DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 2009 Apportionments, Allocations, and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: Division A of the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009, (Pub. L. 110–329) signed into law by President Bush on September 30, 2008, continues to fund the Federal transit programs of the Department of Transportation (DOT) at the same levels that were available under Division K of the ''Consolidated Appropriations Act, 2008'' (Pub. L. 110–161) until a DOT Appropriations Act for Fiscal Year (FY) 2009 is enacted or March 6, 2009, whichever occurs first. This notice provides information on funding amounts that are currently available for the Federal Transit Administration (FTA) assistance programs; provides program guidance and requirements; and provides information on several program issues important in the current year. The notice also includes tables that show certain discretionary programs unobligated (carryover) funding from previous years that will be available for obligation during FY 2009.

FOR FURTHER INFORMATION CONTACT: For general information about this notice contact Henrika Buchanan-Smith, Director, Office of Transit Programs, at (202) 366–2053. Please contact the appropriate FTA regional office for any specific requests for information or technical assistance. The Appendix at the end of this notice includes contact information for FTA regional offices. An FTA headquarters contact for each major program area is also included in the discussion of that program in the text of the notice.

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I. Overview

This document apportions or allocates the FY 2009 funds that were made available under Division A of the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009, (Pub. L. 110–329, September 30, 2008), hereinafter, (''Continuing Appropriations Act, 2009'') among potential program recipients according to statutory formulas in 49 U.S.C. Chapter 53 and existing Full Funding Grant Agreements. The notice only includes the amount of FY 2009 funds that is currently available, which is approximately 5/12 or 43% of the amounts that were available under the Consolidated Appropriations Act, 2008. The notice does not include any extension or reprogramming of any discretionary funds that lapsed to the designated project as of September 30, 2008. The notice also does not include partial amounts made available to projects designated Bus and Bus-Related Facilities Program funds or National Research Program funds under SAFETEA–LU. FTA will issue a supplemental notice at a later date regarding these projects and any additional increments of formula and discretionary funds that become available.

For each FTA program included in this notice, we have provided relevant information on the FY 2009 funding currently available, program requirements, period of availability, and other related program information and highlights, as appropriate. A separate section of the document provides information on program requirements and guidance that are applicable to all FTA programs.

II. FY 2009 Funding for FTA Programs

A. Funding Based on the Continuing Appropriations Act, 2009 (Pub. L. 110–329, September 30, 2008) and SAFETEA–LU Authorization

The Continuing Appropriations Act, 2009, provides general funds and obligation authority on trust funds from the MTA that total $4.1 billion for FTA programs, until a DOT Appropriations Act for FY 2009 is enacted or a continued continuing Resolution after March 6, 2009, whichever occurs first. Table 1 of this document shows the funding for the FTA programs, as provided for in the Continuing Appropriations Act, 2009. All Formula Programs and the Section 5309 Bus and Bus-Related Facilities Program are funded entirely from MTA of the Highway Trust Fund in FY 2009. The Section 5309 New Starts Program, the Research Program, and FTA administrative expenses are funded by appropriations from the General Fund of the Treasury.

Congress has enacted a partial year Continuing Appropriations Act, 2009. This **Federal Register** notice includes tables of apportionments and allocations for FTA formula programs based on that Act. Prorated allocations based on FY 2008 funding levels are also included for active Full Funding Grant Agreements (FFGAs) under the New Starts discretionary program; however, FY 2009 discretionary allocations for other discretionary programs will not be published until FTA issues a subsequent notice as additional resources are made available.

B. Program Funds Set-Aside for Project Management Oversight

FTA uses a percentage of funds appropriated to certain FTA programs for program oversight activities conducted by the agency. The funds are used to provide necessary oversight activities, including oversight of the construction of any major capital project under these statutory programs; to conduct safety and security, civil rights, procurement systems, management, planning certification and, financial reviews and audits, as well as evaluations and analyses of grantee specific problems and issues; and to provide technical assistance to correct deficiencies identified in compliance reviews and audits.

