

#### D. FTA Home Page on the Internet

FTA in its efforts to provide better customer service and broaden the availability of FTA information has established an FTA Home Page on the Internet. This apportionment Notice as well as recently issued FTA circulars (Section 5309 Capital Program: Grant Application Instructions—C9300.1, September 29, 1995; Grant Management Guidelines, C5010.1B, September 7, 1995; and Third Party Contracting Requirements, C4220.1C, October 1, 1995) will be contained therein.

The FTA Home Page may be reached through the DOT Home Page at the following address: <http://www.dot.gov>. Once in the DOT Home Page, click on the "Browse the DOT Administrations" button and then scroll down to FTA and click. The FTA Home Page may also be accessed by using the worldwide web (www). The FTA direct www address is: <http://www.dot.gov/dotinfo/fta/index.html>.

#### V. Urbanized Area Formula Program (49 U.S.C. 5307)

##### A. Total Urbanized Area Formula Apportionments

In addition to the appropriated fiscal year 1996 Urbanized Area Formula funds of \$1,891,243,530, the apportionment also includes \$1,030,920 in deobligated funds authorized by 49 U.S.C. 5308 which have become available for reapportionment for the Urbanized Area Formula Program as provided by 49 U.S.C. 5336(i).

Table 2 displays the amount apportioned for the Urbanized Area Formula Program. After the one-half percent for oversight is reserved (\$9,456,218), the amount appropriated for this program is \$1,881,787,312. The funds to be reapportioned, described in the previous paragraph, were then added. Thus, the total amount apportioned for this program is \$1,882,818,232.

##### B. Data Used for Urbanized Area Formula Apportionments, and Fiscal Year 1995 Apportionment Adjustment

Data from the 1994 National Transit Database (49 U.S.C. 5335) Report Year submitted in late 1994 and early 1995 have been used to calculate the fiscal year 1996 Urbanized Area Formula apportionments for urbanized areas 200,000 in population and over. The population and population density figures used in calculating the Urbanized Area Formula are from the 1990 Census.

An adjustment has been made to the apportionment for one urbanized area because of a correction to data from the

1993 National Transit Database that were used to compute the fiscal year 1995 Urbanized Area Formula apportionments published in the Federal Register of October 12, 1994 (59 FR 51758). The difference between the corrected apportionment and the previously published apportionment resulted in a decrease, and the necessary adjustment has been made to the area's apportionment for fiscal year 1996.

##### C. Adjustments for Energy and Operating Efficiencies

49 U.S.C. 5336(b)(2)(E) provides that, if a recipient of Urbanized Area Formula Program funds demonstrates to the satisfaction of the Secretary that energy or operating efficiencies would be achieved by actions that reduce revenue vehicle miles but provide the same frequency of revenue service to the same number of riders, the recipient's apportionment under 49 U.S.C. 5336(b)(2)(A)(i) shall not be reduced as a result of such actions. One recipient has submitted data acceptable to FTA in accordance with this provision. Accordingly, the revenue vehicle miles used in the Urbanized Area Formula database to calculate the fiscal year 1996 Urbanized Area Formula apportionment reflect the amount the recipient would have received without the reductions in mileage.

##### D. Repayment of Temporary Matching Fund Waivers

In accordance with the Temporary Matching Fund Waiver provision authorized by 49 U.S.C. 5307(i)(3) grantees were able to request a Federal share of 100 percent up to the area's total apportionment. Four grants or amendments were awarded which employed the temporary waiver of local matching funds for Urbanized Area Formula grants approved in fiscal years 1992 and 1993. The local share amounts for these grants were to be repaid by March 30, 1994. If not repaid, the amount owed would be deducted from the area's fiscal years 1995 and 1996 Urbanized Area Formula apportionments.

All affected grantees opted to have their future apportionments reduced rather than repay funds. The local share payment amount for each project was determined by dividing the project's total disbursement amount through September 30, 1994, by the project's total Federal capital obligations. The calculated percentage was then applied to the amount of the project's original local share that was waived. Of the calculated amount determined for repayment, 50 percent was deducted from the fiscal year 1995 Urbanized

Area Formula apportionment. The remaining 50 percent is deducted from fiscal year 1996. The dollar amounts published in this Notice reflect these fiscal year 1996 adjustments, and the affected areas have been so advised.

##### E. Urbanized Area Formula Fiscal Year 1996 Apportionments to Governors

The total Urbanized Area Formula apportionment to the Governor for use in areas under 200,000 in population for each State is shown on Table 2. Table 2 also contains the total apportionment amount attributable to each of the urbanized areas within the State. The Governor may determine the allocation of funds among the urbanized areas under 200,000 in population with one exception. As further discussed below in Section H, funds attributed to an urbanized area under 200,000 in population, located within the planning boundaries of a transportation management area, must be obligated in that area.

##### F. Urbanized Area Formula Operating Assistance Limitations

The fiscal year 1996 limitations on the amount of Urbanized Area Formula funds that may be used for operating assistance are shown on Table 2 with the fiscal year 1996 apportionment.

The operating assistance limitations for all urbanized areas have been adjusted by 49 U.S.C. 5336(d)(2) to reflect the increase in the Consumer Price Index (CPI) for all urban consumers during the most recent calendar years. *The CPI Detailed Report*, December 1994, published by the Department of Labor (DOL), establishes that the calendar year 1994 CPI increase for all urban consumers is 2.7 percent. This increase was applied against the base operating assistance limitation calculated in accordance with 49 U.S.C. 5336(d)(2).

This adjustment results in an overall national fiscal year 1996 authorized operating assistance limitation level of \$1,112,922,445. However, the 1996 DOT Appropriations Act limits the nationwide availability for operating assistance to a maximum of \$400,000,000. Further, it maintains the level of transit operating assistance to urbanized areas of less than 200,000 in population at seventy-five percent of the amount of operating assistance such areas received in fiscal year 1995. Accordingly, the operating assistance limitation published in this Notice takes into account both the 1996 DOT Appropriations Act and Federal transit laws. Therefore, the higher operating assistance limitation as authorized under Federal transit laws