

implementation, (f) activity line item code from the approved budget, and (g) amount awarded by FTA for the enhancement.

E. Fiscal Year 2003 Operating Assistance

In general, FY 2003 funding for operating assistance is available only to urbanized areas with populations under 200,000. For these areas, there is no limitation on the amount of the State apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50. TEA-21 provides an exception to the restriction on operating assistance in areas over 200,000 in population; eligible areas have already been identified and notified.

Pub. L. 107-232, signed by the President on October 1, 2002, allows transit systems in urbanized areas that, for the first time, exceeded 200,000 in population according to the 2000 Census to use section 5307 funds for operating assistance. A list of the eligible 2000 Census urbanized areas (with populations 200,000 or greater) to which Pub. L. 107-232 applies and that may use FY 2003 funds for operating assistance is provided in Table 15. The listing also shows the maximum amount of the area's FY 2003 apportionment

that may be used for operating assistance (the FY 2003 Operating Limitation). The use of the urbanized area funds for operating assistance by these areas is restricted to projects carried out within the geographical or service area boundary of the affected 1990 census small (less than 200,000 population) urbanized area.

F. Designated Transportation Management Areas

All 2000 Census urbanized areas having a population of at least 200,000 have been designated as Transportation Management Areas (TMAs), in accordance with 49 U.S.C. 5305. In addition, the Santa Barbara, CA urbanized area, which did not meet the population threshold requirement for TMA status with respect to 2000 Census, retained its previously granted TMA status based on Gubernatorial request. These TMA designations were formally made in the FTA Notices at 67 FR 45173 *et seq.* (July 8, 2002) and 67 FR 62285 *et seq.* (October 4, 2002).

Guidance for setting the boundaries of TMAs is contained in the joint transportation planning regulations codified at 23 CFR part 450 and 49 CFR part 613. In some cases, the TMA planning boundaries, which have been established by the MPO for the

designated TMA, also include one or more urbanized areas less than 200,000 in population. Where this situation exists, the discretion of the Governor to allocate Urbanized Area Formula program "Governor's Apportionment" funds for urbanized areas with less than 200,000 in population is restricted, *i.e.*, the Governor only has discretion to allocate Governor's Apportionment funds attributable to areas that are outside of designated TMA planning boundaries.

If any additional small urbanized areas—within the planning boundaries of a TMA—are identified, notification should be made in writing to the Associate Administrator for Program Management, Federal Transit Administration, 400 Seventh Street, SW, Washington, DC 20590, no later than July 1 of each fiscal year. FTA has revised and provided below the list of previously identified urbanized areas with population less than 200,000 included within the planning boundaries of designated TMAs, based on 2000 Census urbanized area designations. With respect to Norman, OK, Section 336 of FY 2003 DOT Appropriations Act directs that the city of Norman, OK shall be considered part of the Oklahoma City TMA.

Designated TMA	Small urbanized area included in TMA boundary
Houston, TX	Galveston, TX; Texas City, TX
Orlando, FL	Kissimmee, FL
Palm Bay-Melbourne, FL	Titusville, FL
Philadelphia, PA-NJ-DENJ-MD	Pottstown, PA
Pittsburgh, PA	Monessen, PA; Weirton, WV— Steubenville, OH-PA (PA portion)
Seattle, WA	Bremerton, WA
Washington, DCNJ-VANJ-MD	Frederick, MD
Oklahoma City, OK	Norman, Oklahoma

G. Urbanized Area Formula Funds Used for Highway Purposes

Urbanized Area Formula funds apportioned to a TMA can be transferred to FHWA and made available for highway projects if the following three conditions are met: (1) Such use must be approved by the MPO in writing after appropriate notice and opportunity for comment and appeal are provided to affected transit providers; (2) in the determination of the Secretary, such funds are not needed for investments required by the Americans with Disabilities Act of 1990 (ADA); and (3) the MPO determines that local transit needs are being addressed.

Urbanized Area Formula funds that are designated for highway projects will

be transferred to and administered by FHWA. The MPO should notify FTA of its intent to use FTA funds for highway purposes, as prescribed in section VIII.A., below.

H. National Transit Database (NTD) Internet Reporting and Redesign Effort

The National Transit Database (NTD) is FTA's repository for nationwide statistics about the transit industry, including safety and security data. The new, redesigned NTD reporting system is on the Internet and in operation. The new reporting software and statistical data reports can be found on FTA's NTD web site at [<http://www.ntdprogram.com>]. More than 600 FTA grantees have filed reports to FTA via the Internet on the new system. To

meet Government Performance and Results Act deadlines, NTD data is available on a timelier basis. The new monthly reporting of safety and ridership data provides the NTD with current data. In addition, thousands of incident and summary safety and security reports will be submitted to FTA on the new NTD system. The new, detailed safety data will help FTA and the transit industry fashion countermeasures to recurring safety problems. The revised NTD includes several valuable new features like the new reporting software, which includes enhanced pre-submission validation routines. Reporters can save time by pre-loading certain large data fields