Section 5327 of title 49 U.S.C., authorizes the takedown of funds from FTA programs for project management oversight. Section 5327 provides oversight takedowns at the following levels: 0.5 percent of Planning funds, 0.75 percent of Urbanized Area Formula funds, 1 percent of Capital Investment funds, 0.5 percent of Special Needs of Elderly Individuals and Individuals with Disabilities formula funds, 0.5 percent of Nonurbanized Area Formula funds, and 0.5 percent of the Paul S. Sarbanes Transit in the Parks Program funds (formerly the Alternative Transportation in the Parks and Public Lands Program).

III. FY 2009 FTA Program Initiatives and Changes

A. SAFETEA–LU Implementation

In FY 2009, FTA continues to focus on implementation of SAFETEA–LU through issuance of new and revised program guidance and regulations. Before any documents that place binding obligations on grantees are finalized and issued, FTA makes them available for public comment. We encourage grantees to regularly check the FTA Web site at *http://www.fta.dot.gov* and the U.S. Government docket management Website at *http://regulations.gov* for new issuances and to comment to the docket established for each document on relevant issues.

B. Planning Emphasis Areas

In recognition of the priority planning organizations and grantees are giving to the implementation of the new and changed provisions of SAFETEA–LU, FTA and the Federal Highway Administration (FHWA) are not issuing new planning emphasis areas for FY 2009, and have rescinded planning emphasis areas from prior years.

C. Earmarks and Competitive Grant Opportunities

SAFETEA–LU contained statutory earmarks under several programs. Absent future legislation to the contrary, FTA will honor the statutory earmarks; however, funds for the FY 2009 discretionary programs with the exception of New Start Program funds for existing FFGAs will not be made available in partial increments. FTA will publish the availability of discretionary funds in a subsequent notice. This notice does include tables of unobligated balances for earmarks from previous years under the Bus and Bus-Related Facilities Program, the New Starts Program, the Clean Fuels Program, and the Alternatives Analysis Program. FTA will continue to honor those earmarks. FTA will supplement this notice, at a later date, to provide any additional discretionary allocations of funds made available in FY 2009 and any lapsed prior year earmarks that the Secretary of Transportation determines to extend or reprogram, once the Department has examined the requests.

D. Flexible Funding Procedures

Obligation authority for flexible funds, high priority projects and other transit projects in title 23 U.S.C. is transferred to FTA when States and local agencies determine that FTA will administer the project. The liquidating cash, however, is transferred between Federal accounts only as needed to ensure that adequate funds are available for disbursement on a timely basis. In order to track the cash flow more closely, FTA no longer combines funds transferred from FHWA into a single grant with FTA funds in the program to which they are transferred. FTA has established codes and procedures for grants involving funds transferred from FHWA. Grantees can contact the appropriate regional office for assistance.

E. Changes in Match for Biodiesel Vehicles and Hybrid Retrofits

Section 164 of the Consolidated Appropriations Act, 2008, allowed a 90 percent Federal share for biodiesel buses and for the net capital cost of factory-installed or retrofitted hybrid electric propulsion systems and any equipment related to such a system. This increased federal share is a cross-cutting provision and is applicable across FTA programs for any grants awarded during FY 2008 regardless of what fiscal year funding is used. This provision remains in effect pursuant to Division A of the Continuing Appropriations Act, 2009, which expires on or before March 6, 2009. Grantees may apply for a 90 percent Federal share for the entire cost of a biodiesel bus, but only for the cost of the propulsion system and related equipment in the case of the hybrid electric systems, not for 90 percent of the cost of the entire vehicle. In lieu of calculating the costs of the equipment separately, grantees may apply for 83 percent of the cost of the vehicle.

