%	6.6%	0.3%	5.2%
2003	<u>41.8%</u>	<u>5.0%</u>	<u>0.8%</u>	<u>4.6%</u>
TEA 21 Total	45.3%	7.6%	0.3%	5.3%
SAFETEA-LU Period:				
2004	40.8%	4.3%	0.2%	3.7%
2005	33.6%	5.7%	0.1%	3.9%
2006	38.4%	10.6%	0.2%	5.6%
2007	41.4%	3.3%	0.0%	3.6%
2008	35.3%	4.3%	0.0%	3.4%
2009	---	---	---	---
SAFETEA-LU Total	---	---	---	---
2010	---	---	---	---
2011	---	---	---	---
2012	---	---	---	---
2013	---	---	---	---
2014	---	---	---	---
Twenty-One Year Total	---	---	---	---

(a) Figures refer to transfers of funds that occurred during each fiscal year. Percents are portions of funds that are directly or indirectly flexible as reported on Table 36, funds that are not flexible are not included in the calculation.

(b) Less than 0.05 %.

APPENDIX ONE: GLOSSARY

Allocation: An allocation distributes appropriated funds among eligible recipients using methods other than formulas contained in authorizing legislation, such as Congressional earmarks or administrative procedures. For example, funds under the Fixed-Guideway New Starts and Extensions program and the Bus and Bus Facility Capital program are allocated.

Apportionment: An apportionment distributes appropriated funds among eligible recipients by a formula contained in authorizing legislation. For example, funds under the Urbanized Area Formula program, the Fixed-Guideway Modernization program, and the Elderly Individuals and Individuals with Disabilities program are apportioned. The publication of recipients and amounts for both apportioned and allocated funds in the Federal Register is also referred to as the "apportionment" or "apportionment tables."

Appropriation: An appropriation law provides authority for Federal agencies such as the Federal Transit Administration to incur obligations and to make payments out of the Treasury for specified purposes.

Authorization: An authorization law sets the maximum amount of funds that can be appropriated from budget authority or made available through limitations on obligations of contract authority annually for a period of years and makes programmatic changes to existing laws. SAFETEA-LU authorizes an annual limit on contract authority or new budget authority for the five-year period which it authorizes.

Budget Authority: New budget authority for transit is the total amount of funds appropriated annually to allow the federal government to incur financial obligations that will result in outlays for grants to recipients for transit programs or to make direct expenditures such as those to fund the operation of a government agency such as the Federal Transit Administration. Funding appropriated from trust funds can also be referred to as "new contract authority." Total available budget authority would include budget authority from prior years that has not yet been obligated.

Contract Authority: A type of budget authority that allows federal government agencies such as the Federal Highway Administration to make obligations in advance of an appropriation of liquidating funds or in anticipation of the collection of receipts for the liquidation of obligations. Programs funded from the Highway Trust Fund are funded through contract authority and the amount made available from an appropriation is set by placing a limitation on new obligations.

Flexible Funds: Flexible funds are funds from selected programs appropriated to the Federal Highway Administration that can be transferred to the Federal Transit Administration for use for transit projects under specific limitations and only at the request of state or local governments, or funds that were appropriated to the Federal Transit Administration and transferred to the Federal Highway Administration for use for highway projects, also under specific limitations and at the request of local government agencies.

General Revenues (or General Funds): Revenue that accrues to the federal government that is not credited to a specific account and is not limited to use for a particular purpose but can be used for any purpose.

Grant: The approval by the federal government of a particular project or purpose and the promise to pay a state or local government a specific amount money for that project upon its completion or at specified other times. A grant is also one type of "obligation" and "transit grants" are often referred to as "transit obligations."

Guaranteed Funding: A minimum level of funds that are guaranteed in an authorization law for appropriation each year.

Highway Account: The account within the Highway Trust Fund in which tax revenues are deposited to be used to fund Federal Highway Administration and other federal highway programs.

Highway Trust Fund: A trust fund where revenues for both the Highway Account and the Mass Transit Account are deposited. Funds from the Mass Transit Account and the Highway Account of the Highway Trust Fund are used to support federal transit and highway programs.

Mass Transit Account: The account within the Highway Trust Fund in which tax revenues to be used to fund Federal Transit Administration programs are deposited.

Obligation Limitation: A limitation in authorization law on the total amounts of obligations, commitments, or grants that can be made each year in an appropriation law.

Outlays: An outlay is the actual expenditure of federal funds by the Treasury to pay a grant or obligation or a debt incurred by the government.

Rescission: A reduction in the amount of funds under an already enacted appropriations law.

Rural Area: All areas not inside urbanized areas, formally known as "Other Than Urbanized Area."

Urbanized Area: An area designated during a decennial census that meets specific criteria including contiguous urban usage with a population of at least 50,000. Urbanized areas do not match local political boundaries and a single urbanized area may include portions that cross a state line and are in more than one state.

**APPENDIX TWO: HISTORICAL TIME LINE OF THE FEDERAL TRANSIT ACT
AND OTHER LAWS AFFECTING PUBLIC TRANSPORTATION FUNDING
(Not Including Annual Appropriation Acts)**

In 1964 the United States Congress found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs were being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." In response, Congress enacted the Urban Mass Transportation Act of 1964, which provided federal aid to transit agencies for capital equipment purchases.

Continuing this commitment into its fifth decade, Congress enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU authorizes higher levels of funding for public transportation than any previous law. It continues and improves provisions of prior authorizing laws that are important to the continuing Federal commitment to improve public transportation service throughout America.

Landmarks in the evolution of the federal public transportation assistance program over the years are listed below. Appropriation acts, which are not included in in this list, are listed on Table 8.

Date, Name, Public Law Number	Major or New Provisions
August 12, 1958 <i>Transportation Act of 1958</i> Public Law 85-625	Increased the ability of intercity railroads to discontinue unprofitable trains, including commuter passenger trains, in both interstate and intrastate service. Led to increased state and local financial support for commuter railroads and increased efforts to create federal transit assistance programs.
June 30, 1961 <i>Housing Act of 1961</i> Public Law 87-70	Provided public transportation demonstration funding and mass transportation project loans.
July 2, 1964 <i>Civil Rights Act of 1964</i> Public Law 88-352	Title VI of the Civil Rights Act of 1964 directed each Federal agency to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.
July 9, 1964 <i>Urban Mass Transportation Act of 1964</i> Public Law 88-365	Established a transit aid program under the Administrator of the Housing and Home Finance Agency (HHFA). Programs under the Housing Act of 1961 were continued, a program of grants for capital projects was established, and job protection provisions were provided for affected transit employees.
September 6, 1965 <i>Department of Housing and Urban Development Act</i> Public Law 89-174	Merged HHFA into newly created Department of Housing and Urban Development (HUD), the implementation of the law took effect on January 13, 1966.
September 8, 1966 <i>Urban Mass Transportation Act of 1966</i> Public Law 89-562	Expanded capital funding and allowed funding for research, planning, and training.
February 26, 1968 <i>Reorganization Plan No. 2 of 1968</i> 33 Fed. Reg. 6965	Transferred the transit program from HUD to the Department of Transportation (DOT) effective July 30, 1968, creating the Urban Mass Transit Administration (UMTA).

Date, Name, Public Law Number	Major or New Provisions
August 1, 1968 <i>The Housing and Urban Development Act of 1968</i> Public Law 90-448	Increased authorized transit funding levels.
December 24, 1969 <i>Housing and Urban Development Act Amendment</i> Public Law 91-152	Increased authorized transit funding levels.
January 1, 1970 <i>National Environmental Policy Act of 1969</i> Public Law 91-190	Required environmental impact statements for federally assisted transit and highway projects.
October 15, 1970 <i>Urban Mass Transportation Assistance Act of 1970</i> Public Law 91-453	Authorized a \$3.1 billion program of transit capital grants.
August 13, 1973 <i>Federal-Aid Highway Act of 1973</i> Public Law 93-87	Increased the federally funded portion of public transportation capital projects from 66 2/3% to 80% and authorized the use of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying public transportation projects and created a rural public transportation demonstration program.
November 26, 1974 <i>National Mass Transportation Assistance Act of 1974</i> Public Law 93-503	Increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas that could be used for either operations or capital projects.
January 4, 1975 <i>Federal-Aid Highway Amendments of 1974</i> Public Law 93-643	Established federal policy in Section 105 that "elderly and handicapped persons have the same right as other persons to utilize mass transportation facilities."
November 6, 1978 <i>Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978</i> Public Law 95-599	Divided the formula grant program into categorical programs that included capital grants for bus purchases, new starts, and fixed guideway modernization; established additional formula grant tiers for bus purchases and operating funds for fixed guideway systems; and added a formula program for rural places outside of urbanized areas.
August 13, 1981 <i>Omnibus Budget Reconciliation Act of 1981 including Chapter 20: Northeast Rail Services Act of 1981</i> Public Law 97-35	Reduced authorization levels for FY 1982 from those set in the Federal Public Transportation Act of 1978. Chapter 20, the Northeast Rail Services Act of 1981, provided for the transfer of Conrail's commuter rail services to agencies which principally provided public transportation.
January 6, 1983 <i>Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 (STAA)</i> Public Law 97-424	The STAA provided that 1 cent of a 5 cents per gallon increase in the Highway Trust Fund tax on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include public transportation service data as well as population data.
July 18, 1984 <i>Tax Reform Act of 1984, Division A of the Deficit Reduction Act of 1984</i> Public Law 98-369	Allowed employees to receive a de minimis, up to \$15 per month, tax-free fringe benefit in the form of an employer-provided public transportation subsidy or pass.

Date, Name, Public Law Number	Major or New Provisions
<p>April 2, 1987 <i>Federal Mass Transportation Act of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987</i> Public Law 100-17</p>	<p>Provided that a portion of the Highway Trust Fund Mass Transit Account would be allocated by formula for capital purposes.</p>
<p>July 26, 1990 <i>Americans with Disabilities Act of 1990 (ADA)</i> Public Law 101-336</p>	<p>Required transit agencies to provide service accessible to persons with disabilities.</p>
<p>November 5, 1990 <i>Omnibus Budget Reconciliation Act of 1990</i> Public Law 101-508</p>	<p>Raised the motor fuel tax by 5.0 cents, 2.5 cents of which was used for deficit reduction and 0.5 cents was used to raise the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account to 1.5 cents per gallon.</p>
<p>November 15, 1990 <i>Clean Air Act Amendments of 1990</i> Public Law 101-549</p>	<p>Recast transportation planning to provide for improved air quality.</p>
<p>October 28, 1991 <i>Omnibus Transportation Employee Testing Act of 1991</i> Public Law 102-143</p>	<p>Mandated the establishment of anti-drug and alcohol misuse programs for safety-sensitive employees of recipients and contractors to recipients of Major Capital Investment, Urbanized Area Formula, and Rural Area Formula public transportation funds.</p>
<p>December 18, 1991 <i>Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991</i> Public Law 102-240</p>	<p>Extended public transportation assistance through FY 1997, increased the amounts authorized, re-named the transit law the Federal Transit Act and the Urban Mass Transportation Administration the Federal Transit Administration, and converted the rail modernization portion of Section 5309 major capital funds to a formula basis. Surface Transportation, Title I of ISTEA provided that specific funds authorized through Federal-Aid Highways programs may be used for either public transportation or highway projects. These flexible funds are to be used for the mode of transportation best suited to meeting the needs of individual areas and states.</p>
<p>October 24, 1992 <i>Energy Policy Act of 1992</i> Public Law 102-486</p>	<p>Increased the tax-free amount of the public transportation commuter fringe benefit to \$60 per month with an inflation provision, removed the cliff provision which had made the entire benefit taxable if the monthly limit was exceeded, and extended the benefit to vanpools.</p>
<p>August 10, 1993 <i>Omnibus Budget Reconciliation Act of 1993</i> Public Law 103-66</p>	<p>Raised the motor fuel tax by 4.3 cents, all of which would be used for deficit reduction. To take effect October 1, 1995, 0.5 cents of the motor fuel tax increase being used for deficit reduction, including amounts authorized by Public Law 101-508, would be placed in the Mass Transit Account to raise the amount deposited in the Mass Transit Account to 2.0 cents per gallon.</p>
<p>July 5, 1994 <i>"An Act to revise, codify, and enact without substantive change certain general and permanent laws, related to transportation . . ."</i> Public Law 103-272</p>	<p>The Federal Transit Act was codified as Title 49, Chapter 53--Mass Transportation, of the United States Code.</p>
<p>August 5, 1997 <i>Taxpayer Relief Act of 1997</i> Public Law 105-34</p>	<p>Transferred 0.85 cents of motor fuel tax being used for deficit reduction to the Mass Transit Account increasing to 2.85 cents per gallon the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account, effective October 1, 1997.</p>

