

FACT SHEET

S. 386

"THE NATIONAL MASS TRANSPORTATION ASSISTANCE ACT OF 1974"

Why S. 386? It responds to all of the Administration's serious concerns with other proposals.

- . The total dollar level is within limits of fiscal responsibility
- . It establishes a sound, long-term program for Federal participation in urban mass transportation.
- . It approaches the difficult area of Federal assistance for transit operating expenses in a manner acceptable to the Administration.

Funding level: - 7.825 billion obligational authority for 6-year capital program.
- 500 million capital program for rural public transportation
- 3.975 billion formula grant program

Formula distribution: Formula grant program only
1/2 urbanized area population
1/2 population weighted by density

Federal matching Share: 80% capital
50% operating

Delivery Mechanism: Capital program unchanged. Otherwise, in urbanized areas of 200,000 population and above a designated recipient will be selected by the Governor, local officials, and officials of the transportation authority. In any case in which a State agency is responsible under State law for financing construction, and operation, directly by lease, contract, or otherwise public transportation services, the Secretary shall designate such State agency as the recipient to receive and dispense funds apportioned. In urbanized areas under 200,000 population, the State will be the recipient of these funds.