F. National Transit Database (NTD) Disaster Adjustments Policy

Previously, when a transit provider could not report to the NTD due to an ''Act of God'', such as an earthquake, fire, or flood, FTA would grant the affected transit provider a ''hold harmless adjustment,'' by using the previous year's service data reported to the NTD for that transit provider in the apportionment of formula grants for urbanized areas. On August 14, 2008, FTA proposed to change this policy and initiated notice and comment on the proposal. Effective November 13, 2008, (73 FR 67247), FTA established a new policy, retroactive to NTD Report Year (RY) 2007 data, allowing transit providers that suffer a marked decrease in service data due to a natural or man-made disaster to receive a similar ''hold harmless adjustment'' in the apportionment of formula grants for urbanized areas. This adjustment is not automatic and must be requested in writing by either the affected transit provider, or the affected designated recipient for the urbanized area. FTA will approve or deny each request at its discretion based on the following factors: (1) Whether a Federal disaster declaration was in place for all or part of the current report year, for either all or part of the transit provider's service area; (2) whether the request demonstrates that the decrease in transit service from the report year before the disaster is in large part due to the ongoing impact of the disaster; and (3) whether the request demonstrates that the decrease in transit service reasonably appears to be temporary, and does not reflect the true transit needs of the urbanized area. FTA will not grant adjustment requests that do not address all three factors. Adjustment requests should include sufficient documentation to allow FTA to evaluate the request based on these factors. FTA may request additional information from an applicant for an adjustment to evaluate the request based on these factors. A request for an adjustment may only be made for one year at a time. Requests for an adjustment related to the same disaster may be made in subsequent years, provided that the applicant can continue to support its request based on the above factors. If the adjustment request is granted, the NTD data in all publicly-available data sets and data products would remain unadjusted, and would reflect the actual NTD submission for the transit provider. The only adjustment would be in using data from the previous full NTD Report Year before the disaster occurred in the data sets used for the apportionments of formula grants for urbanized areas.

Further instructions for requesting a ''hold harmless'' adjustment will be found in future editions of the NTD Annual Reporting Manual, available at *http://www.ntdprogram.gov.*

IV. FTA Programs

This section of the notice provides available FY 2009 funding and/or other important program-related information for the three major FTA funding accounts included in the notice (Formula and Bus Grants, Capital Investment Grants, and Research Grants). Of the 17 separate FTA programs contained in this notice that fall under the major program area headings, funding for ten programs is apportioned by statutory or administrative formula. Funding for the other seven is allocated on a discretionary or competitive basis.

Funding and/or other important information for each of the 17 programs is presented immediately below. This includes program apportionments or allocations, certain program requirements, length of time FY 2009 funding is available for obligation and other significant program information pertaining to FY 2009.

A. Metropolitan Planning Program (49 U.S.C. 5305(d))

Section 5305(d) authorizes federal funding to support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan area level. The specific requirements of metropolitan transportation planning are set forth in 49 U.S.C. 5303 and further explained in 23 CFR Part 450 as referenced in 49 CFR Part 613, *Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule.* State Departments of Transportation are direct recipients of funds allocated by FTA, which are then suballocated to Metropolitan Planning Organizations (MPOs) by formula, for planning activities that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increasing the safety and security of the transportation system for motorized and non-motorized users; increasing the accessibility and mobility options available to people and for freight; protecting and enhancing the environment, promoting energy conservation, and improving quality of life; enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; promoting efficient system management and operation; and emphasizing the preservation of the existing transportation system. This funding must support work elements and activities resulting in balanced and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes, without regard to the programmatic source of Federal assistance. Eligible work elements or activities include, but are not limited to studies relating to management, planning, operations, capital requirements, and economic feasibility; evaluation of previously funded projects; peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analysis among MPOs and other transportation planners; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment. An exhaustive list of eligible work activities is provided in FTA Circular 8100.1C, Program Guidance for Metropolitan Planning and State Planning and Research Program Grants, dated September 1, 2008. For more about the Metropolitan Planning Program and the FTA Circular 8100.1C, contact Victor Austin Office of Planning and Environment at (202) 366–2996.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $38,068,323 to the Metropolitan Planning Program (49 U.S.C. 5305(d)) to support metropolitan transportation planning activities set forth in 49 U.S.C. 5303. The total amount apportioned for the Metropolitan Planning Program to States for MPOs' use in urbanized areas (UZAs) is 37,877,981, as shown in the table below, after the deduction for oversight and the addition of prior year reapportioned funds.