Date, Name, Public Law Number	Major or New Provisions
December 1, 1997 <i>Surface Transportation Extension Act of 1997</i> Public Law 105-130	Extended ISTEA through March 31, 1998.
June 9, 1998 <i>Federal Transit Act of 1998, Title III of the Transportation Equity Act for the 21st Century (TEA 21)</i> Public Law 105-178	Extended the public transportation program through FY 2003. TEA 21 increased public transportation funding authorizations, up to 70 percent above ISTEA appropriation levels if all authorized amounts are appropriated. A total of \$41 billion was authorized for the six-year period, of which \$36 billion was guaranteed. TEA 21 retained and improved many provisions of ISTEA including the transportation planning process and flexible funding. The distribution of formula funds among sections 5307, 5310, and 5311 was revised. The definition of eligible uses of Urbanized Area Formula capital funds was expanded to include preventive maintenance and ADA related expenditures for all urbanized areas and to include operating expenditures for urbanized areas under 200,000 population. The public transportation commuter benefit was expanded to include employee purchase of public transportation passes with pre-tax dollars. Two new programs were created: the Clean Fuels Formula Grant program which provides funds for adoption of clean fuel technologies and the Job Access and Reverse Commute program funds projects that improve job access for current and former welfare recipients and other eligible low-income individuals. The rate of the motor fuel tax deposited in the Mass Transit Account is changed to 2.86 cents per gallon as a technical correction. The accrual of interest to the MTA from deposits of account balances in federal securities was eliminated.
September 30, 2003 <i>Surface Transportation Extension Act of 2003</i> Public Law 108-88	Extended transit authorizing law through February 29, 2004.
February 29, 2004 <i>Surface Transportation Extension Act of 2004</i> Public Law 108-202	Extended transit authorizing law through April 30, 2004.
April 30, 2004 <i>Surface Transportation Extension Act of 2004, Part II</i> Public Law 108-224	Extended transit authorizing law through June 30, 2004.
June 30, 2004 <i>Surface Transportation Extension Act of 2004, Part III</i> Public Law 108-263	Extended transit authorizing law through July 31, 2004.
July 30, 2004 <i>Surface Transportation Extension Act of 2004, Part IV</i> Public Law 108-280	Extended transit authorizing law through September 30, 2004.
September 30, 2004 <i>Surface Transportation Extension Act of 2004, Part V</i> Public Law 108-310	Extended transit authorizing law through May 31, 2005.

Date, Name, Public Law Number	Major or New Provisions
May 31, 2005 <i>Surface Transportation Extension Act of 2005</i> Public Law 109-14	Extended transit authorizing law through June 30, 2005.
July 1, 2005 <i>Surface Transportation Extension Act of 2005, Part II</i> Public Law 109-20	Extended transit authorizing law through July 19, 2005.
July 20, 2005 <i>Surface Transportation Extension Act of 2005, Part III</i> Public Law 109-35	Extended transit authorizing law through July 21, 2005.
July 22, 2005 <i>Surface Transportation Extension Act of 2005, Part IV</i> Public Law 109-37	Extended transit authorizing law through July 27, 2005.
July 28, 2005 <i>Surface Transportation Extension Act of 2005, Part V</i> Public Law 109-40	Extended transit authorizing law through July 30, 2005.
July 30, 2005 <i>Surface Transportation Extension Act of 2005, Part VI</i> Public Law 109-42	Extended transit authorizing law through August 14, 2005.

Date, Name, Public Law Number	Major or New Provisions
<p>August 10, 2005 <i>Federal Public Transportation Act of 2005, Title III of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)</i> Public Law 109-59</p>	<p>SAFETEA-LU authorized transit and highway funds for FY 2005 through FY 2009, replacing all extension acts passed from September 30, 2004 forward. Funding for FY 2004 was authorized by the Surface Transportation Extension Act of 2004, Part IV, (P.L. 108-280). Over the six year period FY 2004 through FY 2009, it provided a record level of federal transit investment, \$52.6 billion, an increase of 46 percent over the amount guaranteed in TEA 21. The federal transit program structure remained largely the same, retaining formula programs that target federal investment to systems and communities based on need and capital investment programs that address special needs and projects.</p> <p>Beginning in FY 2006 transit programs were funded entirely from either the Mass Transit Account of the Highway Trust Fund or General Revenues in order to "fix" a problem of scoring when those funds were expended that artificially reduces the amount of funds available from the Mass Transit Account for future spending.</p> <p>A new tier was added to the Urbanized Area Formula program directing funds to Small Transit Intensive Cities. Additional funds are provided for the Urbanized Area and Rural Formula programs through amounts authorized by new Growing States and High Density States programs. Amounts were specified for new programs: Transit on Indian Reservations to provide transit improvements on Indian reservation, New Freedom to provide transportation for persons with disabilities beyond the requirements of the Americans with Disabilities Act, Small Starts specifying amounts within the New Starts Program for smaller projects, Alternatives Analysis providing specified funds in addition to New Starts funds for this function, and Alternative Transportation in Parks and Public Lands to improve mobility in National Parks.</p> <p>The JARC program was changed to a formula program from the existing competitive discretionary grants program. Newly eligible expenses included intercity bus and rail stations, crime prevention and security, and mobility management.</p>
<p>August 3, 2007 <i>National Transit Systems Security Act of 2007, Title XIV of the Implementing Recommendations of the 9/11 Commission Act of 2007</i> Public Law 110-53</p>	<p>Provides authorizations for transit security grants from FY 2007 through FY 2011. Grants are made to eligible public transportation agencies for security improvements for eligible capital and operating uses. Public transportation agencies are publicly owned operators of public transportation eligible to receive funds under Chapter 53 of Title 49, United States Code.</p>
<p>February 17, 2009 <i>American Recovery and Reinvestment Act of 2009 (ARRA)</i> P.L. 111-5</p>	<p>Authorized funds to stimulate the U.S. economy. Included in the ARRA is \$8.4 billion specifically for transit capital investment and additional funds for transit security investments.</p>
<p>October 1, 2009 <i>Continuing Appropriation Resolution, 2010, Division B</i> Public Law 111-68</p>	<p>Extended transit authorizing law through October 31, 2009.</p>
<p>October 30, 2009 <i>Interior Department and Further Continuing Appropriations, Fiscal Year 2010</i> Public Law 111-88</p>	<p>Extended transit authorizing law through December 18, 2009.</p>
<p>December 19, 2009 <i>Department of Defense Appropriations Act, 2010</i> Public Law 111-118</p>	<p>Extended transit authorizing law through February 28, 2010.</p>

Date, Name, Public Law Number	Major or New Provisions
March 2, 2010 <i>Temporary Extension Act of 2010</i> Public Law 111-144	Extended transit authorizing law through March 28, 2010.
March 18, 2010 <i>Hiring Incentive to Restore Employment Act</i> Public Law 111-147	Extended transit authorizing law through December 31, 2010, repealed the prohibition of the deposit of MTA unexpended balances in federal securities, and made a one-time transfer to the MTA to account for interest revenues not accrued from FY 1999 through FY 2010.
December 22, 2010 <i>Continuing Appropriations and Surface Transportation Extension Act, 2011</i> Public Law 111-322	Extended transit authorizing law through March 4, 2011.
March 4, 2011 <i>Surface Transportation Extension Act of 2011</i> Public Law 112-5	Extended transit authorizing law through September 30, 2011.
September 16, 2011 <i>Surface and Air Transportation Programs Extension Act of 2011, Title I: Surface Transportation Extension Act of 2011, Part II</i> Public Law 112-30	Extended transit authorizing law through March 31, 2012.
March 30, 2012 <i>Surface Transportation Extension Act of 2012</i> Public Law 112-102	Extends transit authorizing law through June 30, 2012.
June 29, 2012 <i>Temporary Surface Transportation Extension Act of 2012</i> Public Law 112-140	Extends transit authorizing law through July 6, 2012.
July 6, 2012 <i>Moving Ahead for Progress in the 21st Century Act (MAP-21), Division G – Surface Transportation Extension, Title III – Surface Transportation Programs</i> Public Law 112-141	Extends transit authorizing law through September 30, 2012.
July 6, 2012 <i>Moving Ahead for Progress in the 21st Century Act (MAP-21), Division B – Federal Public Transportation Act of 2012</i> Public Law 112-141	MAP-21 authorized the transit and highway programs for FY 2013 and FY 2014. Seven transit programs were repealed or not continued including Clean Fuels, Alternative Transportation in Parks, New Freedom, Job Access and Reverse Commute. Funds from other programs remain available to use for the purposes funded from these programs. A new State of Good Repair program replaced the Fixed-Guideway Modernization Program and a new Bus and Bus Facilities Formula program replaced the former Bus and Bus Facilities program which provided discretionary funding. New programs were created including a Pilot Program for Transit Oriented Development and a program which combined former special service programs in a Enhanced Mobility of Seniors and Individuals with Disabilities Formula program. Also newly created was a State Safety Oversight Program, Human Resources programs, and a Transit Asset Management program.

APPENDIX THREE: SOURCES OF FURTHER INFORMATION
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Federal Transit Administration Circulars: The Federal Transit Administration issues regulations and procedures that control the funding and grant making process. Those regulations and procedures are published as guidelines in Circulars. Circulars for funding programs and their Internet web addresses are:

Urbanized Area Program: "Urbanized Area Formula Program: Grant Application Instructions," Number C 9030.1D, May 1, 2010 at http://www.fta.dot.gov/laws/circulars/leg_reg_11492.html

Rural Program: "Nonurbanized Area Formula Program Guidance and Grant Application Instructions," Number C 9040.1F, April 1, 2007 at http://www.fta.dot.gov/laws/circulars/leg_reg_6519.html

Elderly and Disabled Persons Program: "The Elderly and Persons With Disabilities Program Guidance and Application Instructions," Number C 9070.1F, May 1, 2007 at http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html

New Starts, Fixed-Guideway Modernization, and Bus and Bus Facilities Programs: "Capital Investment Program Guidance and Application Instructions," Number C 9300.1B, November 1, 2008 at http://www.fta.dot.gov/laws/circulars/leg_reg_8642.html

Federal Transit Administration MAP-21 Implementation: The FTA MAP-21 Implementation web page provides access to a variety of documents and web pages that describe MAP-21 can be found at <http://fta.dot.gov/map21/index.html>

Federal Transit Administration Statistical Summaries: FTA Statistical Summaries report the amount of federal funds granted to transit uses each year. Funds are differentiated by program, state, urbanized area, and use. Quantities of products purchased are also reported. Statistical Summaries from 1999 through 2009 can be accessed at http://fta.dot.gov/grants/sitemap_1090.html

Federal Transit Administration New Starts Annual Report: The New Starts Annual report provides extensive background data on projects that are advancing through the New Starts "pipeline." Information is also presented on the status of all other authorized projects that have not yet entered the 'pipeline' in at least the alternatives analysis stage. The report provides annual recommendations on New Starts funding from the FTA to the Congress. Reports from 1997 through 2014 can be found at http://www.fta.dot.gov/planning/newstarts/planning_environment_2618.html

Federal Transit Administration Grant Program Summary Materials: Materials on the FTA web site describing the provisions of grant programs can be found at http://www.fta.dot.gov/funding/grants_financing_263.html

