

participation in the CPG program can be found on the FTA Web site at [<http://www.fta.dot.gov/office/public/cpg.htm>]. For further information on participating in the CPG Pilot, contact Candace Noonan, Office of Planning, FTA, at (202) 366-1648 or Anthony Solury, Office of Planning and Environment, FHWA, at (202) 366-5003.

G. FTA Review of Alternative Analysis

FTA has long had substantive involvement in the evaluation of alternatives performed to comply with the National Environmental Policy Act (NEPA). FTA would like to extend this interest to comparable planning-level alternatives analysis, and requests that local agencies that intend to conduct such a study prior to NEPA review notify their FTA Regional Office in writing if such a study may result in a transit project being proposed for funding under the Section 5309 New Starts program. FTA further requests the opportunity to review any NEPA or pre-NEPA alternatives analysis scope of work, purpose and need, description of alternatives, and technical methodologies and results as they are developed. FTA desires to become involved in these local studies for three reasons: (1) To assist local agencies in addressing technical and procedural issues early in the study process, rather than at the end when it may be too late to solve them efficiently; (2) to ensure that FTA requirements for alternatives analysis are met (this includes the selection of a New Starts Baseline alternative and documentation of planning-level information needed to perform a Before and After Study, should the resulting project eventually receive a Full Funding Grant Agreement); and (3) to gain sufficient understanding of the resulting project to support FTA's decision to advance it into preliminary engineering (PE) and, later, final design. If the alternatives analysis is done outside of NEPA, FTA's review is further intended to help ensure that its results, including any elimination of alternatives from further consideration, are adequately supported and will stand up when the NEPA review is initiated.

Failure to provide FTA with an opportunity to participate in the alternatives analysis could result in additional study effort necessary to ensure consistency with FTA policy and good planning practices. Such additional work could further result in significant delays in the processing of the request to enter into PE.

In February 2003, FTA posted under the New Starts section of its Web site [<http://www.fta.dot.gov/library/policy/>

ns/ns.htm] revised preliminary guidance on advancing fixed guideway transit investments through planning and project development. This guidance provides additional detail on FTA's expectations for alternatives analysis and its role in the study process. For additional information, contact Sean Libberton, FTA Office of Planning, at (202) 366-2360.

V. Urbanized Area Formula Program

A. Total Urbanized Area Formula Apportionments

The amount made available to the Urbanized Area Formula Program (49 U.S.C. 5307) by the FY 2003 DOT Appropriations Act is \$3,423,540,998, after application of the across-the-board .65 percent reduction. In addition, \$5,479,136 in prior year funds became available for reapportionment under the Urbanized Area Formula Program as provided by 49 U.S.C. 5336(i).

After reserving \$17,117,705 for oversight, the amount of FY 2003 funds available for apportionment is \$3,406,423,293. The funds to be reapportioned, described in the previous paragraph, are then added and increase the total amount apportioned for this program to \$3,411,902,429. Table 4 displays the amounts apportioned under the Urbanized Area Formula Program. Table 12 contains the apportionment formula for the Urbanized Area Formula Program.

An additional \$4,818,425 is made available for the Alaska Railroad for improvements to its passenger operations, after application of the across-the-board .65 percent reduction. After reserving \$24,092 for oversight, \$4,794,333 is available for the Alaska Railroad.

B. Data Used for Urbanized Area Formula Apportionments

Data from the 2001 National Transit Database (NTD) Report Year were used to calculate the FY 2003 Urbanized Area Formula apportionments for urbanized areas 200,000 in population and over. 2000 Census Population and population density data are also used in calculating apportionments under the Urbanized Area Formula Program.

C. Urbanized Area Formula 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 in Table 4. This table also contains the apportionment amount attributable to each urbanized area within the State. The Governor may determine the allocation of funds among

the urbanized areas under 200,000 in population with the following exception: as further discussed in Section F below, 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 small urbanized area.

D. Transit Enhancements

One percent of the Urbanized Area Formula Program apportionment in each urbanized area with a population of 200,000 and over must be made available only for transit enhancements. Table 4 shows the amount set aside for enhancements in these areas.

The term "transit enhancement" includes projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities. Eligible enhancements include the following: (1) Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities); (2) bus shelters; (3) landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights; (4) public art; (5) pedestrian access and walkways; (6) bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles; (7) transit connections to parks within the recipient's transit service area; (8) signage; and (9) enhanced access for persons with disabilities to mass transportation.

It is the responsibility of the MPO to determine how the one percent will be allotted to transit projects. The one percent minimum requirement does not preclude more than one percent being expended in an urbanized area for transit enhancements. However, items that are only eligible as enhancements—in particular, operating costs for historic facilities—may be assisted only within the one percent funding level.

The recipient must submit a report to the appropriate FTA Regional Office listing the projects or elements of projects carried out with those funds during the previous fiscal year and the amount awarded. The report must be submitted with the Federal fiscal year's final quarterly progress report in TEAM-Web. The report should include the following elements: (a) Grantee name, (b) urbanized area name and number, (c) FTA project number, (d) transit enhancement category, (e) brief description of enhancement and progress towards project