METROPOLITAN PLANNING PROGRAM

Total Appropriation	$38,068,323
Oversight Deduction	−190,342
Total Apportioned	37,877,981

States' apportionments for this program are displayed in Table 2.

2. Basis for Formula Apportionments

As specified in law, 82.72 percent of the amounts authorized for Section 5305 are allocated to the Metropolitan Planning program. FTA allocates Metropolitan Planning funds to the States according to a statutory formula. Eighty percent of the funds are distributed to the States as a basic allocation based on each State's UZA population, based on the most recent decennial Census. The remaining 20 percent is provided to the States as a supplemental allocation based on an FTA administrative formula to address planning needs in the larger, more complex UZAs. The amount published for each State is a combined total of both the basic and supplemental allocation.

3. Program Requirements

The State allocates Metropolitan Planning funds to MPOs in UZAs or portions thereof to provide funds for projects included in an annual work program (the Unified Planning Work Program, or UPWP) that includes both highway and transit planning projects. Each State has either reaffirmed or developed, in consultation with their MPOs, a new allocation formula, as a result of the 2000 Census. The State allocation formula may be changed annually, but any change requires approval by the FTA regional office before grant approval. Program guidance for the Metropolitan Planning Program is found in FTA Circular 8100.1C, Program Guidance for Metropolitan Planning and State Planning and Research Program Grants, dated September 1, 2008. For more about the Metropolitan Planning Program and the FTA Circular 8100.1C, contact Victor Austin of the Office of Planning and Environment at (202) 366–2996.

4. Period of Availability

The funds apportioned under the Metropolitan Planning program remain available to be obligated by FTA to recipients for four fiscal years—which includes the year of apportionment plus three additional years. Any apportioned funds that remain unobligated at the close of business on September 30, 2012, will revert to FTA for reapportionment under the Metropolitan Planning Program.

5. Other Program or Apportionment Related Information and Highlights

a. Planning Emphasis Areas (PEAs). FTA and FHWA are not issuing new PEAs this year, and are rescinding PEAs issued in prior years, in light of the priority given to implementation of SAFETEA–LU planning and program provisions.

b. Consolidated Planning Grants. FTA and FHWA planning funds under both the Metropolitan Planning and State Planning and Research Programs can be consolidated into a single consolidated planning grant (CPG), awarded by either FTA or FHWA. The CPG eliminates the need to monitor individual fund sources, if several have been used, and ensures that the oldest funds will always be used first. Unlike ''flex funds'' for capital programs, planning funds from FHWA may be combined with FTA planning funds in a single grant. Alternatively, FTA planning funds may be transferred to FHWA to be administered as combined grants.

Under the CPG, States can report metropolitan planning program expenditures (to comply with the Single Audit Act) for both FTA and FHWA under the Catalogue of Federal Domestic Assistance number for FTA's Metropolitan Planning Program (20.505). Additionally, for States with an FHWA Metropolitan Planning (PL) fund-matching ratio greater than 80 percent, the State can waive the 20 percent local share requirement, with FTA's concurrence, to allow FTA funds used for metropolitan planning in a CPG to be granted at the higher FHWA rate. For some States, this Federal match rate can exceed 90 percent.

States interested in transferring planning funds between FTA and FHWA should contact the FTA Regional Office or FHWA Division Office for more detailed procedures. Current guidelines are included in Federal Highway Administration Memorandum dated July 12, 2007, ''Information: Final Transfers to Other Agencies that Administer Title 23 Programs.''

For further information on CPGs, contact Kristen Clarke, Office of Budget and Policy, FTA, at (202) 366–1686, Ken Johnson, Office of Program Management, FTA, at (202) 366–1659, or Kenneth Petty, Office of Planning and Environment, FHWA, at (202) 366–6654.