American Public Transportation Association MAP-21 Summary Materials: Materials describing the provisions of and implementation of MAP-21 can be found on the APTA web site at <http://www.apta.com/gap/legissues/authorization/Pages/default.aspx> These materials include:

Legislation

- [MAP-21 Enrolled Bill](#)
- [MAP-21 Conference Report with Manager's Explanatory Statement \(pg 603\)](#)
- [Federal Transit Law Chapter 53 of Title 49 US Code \(APTA Annotated Blue Book\)](#)
- [APTA Recommendations on Federal Public Transportation Authorizing Law](#)

Funding Tables

- [APTA MAP-21 Funding Tables](#)
- [APTA Flow Chart, Section 5336 Apportionment Formula for Urbanized Area Formula Grants](#)
- [APTA Flow Chart, Section 5311 Apportionment Formula for Rural Area Formula Grants](#)
- [FTA Funding Summary Fact Sheet](#)

FTA Estimated Apportionments

- FY 2013: http://www.fta.dot.gov/grants/15032_15861.html
- FY 2014: <http://www.fta.dot.gov/grants/15105.html>

Bill Summaries

- [APTA's MAP-21 Webinar with House and Senate Staff](#)
- [APTA Legislative Alert: House and Senate Vote to Pass Surface Transportation Conference Report](#)
- [House Transportation & Infrastructure Committee Democratic Staff Summary of Conference Report, H.R. 4348](#)

DOT Implementation Resources

- [Federal Transit Administration Implementation of MAP-21](#)
- [Federal Highway Administration Implementation of MAP-21](#)
- [FTA MAP-21 Public Presentation](#)
- [MAP-21 Regulatory Deadlines Schedule](#)

Previous Surface Transportation Authorizations

- [Extension of SAFETEA-LU thru September 30, 2011 \(Surface Transportation Extension Act of 2011, P.L. 112-5\)](#)
- Federal Public Transportation Law: 49 USC Chapter 53 -- Federal transit law as amended by SAFETEA-LU
 - ["Ramseyer" version showing insertions in italics and deletions in strikethrough](#)
 - ["Clean" version incorporating changes](#)
- [APTA Primer on SAFETEA-LU Transit Funding Provisions](#)
- [Transportation Equity Act for the 21st Century \(TEA-21\)](#)
- [Intermodal Surface Transportation Efficiency Act \(ISTEA\)](#)
- [Urban Mass Transportation Act \(UMTA\)](#)

Federal Highway Administration MAP-21 Fact Sheets and Other Implementation Information: FHWA documents describing MAP-21 and highway programs can be found at <http://www.fhwa.dot.gov/map21/>. A "questions and Answers" page is at <http://www.fhwa.dot.gov/map21/gandas/index.cfm> and "Fact Sheets" can be found at <http://www.fhwa.dot.gov/map21/factsheets.cfm>.

APPENDIX FOUR: TRANSIT PROGRAM HISTORICAL FUNDING LEVELS

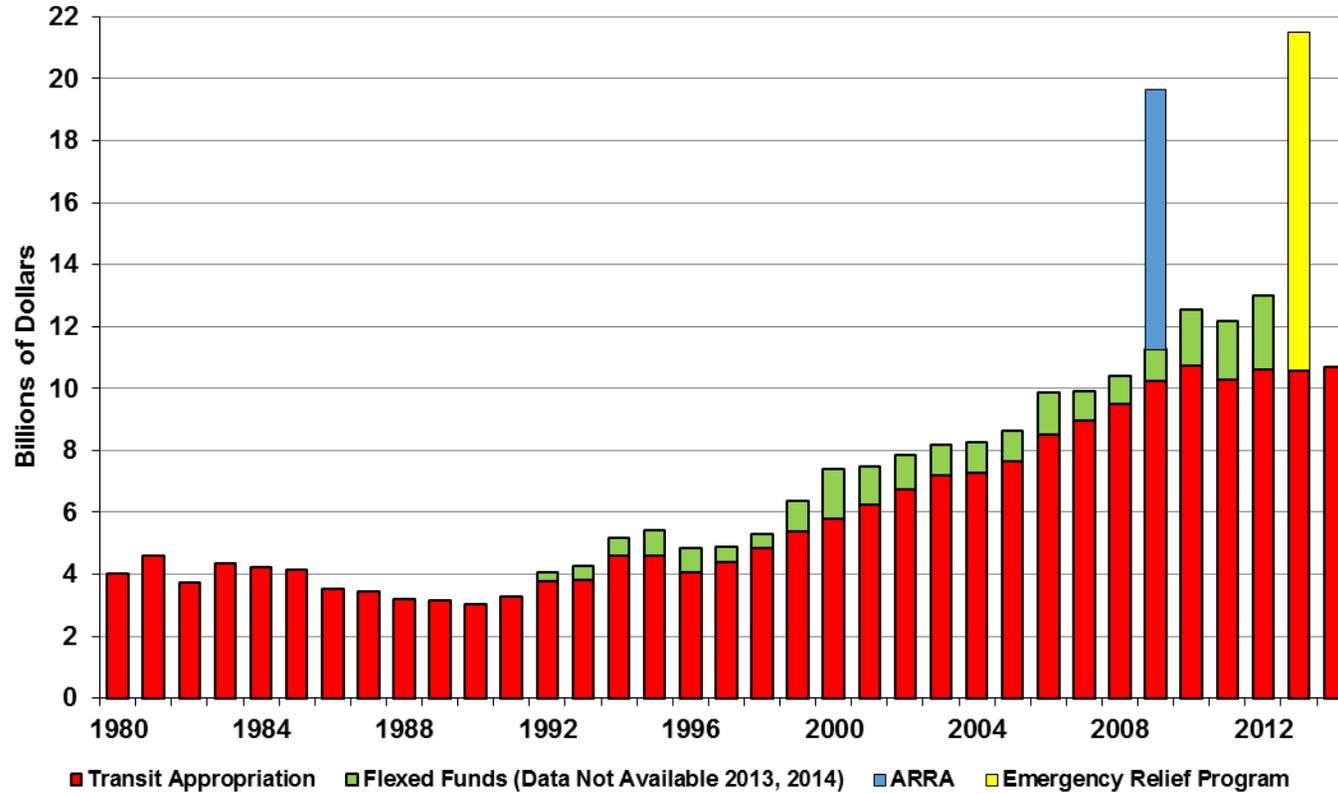
FEDERAL FUNDING FOR TRANSIT (FY 1980 - FY 2014)
AUTHORIZATIONS, ADMINISTRATION BUDGET REQUESTS,
AND APPROPRIATIONS COMPARED
(WITH APPROPRIATIONS FOR FY 1961 - FY 1979)

Note on Sources:

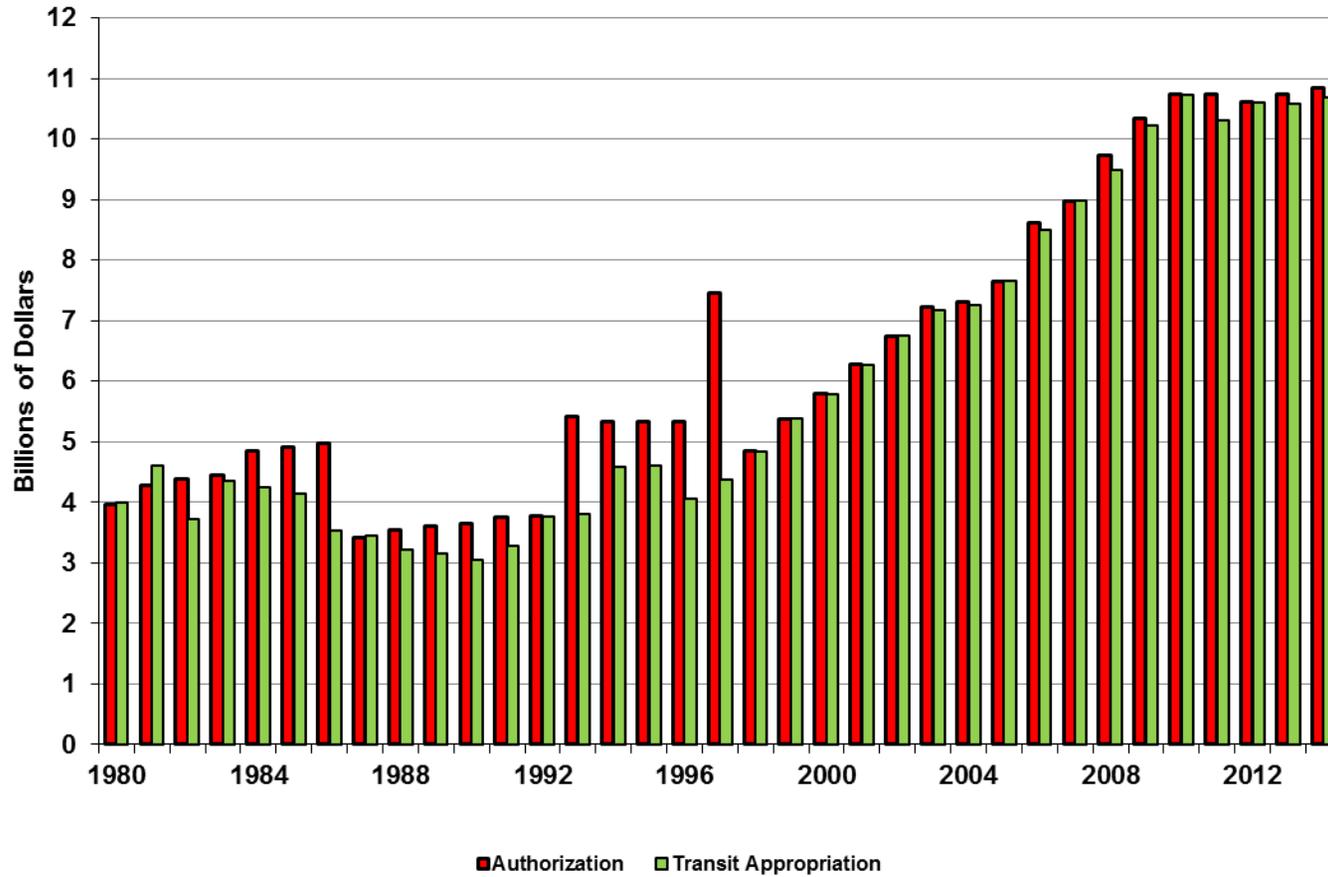
From FY 1961 through FY 1979, all amounts, except Urbanized Area Operating Limits, are taken from the Federal Transit Administration's *1997 Statistical Summaries*. Urbanized Area Operating Limits are taken from a variety of sources.

Beginning in FY 1980 amounts are taken from authorization laws and annual appropriation laws. These amounts may differ from other data sources because the amounts reported herein are as provided in the original legislation and are not adjusted for later actions rescinding any amounts and are not adjusted for any amounts that are appropriated in transit legislation for other purposes.

Appendix Four, Figure 1: Federal Appropriations and Total Funding Including Flexed Funds, FY 1980 - FY 2014



Appendix Four, Figure 2: Federal Authorizations and Appropriations, FY 1980 - FY 2014 (a)



(a) Excludes ARRA and Emergency Relief Program Funds.

