

## INTRODUCTION

The fiscal year 1998 "Statistical Summaries" presents selected analyzed data on the distribution and use of the following programs administered by the Federal Transit Administration (FTA):

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

**Urbanized Area Formula Program (49 U.S.C § 5307)** provides funding for capital, planning and operating projects for urbanized areas (50,000 or more population).

**Elderly Persons and Persons with Disabilities Program (49 U.S.C. § 5310)** allocates funding to the states for capital projects to meet the special needs of elderly persons and persons with disabilities.

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

**Interstate Substitute Transit Program** substitutes transit capital and planning projects for Interstate Highway System projects.

**Metropolitan Planning Program (49 U.S.C. § 5303)** provides funding to the states for planning projects in urbanized areas.

**State Planning and Research Program (49 U.S.C. § 5313(b))** provides funding to the states for state planning and research.

**Special Appropriation: Washington, DC Metro Rail** provides funds for the construction of the Washington Metropolitan Area Transit Authority rail system.

Plus two programs introduced in FY 1997: **State Infrastructure Banks** and **Consolidated Planning Grants**.

The total amount obligated for these programs in FY 1998 was \$4.5 billion. Almost ninety percent was obligated under the two largest programs: Capital Program (37%) and Urbanized Area Formula Program (52%). Of the total \$4.5 billion, 92% was programmed for capital; 7% for operating; and 2% for planning. Changes to the availability of operating funds for the Urbanized Area Formula program led to the decline in operating assistance this fiscal year. (See Table 40 for the trend of obligations by purpose.) Within the total capital obligations of \$4.1 billion, 40% was used for Bus, 38% for Fixed Guideway, and 22% for New Systems. Washington, DC MetroRail received \$199 million.

In FY 1998, FTA funded the purchase of 6,541 motor vehicles. These included: vans (37%), standard buses (26%), small buses (25%), and other types of motor vehicles (12%). Slightly more than half of these vehicles were funded by the Urbanized Area Formula program. The total number of motor vehicles programmed for FY 1998 was about 7% lower than FY 1997. The amount obligated for bus rehabilitation in FY 1998 totaled \$14.4 million.

The purchase of 389 rail cars was funded with \$424.4 million. Of that amount, \$372.7 million (or 88%) was obligated for the purchase of 366 rapid rail cars. Most (87%) of the rail rolling stock purchases were for the New York – Northeastern New Jersey urbanized area. An amount of \$84.5 million was obligated for the rehabilitation of rail rolling stock.