B. State Planning and Research Program (49 U.S.C. 5305(e))

This program provides financial assistance to States for Statewide transportation planning and other technical assistance activities, including supplementing the technical assistance program provided through the Metropolitan Planning program. The specific requirements of Statewide transportation planning are set forth in 49 U.S.C. 5304 and further explained in 23 CFR Part 450 as referenced in 49 CFR Part 613, *Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule.* This funding must support work elements and activities resulting in balanced and comprehensive intermodal transportation planning for the movement of people and goods. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes, without regard to the programmatic source of Federal assistance. For more information, contact Victor Austin of the Office of Planning and Environment at (202) 366–2996.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $7,952,377 to the State Planning and Research Program (49 U.S.C. 5305). The total amount apportioned for the State Planning and Research Program (SPRP) is $7,912,615, as shown in the table below, after the deduction for oversight (authorized by 49 U.S.C. 5327).

STATE PLANNING AND RESEARCH PROGRAM

Total Appropriation	$7,952,377
Oversight Deduction	−39,762
Total Apportioned	7,912,615

State apportionments for this program are displayed in Table 2.

2. Basis for Apportionment Formula

As specified in law, 17.28 percent of the amounts authorized for Section 5305 are allocated to the State Planning and Research program. FTA apportions funds to States by a statutory formula that is based on the most recent decennial Census, and the State's UZA population as compared to the UZA population of all States.

3. Requirements

Funds are provided to States for Statewide transportation planning programs. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, and management training. In addition, a State may authorize a portion of these funds to be used to supplement Metropolitan Planning funds allocated by the State to its UZAs, as the State deems appropriate. Program guidance for the State Planning and Research program is found in FTA Circular 8100.1C. This funding must support work elements and activities resulting in balanced and comprehensive intermodal

transportation planning for the movement of people and goods. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes, without regard to the programmatic source of Federal assistance. Eligible work elements or activities include, but are not limited to studies relating to management, planning, operations, capital requirements, and economic feasibility; evaluation of previously funded projects; peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analysis; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment. An exhaustive list of eligible work activities is provided in FTA Circular 8100.1C, Program Guidance for Metropolitan Planning and State Planning and Research Program Grants, dated September 1, 2008. For more information, contact Victor Austin, Office of Planning and Environment at (202) 366–2996.

4. Period of Availability

The funds apportioned under the State Planning and Research program remain available to be obligated by FTA to recipients for four fiscal years—which include the year of apportionment plus three additional fiscal years. Any apportioned funds that remain unobligated at the close of business on September 30, 2012, will revert to FTA for reapportionment under the State Planning and Research Program.

5. Other Program or Apportionment Related Information and Highlights

See Section A5 for information about Planning Emphasis Areas and CPGs.

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

Section 5307 authorizes Federal capital and operating assistance, in some cases, for transit in Urbanized Areas (UZAs). A UZA is an area with a population of 50,000 or more that has been defined and designated as such in the most recent decennial Census by the U.S. Census Bureau. The Urbanized Area Formula Program funds may also be used to support planning activities, and may supplement to planning projects funded under the Metropolitan Planning program described above. Urbanized Areas Formula Program funds used for planning must be shown in the UPWP for MPO(s) with responsibility for that area. Funding is apportioned directly to each UZA with a population of 200,000 or more, and to the State Governors for UZAs with populations between 50,000 and 200,000. Eligible applicants are limited to entities designated as recipients in accordance with 49 U.S.C. 5307(a)(2) and other public entities with the consent of the Designated Recipient. Generally, operating assistance is not an eligible expense for UZAs with populations of 200,000 or more. However, there are several exceptions to this restriction. The exceptions are described in section 3(d)(5) below.

For more information about the Urbanized Area Formula Program contact Scott Faulk, Office of Transit Programs, at (202) 366–1660.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $1,682,053,574 to the Urbanized Area Formula Program (49 U.S.C. 5307). The total amount apportioned for the Urbanized Area Formula Program is $1,828,187,915 as shown in the table below, after the 0.75 percent deduction for oversight (authorized by 49 U.S.C. 5327) and including funds apportioned to UZAs from the appropriation for Section 5340 for Growing States and High Density States.