Appendix Four, Table 1: Summary of Total Federal Transit Act Funding in Nominal and Constant March 2104 Dollars (BILLIONS OF DOLLARS)

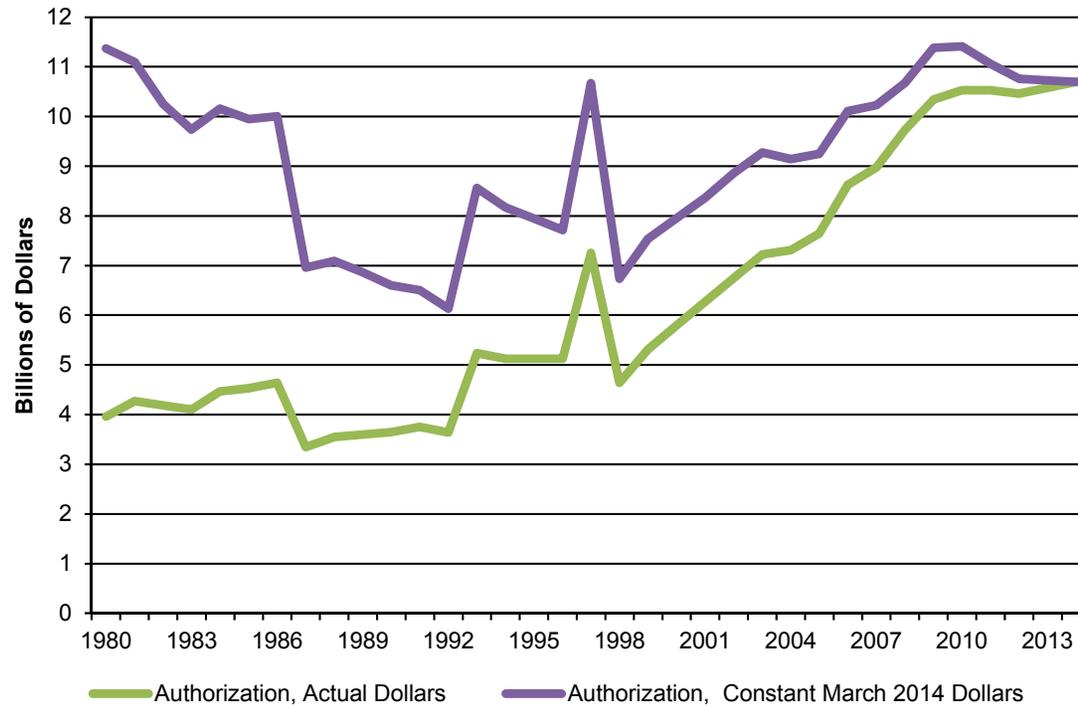
Year	Billions of Nominal (Actual) Dollars			Billions of Constant March 2014 Dollars			Passenger Miles (Billions)	Appropriation per Passenger Mile, Actual Dollars	Appropriation per Passenger Mile, Constant 2014 Dollars
	Authorization (a)	Administration Budget Request (a)	Appropriation (a)	Authorization (a)	Administration Budget Request (a)	Appropriation (a)			
1980	3.97	3.52	4.00	11.37	10.08	11.47	39.85	0.10	0.29
1981	4.27	4.94	4.62	11.10	12.85	12.00	38.48	0.12	0.31
1982	4.19	3.53	3.73	10.25	8.64	9.13	37.12	0.10	0.25
1983	4.10	3.05	4.10	9.74	7.24	9.74	37.60	0.11	0.26
1984	4.47	3.54	3.99	10.16	8.04	9.08	39.42	0.10	0.23
1985	4.53	3.82	3.90	9.95	8.38	8.57	39.58	0.10	0.22
1986	4.64	1.13	3.46	10.00	2.43	7.46	40.20	0.09	0.19
1987	3.35	1.22	3.25	6.96	2.54	6.76	40.35	0.08	0.17
1988	3.55	1.37	3.03	7.09	2.74	6.06	40.58	0.07	0.15
1989	3.60	1.39	2.99	6.86	2.66	5.69	41.60	0.07	0.14
1990	3.65	1.52	2.96	6.60	2.75	5.36	41.14	0.07	0.13
1991	3.75	2.26	3.21	6.51	3.92	5.56	40.70	0.08	0.14
1992	3.64	3.25	3.64	6.14	5.47	6.13	40.24	0.09	0.15
1993	5.24	2.82	3.63	8.56	4.61	5.94	39.38	0.09	0.15
1994	5.13	4.40	4.38	8.17	7.02	6.99	39.59	0.11	0.18
1995	5.13	4.56	4.41	7.95	7.07	6.84	39.81	0.11	0.17
1996	5.13	3.43	3.85	7.72	5.16	5.80	41.38	0.09	0.14
1997	7.25	4.10	4.18	10.67	6.03	6.16	42.34	0.10	0.15
1998	4.64	4.29	4.64	6.73	6.22	6.73	44.13	0.11	0.15
1999	5.32	4.73	5.34	7.54	6.70	7.57	45.86	0.12	0.17
2000	5.80	6.09	5.79	7.95	8.35	7.94	47.67	0.12	0.17
2001	6.27	6.32	6.26	8.37	8.43	8.35	49.07	0.13	0.17
2002	6.75	6.75	6.75	8.86	8.86	8.86	48.32	0.14	0.18
2003	7.23	7.23	7.18	9.28	9.28	9.22	47.90	0.15	0.19
2004	7.31	7.23	7.27	9.14	9.04	9.09	49.07	0.15	0.19
2005	7.65	7.27	7.65	9.25	8.79	9.25	49.68	0.15	0.19
2006	8.62	7.78	8.50	10.11	9.12	9.97	52.15	0.16	0.19

Appendix Four, Table 1: Summary of Total Federal Transit Act Funding in Nominal and Constant March 2104 Dollars (BILLIONS OF DOLLARS)

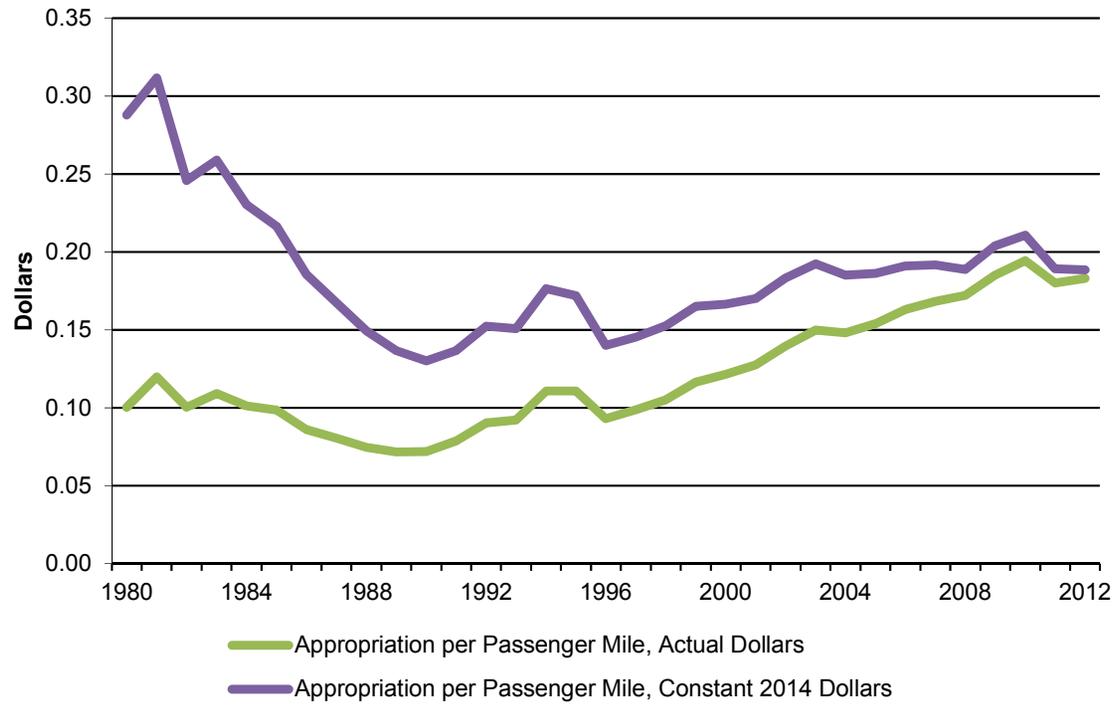
Year	Billions of Nominal (Actual) Dollars			Billions of Constant March 2014 Dollars			Passenger Miles (Billions)	Appropriation per Passenger Mile, Actual Dollars	Appropriation per Passenger Mile, Constant 2014 Dollars
	Authorization (a)	Administration Budget Request (a)	Appropriation (a)	Authorization (a)	Administration Budget Request (a)	Appropriation (a)			
2007	8.97	8.87	8.97	10.23	10.11	10.23	53.35	0.17	0.19
2008	9.73	9.42	9.49	10.68	10.34	10.42	55.16	0.17	0.19
2009	10.34	10.14	10.23	11.39	11.16	11.27	55.23	0.19	0.20
2010	10.53	10.84	10.51	11.41	11.75	11.39	54.01	0.19	0.21
2011	10.53	10.38	10.10	11.06	10.90	10.61	56.08	0.18	0.19
2012	10.46	22.35	10.46	10.76	23.00	10.76	57.12	0.18	0.19
2013	10.58	10.70	10.44	10.73	10.85	10.59			
2014	10.70	10.76	10.69	10.70	10.76	10.69			
2015		17.50							

(a) Authorization, Administration Budget Request, and Appropriation of primary transit authorizing law, referred to as a Federal Transit Act; does not include funding from other authorizing laws that fund specific purposes or activities. Does not include ARRA or Emergency Relief Program funds.

Appendix Four, Figure 3: Federal Transit Authorizations, Actual and Constant 2014 Dollars



Appendix Four, Figure 4: Federal Transit Appropriation per Passenger Mile, Actual and Constant 2014 Dollars



Appendix Four: Table 2: Appropriations by Program FY 1961 – FY 1979 (MILLIONS OF DOLLARS)

Program	Actual Appropriation (All Amounts Taken from FTA "1997 Statistical Summaries")						
	FY 1961	FY 1962	FY 1963	FY 1964	FY 1965	FY 1966	FY 1967
Major Capital Investment Program Total, § 3	17.5	---	---	3.0	65.0	135.0	130.0
New Starts/Extension	---	---	---	---	---	---	---
Fixed-Guideway Modernization	---	---	---	---	---	---	---
Bus	---	---	---	---	---	---	---
Other	---	---	---	---	---	---	---
Formula Program Total	---	---	---	---	---	---	---
Urbanized Area, § 5 Total	---	---	---	---	---	---	---
Urbanized Area Capital	---	---	---	---	---	---	---
Urbanized Area Operating	---	---	---	---	---	---	---
Rural Capital and Operating, § 18	---	---	---	---	---	---	---
Elderly and Disabled, § 16(b)	---	---	---	---	---	---	---
Interstate Transfer	---	---	---	---	---	---	---
Planning and Research Total	25.0	---	---	4.8	---	---	---
Planning, § 8	---	---	---	---	---	---	---
RTAP, § 18(h)	---	---	---	---	---	---	---
All Other Research and Training	25.0	---	---	4.8	---	---	---
FTA Administration, § 12	---	---	---	0.2	0.3	0.5	0.7
Other	---	---	---	---	---	---	---
TOTAL FEDERAL TRANSIT ACT FUNDING	42.5	0.0	0.0	8.0	65.3	135.5	130.7

Appendix Four: Table 2: Appropriations by Program FY 1961 – FY 1979 (MILLIONS OF DOLLARS)

Program	Actual Appropriation (All Amounts Taken from FTA "1997 Statistical Summaries")					
	FY 1968	FY 1969	FY 1970	FY 1971	FY 1972	FY 1973
Major Capital Investment Program Total, § 3	125.0	169.1	137.0	555.7	803.7	863.7
New Starts/Extension	---	---	---	---	---	---
Fixed-Guideway Modernization	---	---	---	---	---	---
Bus	---	---	---	---	---	---
Formula Program Total	---	---	0.0	0.0	0.0	0.0
Urbanized Area, § 5 Total	---	---	---	---	---	---
Urbanized Area Capital	---	---	---	---	---	---
Urbanized Area Operating	---	---	---	---	---	---
Rural Capital and Operating, § 18	---	---	---	---	---	---
Elderly and Disabled, § 16(b)	---	---	---	---	---	---
Interstate Transfer	---	---	---	---	---	---
Planning and Research Total	---	5.0	38.0	41.0	90.0	129.8
Planning, § 8	---	5.0	8.0	15.0	25.0	33.5
RTAP, § 18(h)	---	---	---	---	---	---
All Other Research and Training	---	---	30.0	26.0	65.0	96.3
FTA Administration, § 12	0.7	0.9	1.6	3.3	6.3	6.5
Other	---	---	---	---	---	---
TOTAL FEDERAL TRANSIT ACT FUNDING	125.7	175.0	176.6	600.0	900.0	1,000.0

Appendix Four: Table 2: Appropriations by Program FY 1961 – FY 1979 (MILLIONS OF DOLLARS)

Program	Actual Appropriation (All Amounts Taken from FTA "1997 Statistical Summaries")					
	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979
Major Capital Investment Program Total, § 3	872.0	1,330.1	1,324.5	1,228.0	1,375.0	1,175.0
New Starts/Extension	---	---	---	---	---	---
Fixed-Guideway Modernization	---	---	---	---	---	---
Bus	---	---	---	---	---	---
Formula Program Total	0.0	319.9	647.0	672.0	800.0	1,500.0
Urbanized Area, § 5 Total	---	300.0	625.0	650.0	775.0	1,403.5
Urbanized Area Capital	---	---	---	---	---	---
Urbanized Area Operating	---	300.0	625.0	650.0	775.0	1,075.0
Rural Capital and Operating, § 18	---	---	---	---	---	76.5
Elderly and Disabled, § 16(b)	---	19.9	22.0	22.0	25.0	20.0
Interstate Transfer	61.0	65.7	632.0	570.7	662.8	623.8
Planning and Research Total	72.7	81.7	113.4	104.4	125.0	123.5
Planning, § 8	37.6	36.6	47.9	43.2	55.0	55.0
RTAP, § 18(h)	---	---	---	---	---	---
All Other Research and Training	35.1	45.1	65.5	61.2	70.0	63.5
FTA Administration, § 12	5.0	6.0	13.2	12.6	20.0	16.8
Other	---	---	25.0	55.0	45.0	---
TOTAL FEDERAL TRANSIT ACT FUNDING	1,010.7	1,803.3	2,755.1	2,642.7	3,027.8	3,439.1

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1980			FY 1981		
	Authorization	Carter Budget Request	Actual Appropriation	Authorization	Carter Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,332.5	1,225.0	1,575.0	1,431.7	2,177.0	2,010.0
New Starts/Extension	---	---	410.0	---	525.0	485.0
Fixed-Guideway Modernization	---	---	760.0	---	1,030.0	945.0
Bus	---	---	405.0	---	622.0	580.0
Formula Program Total	1,680.0	1,450.0	1,491.0	1,775.0	1,661.0	1,527.5
Urbanized Area, § 5 Total	1,580.0	1,375.0	1,405.0	1,665.0	1,570.0	1,455.0
Urbanized Area Capital	300.0	300.0	300.0	370.0	370.0	350.0
Urbanized Area Operating	1,280.0	1,075.0	1,105.0	1,295.0	1,200.0	1,105.0
Rural Capital and Operating, § 18	100.0	75.0	86.0	110.0	91.0	72.5
Elderly and Disabled, § 16(b)	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3
Interstate Transfer	700.0	700.0	700.0	800.0	800.0	800.0
Planning and Research Total	77.6	120.4	124.3	83.3	128.0	130.5
Planning, § 8	77.6	53.8	55.0	83.3	70.0	65.0
RTAP, § 18(h)	---	---	---	---	---	---
All Other Research and Training	In Admin.	66.6	69.3	In Admin.	58.0	65.5
FTA Administration, § 12	95.0	21.0	20.9	100.0	22.0	22.2
Other	80.0	---	90.0	80.0	155.0	125.0
TOTAL FEDERAL TRANSIT ACT FUNDING	3,965.0	3,516.4	4,001.2	4,270.0	4,943.0	4,615.2
Washington DC Metro, National Capital Transportation Act	---	---	---	---	---	---
TOTAL TRANSIT FUNDING	3,965.0	3,516.4	4,001.2	4,270.0	4,943.0	4,615.2

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1982				FY 1983		
	Authorization	Carter Budget Request	Reagan Revised Request	Actual Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,431.7	2,333.0	1,457.0	1,590.0	1,606.0	1,501.0	1,546.0
New Starts/Extension	---	603.0	114.0	179.8	---	120.0	206.0
Fixed-Guideway Modernization	---	1,040.0	837.0	879.5	---	861.0	840.0
Bus	---	690.0	506.0	530.7	---	520.0	500.0
Formula Program Total	1,885.0	1,655.0	1,368.4	1,433.8	2,047.5	1,015.0	2,047.5
Urbanized Area § 9 Total	1,765.0	1,560.0	1,302.4	1,365.3	1,956.2	1,015.0	1,956.2
Urbanized Area Capital	455.0	455.0	330.1	330.0	1,081.2	375.0	1,081.2
Urbanized Area Operating	1,310.0	1,105.0	972.3	1,035.3	875.0	640.0	875.0
Rural Capital and Operating, § 18	120.0	95.0	66.0	68.5	91.3	0.0	91.3
Elderly and Disabled, § 16(b)	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3	In Sec. 3
Interstate Transfer	600.0	750.0	528.0	538.0	365.0	400.0	365.0
Planning and Research Total	83.3	161.0	114.6	105.6	0.0	95.0	108.3
Planning, § 8	83.3	76.0	53.0	54.0	In Sec. 3	50.0	50.0
Rural Transit Assistance Program, § 18(h)	---	---	---	---	---	---	---
All Other Research and Training	In Admin.	85.0	61.6	51.6	In Admin.	45.0	58.3
FTA Administration, § 12	105.0	30.0	25.5	23.9	86.3	29.1	28.1
Other	80.0	216.0	33.0	36.3	---	10.0	10.0
TOTAL FEDERAL TRANSIT ACT FUNDING	4,185.0	5,145.0	3,526.5	3,727.7	4,104.8	3,050.1	4,104.9
Washington DC Metro, National Capital Transportation Act	200.0	0.0	0.0	0.0	350.0	100.0	240.0
TOTAL TRANSIT FUNDING	4,385.0	5,145.0	3,526.5	3,727.7	4,454.8	3,150.1	4,344.9

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1984			FY 1985		
	Authorization	Reagan Budget Request	Actual Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,200.00	1,100.0	1,140.0	1,050.0	1,020.0	1,040.0
New Starts/Extension	---	---	399.5	---	400.0	422.5
Fixed-Guideway Modernization	---	---	545.5	---	520.0	487.5
Bus	---	---	195.0	---	100.0	130.0
Formula Program Total	2,750.0	1,974.0	2,414.0	2,950.0	2,414.5	2,474.5
Urbanized Area, § 9 Total	2,669.4	1,916.2	2,319.0	2,863.6	2,319.5	2,377.7
Urbanized Area Capital	1,796.8	1,641.2	1,446.0	1,988.6	1,774.0	1,507.4
Urbanized Area Operating	872.6	275.0	873.0	875.0	545.5	870.3
Rural Capital and Operating, § 18	80.6	57.8	70.0	86.4	70.0	71.8
Elderly and Disabled, § 16(b)	In Sec. 3	In Sec. 3.	25.0	In Sec. 3	25.0	25.0
Interstate Transfer	380.0	380.0	295.4	390.0	250.0	250.0
Planning and Research Total	50.0	52.0	104.8	50.0	94.8	101.0
Planning, § 8	50.0	In Sec. 3	50.0	50.0	50.0	50.0
Rural Transit Assistance Program, § 18(h)	---	---	---	---	---	---
All Other Research and Training	In Admin.	52.0	54.8	In Admin.	44.8	51.0
FTA Administration, § 12	86.0	29.7	29.2	90.0	31.5	31.0
Other	---	---	10.0	---	5.0	5.0
TOTAL FEDERAL TRANSIT ACT FUNDING	4,466.0	3,535.7	3,993.4	4,530.0	3,815.8	3,901.5
Washington DC Metro, National Capital Transportation Act	375.0	230.0	250.0	375.0	250.0	250.0
TOTAL TRANSIT FUNDING	4,841.0	3,765.7	4,243.4	4,905.0	4,065.8	4,151.5

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1986				FY 1987		
	Authorization	Reagan Budget Request	Continuing Resolution Appropriation	Final Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,050.0	0.0	960.0	918.7	1,009.3	0.0	915.0
New Starts/Extension	---	0.0	385.0	368.4	403.7	0.0	365.0
Fixed-Guideway Modernization	---	0.0	430.0	411.5	403.7	0.0	410.0
Bus	---	0.0	145.0	138.8	100.9	0.0	140.0
Other	---	---	---	---	100.9	---	---
Formula Program Total	3,050.0	1,060.0	2,180.5	2,086.8	2,042.5	1,143.2	2,035.0
Urbanized Area, § 9 Total	2,960.6	994.0	2,087.0	1,997.6	1,941.4	1,075.7	1,925.0
Urbanized Area Capital	2,085.6	994.0	1,221.1	1,128.8	1,080.5	1,008.7	1,064.1
Urbanized Area Operating	875.0	0.0	865.9	868.8	860.9	67.0	860.9
Rural Capital and Operating, § 18	89.4	31.0	63.0	60.0	58.6	32.5	75.0
Elderly and Disabled, § 16(b)	In Sec. 3	35.0	30.5	29.2	42.5	35.0	35.0
Interstate Transfer	400.0	From HTF	218.8	210.2	200.0	From HTF	200.0
Planning and Research Total	50.0	40.0	67.4	64.5	62.4	50.0	62.4
Planning, § 8	50.0	40.0	50.0	47.9	45.0	30.5	45.0
Rural Transit Assistance Program, § 18(h)	---	---	---	---	---	---	---
All Other Research and Training	In Admin.	---	17.4	16.6	17.4	19.5	17.4
FTA Administration, § 12	90.0	27.0	30.0	28.7	31.0	26.8	31.0
Other	---	---	5.0	4.8	0.2	---	7.5
TOTAL FEDERAL TRANSIT ACT FUNDING	4,640.0	1,127.0	3,461.7	3,313.7	3,345.4	1,220.0	3,250.9
Washington DC Metro, National Capital Transportation Act	325.0	250.0	227.0	217.2	75.0	0.0	201.1
TOTAL TRANSIT FUNDING	4,965.0	1,377.0	3,688.7	3,530.9	3,420.4	1,220.0	3,452.0

HTF = Highway Trust Fund

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1988			FY 1989		
	Authorization	Reagan Budget Request	Actual Appropriation	Authorization	Reagan Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,012.0	0.0	980.3	1,040.0	0.0	985.0
New Starts/Extension	404.8	0.0	407.8	416.0	0.0	402.0
Fixed-Guideway Modernization	404.8	0.0	427.0	416.0	0.0	439.0
Bus	101.2	0.0	145.5	104.0	0.0	144.0
Other	101.2	0.0	---	104.0	0.0	---
Formula Program Total	2,235.0	1,289.3	1,832.0	2,260.0	1,316.5	1,705.0
Urbanized Area, § 9 Total	2,135.5	1,217.5	1,732.4	2,159.8	1,214.5	1,603.6
Urbanized Area Capital	1,222.0	1,114.1	927.7	1,241.7	1,054.5	798.9
Urbanized Area Operating	912.6	103.4	804.7	918.1	160.0	804.7
Rural Capital and Operating, § 18	64.5	36.8	64.6	65.2	67.0	66.4
Elderly and Disabled, § 16(b)	35.0	35.0	35.0	35.0	35.0	35.0
Interstate Transfer	200.0	From HTF	123.5	200.0	From HTF	200.0
Planning and Research Total	45.0	52.0	62.0	45.0	45.0	60.0
Planning, § 8	45.0	35.0	45.0	45.0	35.0	45.0
Rural Transit Assistance Program, § 18(h)	In Admin.	---	4.8	In Admin.	---	5.0
All Other Research and Training	In Admin.	17.0	12.2	In Admin.	10.0	10.0
University Centers, § 11(b)	5.0	---	5.0	5.0	---	5.0
FTA Administration, § 12	50.0	32.7	31.9	50.0	32.5	31.9
Other	3.0	---	---	---	---	---
TOTAL FEDERAL TRANSIT ACT FUNDING	3,550.0	1,374.0	3,034.7	3,600.0	1,394.0	2,986.9
Washington DC Metro, National Capital Transportation Act	0.0	130.0	180.5	0.0	128.0	168.0
TOTAL TRANSIT FUNDING	3,550.0	1,504.0	3,215.1	3,600.0	1,522.0	3,154.9