URBANIZED AREA FORMULA PROGRAM

Total Appropriation	$1,682,053,574 [a]
Oversight Deduction	− 12,615,402
Section 5340 Funds Added	158,749,743
Total Apportioned	1,828,187,915

[a] One percent set-aside for Small Transit Intensive Cities Formula.

Table 3 displays the amounts apportioned under the Urbanized Area Formula Program.

2. Basis for Formula Apportionment

FTA apportions Urbanized Area Formula Program funds based on legislative formulas. Different formulas apply to UZAs with populations of 200,000 or more and to UZAs with populations less than 200,000. For UZAs with 50,000 to 199,999 in population, the formula is based solely on population and population density. For UZAs with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density. Table 4 includes detailed information about the formulas.

To calculate a UZA's FY 2009 apportionment, FTA used population and population density statistics from the 2000 Census and (when applicable) validated mileage and transit service data from transit providers' 2007 National Transit Database (NTD) Report Year. Pursuant to 49 U.S.C. 5336(b), FTA used 60 percent of the directional route miles attributable to the Alaska Railroad passenger operations system to calculate the apportionment for the Anchorage, Alaska UZA.

We have calculated dollar unit values for the formula factors used in the Urbanized Area Formula Program apportionment calculations. These values represent the amount of money each unit of a factor is worth in this year's apportionment. The unit values change each year, based on all of the data used to calculate the apportionments. The dollar unit values for FY 2009 are displayed in Table 5. To replicate the basic formula component of a UZA's apportionment, multiply the dollar unit value by the appropriate formula factor (*i.e.*, the population, population × population density), and when applicable, data from the NTD (*i.e.*, route miles, vehicle revenue miles, passenger miles, and operating cost).

In FY 2009, one percent of funds appropriated for Section 5307, or $16,820,536 based on the Continuing Appropriations Act, is set aside for Small Transit Intensive Cities (STIC). FTA apportions these funds to UZAs under 200,000 in population that operate at a level of service equal to or above the industry average level of service for all UZAs with a population of at least 200,000, but not more than 999,999, in one or more of six performance categories: Passenger miles traveled per vehicle revenue mile, passenger miles traveled per vehicle revenue hour, vehicle revenue miles per capita, vehicle revenue hours per capita, passenger miles traveled per capita, and passengers per capita.

The data for these categories for the purpose of FY 2009 apportionments comes from the NTD reports for the 2007 reporting year. This data is used to determine a UZA's eligibility under the STIC formula, and is also used in the STIC apportionment calculations. Because these performance data change with each year's NTD reports, the UZAs eligible for STIC funds and the amount each receives may vary each year. In FY 2009, FTA apportioned $56,826 for each performance factor/category for which the urbanized area exceeded the national average for UZAs with a

population of at least 200,000 but not more than 999,999.

In addition to the funds apportioned to UZAs, according to the Section 5307 formula factors contained in 49 U.S.C. 5336, FTA also apportions funds to urbanized areas under Section 5340 Growing States and High Density States formula factors. In FY 2009, FTA apportions $64,557,843 to 453 UZA's in all 50 States and $94,191,900 to 46 UZAs in seven High Density States. Half of the funds appropriated for Section 5340 are available to Growing States and half to High Density States. FTA apportions Growing States funds by a formula based on State population forecasts for 15 years beyond the most recent Census. FTA distributes the amounts apportioned for each State between UZAs and nonurbanized areas based on the ratio of urbanized/nonurbanized population within each State in the 2000 census, and to UZAs proportionately based on UZA population in the 2000 census because population estimates are not available at the UZA level. FTA apportions the High Density States funds to States with population densities in excess of 370 persons per square mile. These funds are apportioned only to UZAs within those States. FTA pro-rates each UZA's share of the High Density funds based on the population of the UZAs in the State in the 2000 census.