HTF = Highway Trust Fund

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1990			FY 1991		
	Authorization	Reagan Budget Request	Actual Appropriation	Authorization	Bush Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,065.0	0.0	982.0	1,115.0	985.0	1,115.0
New Starts/Extension	426.0	0.0	419.2	446.0	398.0	440.0
Fixed-Guideway Modernization	426.0	0.0	430.7	446.0	394.0	455.0
Bus	106.5	0.0	132.1	111.5	193.0	220.0
Other	106.5	0.0	---	111.5	0.0	---
Formula Program Total	2,285.0	1,445.7	1,724.8	2,335.0	1,176.8	1,835.0
Urbanized Area, § 9 Total	2,184.1	1,342.7	1,624.3	2,232.6	1,076.8	1,734.6
Urbanized Area Capital	1,260.2	1,223.2	822.0	1,303.2	779.0	932.3
Urbanized Area Operating	923.9	119.5	802.3	929.4	297.8	802.3
Rural Capital and Operating, § 18	65.9	68.0	65.6	67.4	65.0	65.4
Elderly and Disabled, § 16(b)	35.0	35.0	34.9	35.0	35.0	35.0
Interstate Transfer	200.0	From HTF	159.5	200.0	From HTF	160.0
Planning and Research Total	45.0	45.0	59.9	45.0	60.0	58.0
Planning, § 8	45.0	35.0	44.9	45.0	45.0	45.0
Rural Transit Assistance Program, § 18(h)	In Admin.	---	5.0	In Admin.	5.0	5.0
All Other Research and Training	In Admin.	10.0	10.0	In Admin.	10.0	8.0
University Centers, § 11(b)	5.0	---	5.0	5.0	5.0	5.0
FTA Administration, § 12	50.0	32.3	31.8	50.0	35.4	32.6
TOTAL FEDERAL TRANSIT ACT FUNDING	3,650.0	1,523.0	2,963.0	3,750.0	2,262.2	3,205.6
Washington DC Metro, National Capital Transportation Act	0.0	42.0	84.7	0.0	38.0	64.1
TOTAL TRANSIT FUNDING	3,650.0	1,565.0	3,047.7	3,750.0	2,300.2	3,269.7

HTF = Highway Trust Fund

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1992				FY 1993		
	Authorization	Bush Budget Request	Appropriation	Actual Funding Level	Authorization	Bush Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 3	1,345.0	350.0	1,345.0	1,342.2	2,030.0	1,000.0	1,725.0
New Starts/Extension	538.0	300.0	565.0	536.9	812.0	400.0	721.8
Fixed-Guideway Modernization	538.0	0.0	550.0	536.9	812.0	400.0	666.3
Bus	269.0	0.0	230.0	268.4	406.0	200.0	336.9
Other	---	50.0	---	---	---	---	---
Formula Program Total	1,984.7	2,599.9	2,025.0	1,983.7	2,825.9	1,603.6	1,700.0
Urbanized Area, § 9 Total	1,823.6	2,465.9	1,861.6	1,822.8	2,604.1	1,479.7	1,560.5
Urbanized Area Capital	827.6	2,171.0	1,059.4	1,020.5	1,575.6	1,263.1	758.3
Urbanized Area Operating	995.9	294.9	802.3	802.3	1,028.5	216.6	802.3
Rural Capital and Operating, § 18	106.1	89.0	108.4	106.1	151.6	86.1	90.8
Elderly and Disabled, § 16(b)	55.0	45.0	55.0	54.9	70.2	37.8	48.6
Interstate Transfer	160.0	160.0	160.0	160.0	164.8	82.0	75.0
Planning and Research Total	109.3	93.2	71.0	109.1	157.1	84.5	85.0
Metropolitan Planning, § 8	43.8	In Other	45.0	43.7	70.7	38.0	38.3
Rural Transit Assistance Program, § 18(h)	5.0	In Other	5.0	5.0	7.9	4.2	4.3
All Other Research and Training	60.5	93.2	21.0	60.4	78.5	42.3	42.5
University Centers	7.0	6.0	5.0	7.0	7.0	6.0	6.0
Federal Transit Administration Operations, § 12	37.0	40.4	37.0	37.0	50.3	41.9	38.6
TOTAL FEDERAL TRANSIT ACT FUNDING	3,643.0	3,249.5	3,643.0	3,639.0	5,235.0	2,818.0	3,629.6
Washington DC Metro, National Capital Transportation Act	124.0	80.0	124.0	124.0	182.0	182.0	170.0
TOTAL DIRECT TRANSIT FUNDING	3,767.0	3,329.5	3,767.0	3,763.0	5,417.0	3,000.0	3,799.6
Flexible Funding Transfers from FHWA (a)				303.8			469.2
TOTAL TRANSIT FUNDING				4,066.8			4,268.8

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1994			FY 1995		
	Authorization	Clinton Budget Request	Actual Appropriation	Authorization	Clinton Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 5309	2,050.0	1,771.6	1,785.0	2,050.0	1,517.0	1,725.0
New Starts/Extension	820.0	657.2	667.9	820.0	400.0	646.7
Fixed-Guideway Modernization	820.0	760.1	760.1	820.0	760.0	725.0
Bus	410.0	354.3	357.0	410.0	327.0	353.3
Other	---	---	---	---	30.0	---
Formula Program Total	2,865.1	2,433.7	2,414.9	2,865.1	2,865.0	2,500.0
Urbanized Area Total, § 5307	2,642.6	2,244.1	2,226.6	2,642.6	2,649.7	2,283.9
Urbanized Area Capital	1,587.0	1,441.8	1,424.3	1,558.9	2,049.7	1,573.9
Urbanized Area Operating	1,055.5	802.3	802.3	1,083.7	600.0	710.0
Rural Capital and Operating, § 5311	153.8	130.6	129.6	153.8	154.2	132.9
Elderly and Disabled, § 5310	68.7	59.0	58.7	68.7	61.1	59.2
Other	---	---	---	---	---	24.0
Interstate Transfer	---	45.0	45.0	---	38.5	48.0
Planning and Research Total	153.7	106.2	92.3	153.7	92.3	92.3
Planning, § 5303	69.2	59.5	41.5	69.2	41.5	41.5
RTAP	7.7	4.3	4.6	7.7	4.6	4.6
All Other Research and Training	76.9	42.5	46.1	76.9	46.1	46.1
University Centers	7.0	6.0	6.0	7.0	6.0	6.0
Federal Transit Administration Operations	49.2	39.5	39.5	49.2	43.1	43.1
TOTAL FEDERAL TRANSIT ACT FUNDING	5,125.0	4,401.9	4,382.6	5,125.0	4,561.9	4,414.3
Washington DC Metro, National Capital Transportation Act	200.0	200.0	200.0	200.0	200.0	200.0
TOTAL DIRECT TRANSIT FUNDING	5,325.0	4,601.9	4,582.6	5,325.0	4,761.9	4,614.3
Flexible Funding Transfers from FHWA (a)			609.7			801.8
TOTAL TRANSIT FUNDING			5,192.3			5,416.1

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1996			FY 1997		
	Authorization	Clinton Budget Request (b)	Actual Appropriation	Authorization	Clinton Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 5309	2,050.0	---	1,665.0	2,900.0	1,799.0	1,900.0
New Starts/Extension	820.0	725.0	666.0	1,160.0	800.0	760.0
Fixed-Guideway Modernization	820.0	---	666.0	1,160.0	725.0	760.0
Bus	410.0	---	333.0	580.0	274.0	380.0
Formula Program Total	2,865.1	---	2,052.9	4,055.9	2,152.0	2,149.2
Urbanized Area Total, § 5307	2,642.6	---	1,891.3	3,741.0	1,981.7	1,978.0
Urbanized Area Capital	1,532.8	---	1,491.3	2,605.3	1,481.7	1,578.0
Urbanized Area Operating	1,109.7	500.0	400.0	1,135.7	500.0	400.0
Rural Capital and Operating, § 5311	153.8	---	110.1	217.7	115.3	115.1
Elderly and Disabled, § 5310	68.7	---	51.6	97.2	54.9	56.0
Planning and Research Total	153.7	100.0	85.5	217.5	85.5	85.5
Planning, § 5303	69.2	---	39.5	97.9	39.5	39.5
RTAP	7.7	---	4.5	10.9	4.5	4.5
All Other Research and Training	76.9	---	41.5	108.8	41.5	41.5
University Centers	7.0	11.0	6.0	7.0	16.0	6.0
Federal Transit Administration Operations	49.2	44.2	42.0	69.6	43.7	41.5
TOTAL FEDERAL TRANSIT ACT FUNDING	5,125.0	---	3,851.4	7,250.0	4,096.1	4,182.2
Washington DC Metro, National Capital Transportation Act	200.0	200.0	200.0	200.0	200.0	200.0
TOTAL DIRECT TRANSIT FUNDING	5,325.0	3,426.9	4,051.4	7,450.0	4,296.1	4,382.2
Flexible Funding Transfers from FHWA (a)			780.1			491.6
TOTAL TRANSIT FUNDING			4,831.5			4,873.8

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(b) Amounts estimated from textual information, amounts for all programs are not specified in structure consistent with authorizing law.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 1998			FY 1999			
	Authorization	Clinton Budget Request	Actual Appropriation	Guaranteed Authorization	Total Authorization	Clinton Budget Request	Actual Appropriation
Major Capital Investment Program Total, § 5309	2,000.0	650.0	2,000.0	2,257.0	2,857.0	876.1	2,307.0
New Starts/Extension	800.0	650.0	800.0	902.8	1,302.8	876.1	902.8
Fixed-Guideway Modernization	800.0	0.0	800.0	902.8	1,002.8	0.0	902.8
Bus	400.0	0.0	400.0	401.4	501.4	0.0	501.4
Clean Fuels	0.0	0.0	0.0	50.0	50.0	0.0	In Bus
Formula Program Total	2,500.0	3,393.5	2,500.0	2,850.0	3,100.0	3,609.2	2,800.0
Urbanized Area Formula, § 5307	2,298.9	3,209.3	2,303.7	2,548.2	2,698.2	3,411.2	2,548.2
Rural Formula, § 5311	134.1	126.8	134.1	177.9	177.9	135.0	177.9
Elderly and Disabled, § 5310	62.2	57.5	62.2	67.0	67.0	63.0	67.0
Clean Fuels	0.0	0.0	0.0	50.0	150.0	0.0	In Bus
Other	4.9	0.0	0.0	6.8	6.8	0.0	6.8
Planning, § 5303	47.8	47.8	47.8	53.0	85.0	39.5	43.8
Research	44.3	43.0	44.3	45.0	76.0	46.4	54.2
Job Access and Reverse Commute	0.0	100.0	0.0	50.0	150.0	100.0	75.0
University Centers	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	45.7	47.0	45.7	54.0	67.0	48.1	54.0
TOTAL TEA 21 AUTHORIZED FUNDING	4,643.7	4,287.3	4,643.7	5,315.0	6,341.0	4,725.4	5,340.0
Washington DC Metro, National Capital Transportation Act	200.0	200.0	200.0	50.0	50.0	50.3	50.0
TOTAL DIRECT TRANSIT FUNDING	4,843.7	4,487.3	4,843.7	5,365.0	6,391.0	4,775.7	5,390.0
Flexible Funding Transfers from FHWA (a)			467.3				969.2
TOTAL TRANSIT FUNDING			5,311.0				6,359.2

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2000				
	Guaranteed Authorization	Total Authorization	Clinton Budget Request	Original Appropriation	Final Apportionment (a)
Major Capital Investment Program Total, § 5309	2,451.0	3,061.0	2,451.0	2,501.0	2,490.1
New Starts/Extension	980.4	1,390.4	980.4	980.4	969.1
Fixed-Guideway Modernization	980.4	1,080.4	980.4	980.4	980.4
Bus	440.2	540.2	440.2	540.2	540.6
Clean Fuels	50.0	50.0	50.0	In Bus	In Bus
Formula Program Total	3,098.0	3,348.0	3,310.3	3,048.0	3,048.0
Urbanized Area Formula, § 5307	2,772.9	2,922.9	2,924.3	2,772.9	2,772.9
Rural Formula, § 5311	193.6	193.6	204.2	193.6	193.6
Elderly and Disabled, § 5310	72.9	72.9	76.9	72.9	72.9
Clean Fuels	50.0	150.0	50.0	In Bus	In Bus
Other	8.5	8.5	54.8	8.5	8.5
Planning, § 5303	60.0	93.0	49.6	60.0	60.0
Research	47.0	78.0	61.4	47.0	46.7
Job Access and Reverse Commute	75.0	150.0	150.0	75.0	75.0
University Centers	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	60.0	74.0	60.0	60.0	60.0
TOTAL TEA 21 AUTHORIZED FUNDING	5,797.0	6,810.0	6,088.3	5,797.0	5,785.7
Flexible Funding Transfers from FHWA (b)					1,599.2
TOTAL TRANSIT FUNDING					7,384.9

(a) Amounts apportioned for New Starts/Extensions, Bus, and Research from amounts appropriated in FY 2000 Department of Transportation Appropriations Act, P.L. 106-69 were reduced to meet government wide reduction in appropriations as required by the FY 2000 Consolidated Appropriations Act, P.L. 106-113. The reduced apportionment amounts would result from appropriation levels shown in this column; the actual FY 2000 Appropriations Act was not modified, only the apportionment levels were changed. See text for details.

(b) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2001				
	Guaranteed Authorization	Total Authorization	Clinton Budget Request	Original Appropriation	Final Appropriation (a)
Major Capital Investment Program Total, § 5309	2,646.0	3,266.0	2,646.0	2,696.0	2,694.6
New Starts/Extension	1,058.4	1,478.4	1,058.5	1,058.4	1,060.1
Fixed-Guideway Modernization	1,058.4	1,158.4	1,058.4	1,058.4	1,056.1
Bus	479.2	579.2	479.2	579.2	578.4
Clean Fuels	50.0	50.0	50.0	In Bus	In Bus
Formula Program Total	3,345.0	3,595.0	3,345.0	3,295.0	3,286.7
Urbanized Area Formula, § 5307	2,997.3	3,147.3	2,997.3	2,942.6	2,935.1
Rural Formula, § 5311	209.3	209.3	209.3	205.5	205.0
Elderly and Disabled, § 5310	78.9	78.9	78.9	77.4	77.2
Clean Fuels	50.0	150.0	50.0	In Bus	In Bus
Other	9.5	9.5	9.5	69.5	69.4
Planning, § 5303	63.0	97.0	63.0	63.0	62.9
Research	47.0	80	47.0	47.0	46.9
Job Access and Reverse Commute	100.0	150	150.0	100.0	99.8
University Centers	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	64.0	80.0	60.0	64.0	63.9
TOTAL TEA 21 AUTHORIZED FUNDING	6,271.0	7,274.0	6,321.0	6,271.0	6,260.7
Flexible Funding Transfers from FHWA (b)					1,233.4
TOTAL TRANSIT FUNDING					7,494.1

(a) Less than Guaranteed funding level due to a government wide 0.22 percent rescission of discretionary budget authority required by the FY 2001 Omnibus Consolidated Appropriations Act, P.L. 106-554; the appropriation of \$4.5 million in additional funds in the FY 2001 Omnibus Consolidated Appropriations Act, P.L. 106-554; and the transfer of \$1.0 million to the Department of Transportation Office of Inspector General in the FY 2001 Department of Transportation Appropriations Act.

(b) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2002				FY 2003			
	Guaranteed Authori- zation	Total Authori- zation	Bush Budget Request	Actual Appropri- ation	Guaranteed Authori- zation	Total Authori- zation	Bush Budget Request	Actual Appropri- ation
Major Capital Investment Program Total, § 5309	2,841.0	3,471.0	2,841.0	2,891.0	3,036.0	3,666.0	3,036.0	3,110.6
New Starts/Extension	1,136.4	1,566.4	1,136.4	1,136.4	1,214.4	1,644.4	1,214.4	1,251.2
Fixed-Guideway Modernization	1,136.4	1,236.4	1,136.4	1,136.4	1,214.4	1,314.4	1,214.4	1,206.5
Bus	518.2	618.2	518.2	618.2	557.2	657.2	557.2	652.9
Clean Fuels	50.0	50.0	50.0	In Bus	50.0	50.0	50.0	In Bus
Formula Program Total	3,592.0	3,842.0	3,592.0	3,542.0	3,839.0	4,089.0	3,839.0	3,764.4
Urbanized Area Formula, § 5307	3,220.6	3,370.6	3,220.6	3,216.0	3,445.9	3,595.9	3,308.0	3,423.5
Rural Formula, § 5311	224.9	224.9	224.9	224.6	240.6	240.6	231.0	239.0
Elderly and Disabled, § 5310	84.7	84.7	84.7	84.6	90.7	90.7	87.0	90.1
Clean Fuels	50.0	150.0	50.0	In Bus	50.0	150.0	50.0	In Bus
Other	11.8	11.8	11.8	16.8	11.8	11.8	162.8	11.7
Planning, § 5303	67.0	102.0	67.0	67.0	73.0	109.0	73.0	72.5
Research	49.0	82.0	49.0	49.0	49.0	83.0	49.0	48.7
Job Access and Reverse Commute	125.0	150.0	125.0	125.0	150.0	150.0	150.0	104.3
University Centers	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Federal Transit Administration Operations	67.0	84.0	67.0	67.0	73.0	91.0	76.6	72.5
TOTAL TEA 21 AUTHORIZED FUNDING	6,747.0	7,737.0	6,747.0	6,747.0	7,226.0	8,194.0	7,229.6	7,179.0
Flexible Funding Transfers from FHWA (a)				1,117.5				1,008.6
TOTAL TRANSIT FUNDING				7,864.5				8,187.6

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.
 (b) Less than Guaranteed funding level due to a government-wide reduction in the FY 2003 Consolidated Appropriations Resolution, P.L. 108-7 and the transfer of \$45 million (reduced to \$44.7075 million by P.L. 108-7) from Job Access and Reverse Commute to the New Starts and Extensions.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2004			FY 2005			
	Total Authori- zation	Bush Budget Request	Actual Appropri- ation	Total Authori- zation (d)	Bush Budget Request	Final Authori- zation (d)	Actual Appropri- ation
Major Capital Investment Program Total, § 5309	3,137.5	1,534.1	3,188.6	3,388.8	1,563.2	3,361.7	3,361.7
New Starts/Extension	1,323.8	1,514.9	1,316.0	1,449.4	1,531.9	1,437.8	1,437.8
Fixed-Guideway Modernization	1,206.5	(a) 1,214.4	1,199.4	1,214.4	(a) 1,238.7	1,204.7	1,204.7
Bus	607.2	0.0	673.2	725.0	0.0	719.2	719.2
Clean Fuels	In Bus	0.0	In Bus	In Bus	0.0	In Bus	In Bus
Formula Program Total	3,839.0	5,615.4	3,766.6	3,982.2	5,622.9	3,950.3	3,950.3
Urbanized Area Formula, § 5307	3,445.9	3,521.3	3,425.6	3,622.2	3,443.8	3,593.2	3,593.2
Rural Formula, § 5311	240.6	359.4	239.2	252.9	366.6	250.9	250.9
Elderly and Disabled, § 5310	90.7	87.0	90.1	95.3	88.8	94.5	94.5
Clean Fuels	In Bus	0.0	In Bus	In Bus	0.0	In Bus	In Bus
Other	11.8	163.3	11.7	11.8	166.9	11.7	11.7
Planning, § 5303	73.0	(b) 89.4	72.6	73.0	(b) 154.8	72.4	72.4
Research	53.0	(a) 43.8	52.7	55.0	(a) 44.6	54.6	54.6
Job Access and Reverse Commute	125.0	(a) 150.0	104.4	125.0	(a) 153.0	124.0	124.0
University Centers	6.0	(a) 6.0	6.0	6.0	(a) 6.0	6.0	6.0
Federal Transit Administration Operations	75.5	76.5	75.1	78.0	79.9	77.4	77.4
TOTAL SAFETEA-LU AUTHORIZED FUNDING	7,309.0	7,225.1	7,265.9	7,708.0	7,266.0	7,646.3	7,646.3
Flexible Funding Transfers from FHWA (a)			980.9				965.8
TOTAL TRANSIT FUNDING			8,246.8				8,612.1

(a) In Formula Program Total.

(b) \$19.2 million in Major Capital Investment Program Total and \$70.2 million in Formula Program Total in FY 2004 and \$31.3 million in Major Capital Investment Program Total and \$114.6 in Formula Program Total in FY 2005.

(c) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

(d) Total Authorization from TEA 21 extension acts, Final Authorization from SAFETEA-LU. SAFETEA-LU authorization level matches previously enacted appropriation adjusted for rescission.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2006				FY 2007		
	Guaranteed Authori- zation	Bush Budget Request	Initial Appropri- ation	Final Appropri- ation (b)	Guaranteed Authori- zation	Bush Budget Request	Final Appropri- ation
Major Capital Investment Program Total	1,503.0	1,531.2	1,503.0	1,488.0	1,566.0	1,466.0	1,566.0
§ 5309(m)(2)(A) New Starts and Extensions	1,503.0	1,531.2	1,503.0	1,488.0	1,566.0	1,466.0	1,566.0
Formula and Bus Program Total	6,979.9	6,112.2	6,932.2	6,862.8	7,262.8	7,262.8	7,262.8
§ 5307 Urbanized Area Formula	3,466.7	3,697.3	3,466.7	3,432.0	3,606.2	3,606.2	3,606.2
§ 5340 Growing States and High Density States	388.0	---	388.0	384.1	404.0	404.0	404.0
§ 5311 Rural Formula	388.0	392.6	388.0	384.1	404.0	404.0	404.0
§ 5310 Elderly and Disabled	112.0	95.1	112.0	110.9	117.0	117.0	117.0
§ 5317 New Freedom	78.0	158.4	78.0	77.2	81.0	81.0	81.0
§ 5308 Clean Fuels	43.0	---	43.0	42.6	45.0	45.0	45.0
§ 3038 Over-the-Road Bus	7.5	7.0	7.5	7.4	7.6	7.6	7.6
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,391.0	1,326.8	1,343.2	1,329.8	1,448.0	1,448.0	1,448.0
§ 5309(m)(2)(C) Bus and Bus Facilities	822.2	---	822.2	814.0	855.5	855.5	855.5
§ 5305 Planning	95.0	153.9	95.0	94.1	99.0	99.0	99.0
§ 5316 Job Access and Reverse Commute	138.0	163.9	138.0	136.6	144.0	144.0	144.0
§ 5320 Alternative Transportation in Parks	22.0	30.0	22.0	21.8	23.0	23.0	23.0
§ 5335 National Transit Database	3.5	---	3.5	3.5	3.5	3.5	3.5
§ 5339 Alternatives Analysis	25.0	---	25.0	24.8	25.0	25.0	25.0
Other	---	87.2	---	---	---	---	---
Research and University Centers	58.0	53.8	75.2	74.4	61.0	61.0	61.0
Federal Transit Administration Operations	82.0	83.5	80.0	79.2	85.0	85.0	85.0
TOTAL SAFETEA-LU AUTHORIZED FUNDING	8,622.9	7,780.8	8,590.4	8,504.5	8,974.8	8,874.8	8,974.8
Flexible Funding Transfers from FHWA (a)				1,348.5			923.1
TOTAL TRANSIT FUNDING				9,853.0			9,897.9

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.
 (b) Includes 1 percent across-the-board rescission as provided in P.L. 109-148.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2008			FY 2009			ARRA of 2009 Authorization and Appropriation
	Guaranteed Authorization	Bush Budget Request	Final Appropriation	Guaranteed Authorization	Bush Budget Request	Final Appropriation	
Major Capital Investment Program Total	1,700.0	1,399.8	1,569.1	1,809.2	1,620.8	1,809.2	750.0
§ 5309(m)(2)(A) New Starts and Extensions	1,700.0	1,399.8	1,569.1	1,809.2	1,620.8	1,809.2	750.0
Formula and Bus Program Total	7,872.9	7,871.9	7,767.9	8,360.6	8,360.6	8,260.6	7,533.0
§ 5307 Urbanized Area Formula	3,910.8	3,910.4	3,910.8	4,160.4	4,160.4	4,160.4	5,440.0
§ 5340 Growing States and High Density States	438.0	437.9	438.0	465.0	465.0	465.0	680.0
§ 5311 Rural Formula	438.0	437.9	438.0	465.0	465.0	465.0	663.0
§ 5310 Elderly and Disabled	127.0	127.0	127.0	133.5	133.5	133.5	---
§ 5317 New Freedom	87.5	87.5	87.5	92.5	92.5	92.5	---
§ 5308 Clean Fuels	49.0	69.0	49.0	51.5	51.5	51.5	---
§ 3038 Over-the-Road Bus	8.3	8.3	8.3	8.8	8.8	8.8	---
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,570.0	1,569.8	1,570.0	1,666.5	1,666.5	1,666.5	750.0
§ 5309(m)(2)(C) Bus and Bus Facilities	927.8	927.6	823.1	984.0	984.0	884.0	---
§ 5305 Planning	107.0	107.0	107.0	113.5	113.5	113.5	---
§ 5316 Job Access and Reverse Commute	156.0	156.0	156.0	164.5	164.5	164.5	---
§ 5320 Alternative Transportation in Parks	25.0	25.0	25.0	26.9	26.9	26.9	---
§ 5335 National Transit Database	3.5	3.5	3.5	3.5	3.5	3.5	---
§ 5339 Alternatives Analysis	25.0	25.0	24.7	25.0	25.0	25.0	---
Research and University Centers	65.5	61.0	65.4	69.8	59.6	67.0	---
Federal Transit Administration Operations	92.5	89.3	89.3	98.5	94.4	94.4	---
TOTAL SAFETEA-LU AUTHORIZED FUNDING	9,730.9	9,422.0	9,491.7	10,338.1	10,135.4	10,231.2	---
Public Transportation on Indian Reservations	---	---	---	---	---	---	17.0
TIGGER	---	---	---	---	---	---	100.0
Flexible Funding Transfers from FHWA (a)			894.3			1,025.6	---
TOTAL TRANSIT FUNDING			10,385.0			11,256.8	8,400.0

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2010			FY 2011		
	Authori- zation	Obama Budget Request	Final Appropri- ation	Authori- zation	Obama Budget Request	Final Appropri- ation
Major Capital Investment Program Total	2,000.0	1,827.3	2,000.0	2,000.0	1,822.1	1,596.8
§ 5309(m)(2)(A) New Starts and Extensions	2,000.0	1,827.3	2,000.0	2,000.0	1,822.1	1,596.8
Formula and Bus Program Total	8,360.6	8,852.0	8,343.2	8,360.6	(b) 8,271.7	8,343.2
§ 5307 Urbanized Area Formula	4,160.4	---	4,151.7	4,160.4	4,633.5	4,151.7
§ 5340 Growing States and High Density States	465.0	---	464.0	465.0	In UZA and Rural	464.0
§ 5311 Rural Formula	465.0	---	464.0	465.0	547.8	464.0
§ 5310 Elderly and Disabled	133.5	---	133.2	133.5	230.0	133.2
§ 5317 New Freedom	92.5	---	92.3	92.5	In E and D	92.3
§ 5308 Clean Fuels	51.5	---	51.4	51.5	---	51.4
§ 3038 Over-the-Road Bus	8.8	---	8.8	8.8	---	8.8
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,666.5	---	1,663.0	1,666.5	In Other	1,663.0
§ 5309(m)(2)(C) Bus and Bus Facilities	984.0	---	982.0	984.0	In Other	982.0
§ 5305 Planning	113.5	---	113.3	113.5	---	113.3
§ 5316 Job Access and Reverse Commute	164.5	---	164.2	164.5	---	164.2
§ 5320 Alternative Transportation in Parks	26.9	---	26.8	26.9	27.4	26.8
§ 5335 National Transit Database	3.5	---	3.5	3.5	5.0	3.5
§ 5339 Alternatives Analysis	25.0	---	24.9	25.0	---	24.9
Other	---	---	---	---	2,853.7	---
Research and University Centers	69.8	67.7	65.7	69.8	In Other	58.9
Federal Transit Administration Operations	98.9	97.5	98.9	98.9	113.6	98.7
Other	---	---	---	---	82.5	---
TOTAL SAFETEA-LU AUTHORIZED FUNDING	10,529.2	10,844.5	10,507.8	10,529.2	10,379.9	10,097.6
TIGGER	---	---	75.0	50.0	75.0	49.9
Washington Metropolitan Area Transit Authority	---	---	150.0	150.0	150.0	149.7
Flexible Funding Transfers from FHWA (a)			1,976.9			1,890.2
TOTAL TRANSIT FUNDING	10,529.2	10,844.5	12,529.7	10,729.2	10,604.9	12,187.4

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.
 (b) Program amounts exceed available total.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2012		
	Authori- zation	Obama Budget Request	Final Appropri- ation
Major Capital Investment Program Total	1,955.0	3,469.0	1,955.0
§ 5309(m)(2)(A) New Starts and Extensions	1,955.0	3,469.0	1,995.0
Formula and Bus Program Total	8,360.6	7,692.0	8,360.6
§ 5307 Urbanized Area Formula	4,160.4	6,492.0	4,160.4
§ 5340 Growing States and High Density States	465.0	---	465.0
§ 5311 Rural Formula	465.0	766.0	465.0
§ 5310 Elderly and Disabled	133.5	---	133.5
§ 5317 New Freedom	92.5	---	92.5
§ 5308 Clean Fuels	51.5	---	51.5
§ 3038 Over-the-Road Bus	8.8	---	8.8
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,666.5	---	1,666.5
§ 5309(m)(2)(C) Bus and Bus Facilities	984.0	---	984.0
§ 5305 Planning	113.5	---	113.5
§ 5316 Job Access and Reverse Commute	164.5	---	164.5
§ 5320 Alternative Transportation in Parks	26.9	---	26.9
§ 5335 National Transit Database	3.5	5.0	3.5
§ 5339 Alternatives Analysis	25.0	---	25.0
Other	---	430.0	---
Research and University Centers	44.0	---	44.0
Federal Transit Administration Operations	98.7	---	98.7
Other	---	11,189.0	---
TOTAL SAFETEA-LU AUTHORIZED FUNDING	10,458.3	22,351.0	10,458.3
TIGGER	---	---	---
Washington Metropolitan Area Transit Authority	150.0	---	150.0
Flexible Funding Transfers from FHWA (a)			2,382.1
TOTAL TRANSIT FUNDING	---	---	12,990.4

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2013			FY 2014		
	Authori- zation	Obama Budget Request	Final Appropri- ation	Authori- zation	Budget Request	Final Appropri- ation
Programs Funded from the Highway Trust Fund	8,478.0	---	8,445.5	8,595.0	8,595.0	8,595.0
§ 20005(b) Transit Oriented Development Pilot Program	10.0	---	10.0	10.0	10.0	10.0
§ 5305 Planning	126.9	140.3	126.6	128.8	128.8	128.8
§ 5307 Urbanized Area Formula	4,398.0	3,535.0	4,389.2	4,458.6	4,458.6	4,458.6
§ 5310 Elderly and Disabled	254.8	405.0	254.3	258.3	258.3	258.3
§ 5311 Rural Formula	599.5	395.0	598.3	607.8	607.8	607.8
§ 5318 Bus Testing Facility	3.0	---	3.0	3.0	3.0	3.0
§ 5322(d) National Transit Institute	5.0	3.5	5.0	5.0	5.0	5.0
§ 5329(e) State Safety Oversight	In § 5307	In § 5307	In § 5307	In § 5307	In § 5307	In § 5307
§ 5335 National Transit Database	3.8	5.0	3.8	3.8	3.8	3.8
§ 5337 State of Good Repair	2,136.3	3,207.0	2,116.5	2,165.9	2,165.9	2,165.9
§ 5339 Bus and Bus Facilities Formula	422.0	in § 5337	421.2	427.8	427.8	427.8
§ 5340 Growing States and High Density States	518.7	395.0	517.7	525.9	525.9	525.9
Programs Funded from General Funds	2,100.0	---	12,324.1	2,100.0	2,165.0	2,096.8
§ 5312 Research, Develop., Demonstration, Deployment	70.0	---	41.7	70.0	30.0	40.0
§ 5313 Transit Cooperative Research Program	7.0	6.5	In § 5312	7.0	7.0	3.0
§ 5314 Technical Assistance and Standards Development	7.0	---	In § 5312	7.0	7.0	5.0
§ 5332 Human Resources and Training	5.0	---	In § 5312	5.0	5.0	In § 5312
§ 5324 Emergency Relief Program	ssan	25.0	10,329.9	ssan	25.0	0.0
§ 5309 Capital Investment	1,907.0	2,235.5	1,855.0	1,907.0	1,981.0	1,942.9
§ 5334 Administration	104.0	121.1	97.5	104.0	110.0	105.9
Other	---	227.7	---	---	---	---
TOTAL MAP-21 AUTHORIZED FUNDING	10,578.0	10,701.6	20,769.6	10,695.0	10,760.0	10,691.8
Washington Metropolitan Area Transit Authority	150.0	135.0	142.2	150.0	150.0	150.0
Flexible Funding Transfers from FHWA (a)			(a)			(a)
TOTAL TRANSIT FUNDING	10,728.0	10,836.6	---	10,845.0	10,910.0	10,841.8

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.
ssan = such sums as are necessary

Appendix Four: Table 3: Authorization, Administration Budget Request, and Appropriation by Program FY 1980 – FY 2015 (MILLIONS OF DOLLARS)

Program	FY 2015		
	Authori- zation	Obama Budget Request	Final Appropri- ation
Programs Funded from the Highway Trust Fund		13,914.4	
§ 20005(b) Transit Oriented Development Pilot Program		10.2	
§ 5305 Planning		131.8	
§ 5307 Urbanized Area Formula		4,563.2	
§ 5310 Elderly and Disabled		264.4	
§ 5311 Rural Formula		622.0	
§ 5318 Bus Testing Facility		3.1	
§ 5322(d) National Transit Institute		5.1	
§ 5329(e) State Safety Oversight		In § 5307	
§ 5335 National Transit Database		3.9	
§ 5337 State of Good Repair		5,719.0	
§ 5339 Bus and Bus Facilities Formula		1,939.0	
§ 5340 Growing States and High Density States		538.2	
§ 5334 Administration		114.4	
Programs Funded from General Funds		3,585.0	
§ 5312 Research, Develop., Demonstration, Deployment		26.0	
§ 5313 Transit Cooperative Research Program		7.0	
§ 5314 Technical Assistance and Standards Development		7.0	
§ 5332 Human Resources and Training		20.0	
§ 5324 Emergency Relief Program		25.0	
§ 5309 Capital Investment		2,500.0	
Rapid Growth Area Bus Rapid Transit Corridor		500.0	
Fixing and Accelerating Surface Transportation		500.0	
TOTAL MAP-21 AUTHORIZED FUNDING		17,499.4	
Washington Metropolitan Area Transit Authority		150.0	
Flexible Funding Transfers from FHWA (a)			(a)
TOTAL TRANSIT FUNDING		17,649.4	

(a) Flexible funding transfers occur during the Fiscal Year based on state and local government actions, specific amounts are not designated for transfer in authorization or appropriation laws.
 ssan = such sums as are necessary