FTA cannot provide unit values for the Growing States or High Density formulas because the allocations to individual States and urbanized areas are based on their relative population data, rather than on a national per capita basis.

Based on language in the conference report accompanying SAFETEA–LU, FTA is to show a single apportionment amount for Section 5307, STIC and Section 5340. FTA shows a single Section 5307 apportionment amount for each UZA in Table 3, the Urbanized Area Formula apportionments. The amount includes funds apportioned based on the Section 5307 formula factors, any STIC funds, and any Growing States and High Density States funding allocated to the area. FTA uses separate formulas to calculate and generate the respective apportionment amounts for the Section 5307, STIC and Section 5340. For technical assistance purposes, the UZAs that received STIC funds are listed in Table 6. FTA will make available breakouts of the funding allocated to each UZA under these formulas, upon request to the regional office.

3. Program Requirements

Program guidance for the Urbanized Area Formula Program is presently found in FTA Circular C9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998, and supplemented by additional information or changes provided in this document. FTA is in the process of updating the circular. Several important program requirements are highlighted below.

a. Urbanized Area Formula Apportionments to Governors

For small UZAs, those with a population of less than 200,000, FTA apportions funds to the Governor of each State for distribution. A single total Governor's apportionment amount for the Urbanized Area Formula, STIC, and Growing States and High Density States is shown in the Urbanized Area Formula Apportionment Table 3. The table also shows the apportionment amount attributable to each small UZA within the State. The Governor may determine the sub-allocation of funds among the small UZAs except that funds attributed to a small UZA that is located within the planning boundaries of a Transportation Management Area (TMA) must be obligated to that small UZA, as discussed in subsection f below.

b. Transit Enhancements

Section 5307(d)(1)(K) requires that one percent of Section 5307 funds apportioned to UZAs with populations of 200,000 or more be spent on eligible transit enhancement activities or projects. This requirement is now treated as a certification, rather than as a set-aside as was the case under the Transportation Equity Act for the 21st Century (TEA–21). Designated recipients in UZAs with populations of 200,000 or more certify they are spending not less than one percent of Section 5307 funds for transit enhancements. In addition, Designated Recipients must submit an annual report on how they spent the money with the Federal fiscal year's final quarterly progress report in TEAM-Web. The report should include the following elements: (a) Grantee name; (b) UZA name and number; (c) FTA project number; (d) transit enhancement category; (e) brief description of enhancement and progress towards project implementation; (f) activity line item code from the approved budget; and (g) amount awarded by FTA for the enhancement. The list of transit enhancement categories and activity line item (ALI) codes may be found in the table of Scope and ALI codes on TEAM-Web, which can be accessed at *http://FTATEAMWeb.fta.dot.gov.*

The term ''transit enhancement'' includes projects or project elements that are designed to enhance public 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 for transit enhancements will be allotted to transit projects. The one percent minimum requirement does not preclude more than one percent from being expended in a UZA for transit enhancements. However, activities that are only eligible as enhancements—in particular, operating costs for historic facilities—may be assisted only within the one-percent funding level.

c. Transit Security Projects

Pursuant to section 5307(d)(1)(J), each recipient of Urbanized Area Formula funds must certify that of the amount received each fiscal year, it will expend at least one percent on ''public transportation security projects'' or must certify that it has decided the expenditure is not necessary. For applicants not eligible to receive Section 5307 funds for operating assistance, only capital security projects may be funded with the one percent. SAFETEA–LU, however, expanded the definition of eligible ''capital'' projects to include specific crime prevention and security activities, including: (1) Projects to refine and develop security and emergency response plans; (2) projects aimed at detecting chemical and biological agents in public transportation; (3) the conduct of emergency response drills with public transportation agencies and local first response agencies; and (4) security training for public transportation employees, but excluding all expenses related to operations, other than such

expenses incurred in conducting emergency drills and training. ALI codes have been established for these four new capital activities. The one percent may also include security expenditures included within other capital activities, and, where the recipient is eligible, operating assistance. The relevant ALI codes would be used for those activities.

FTA is often called upon to report to Congress and others on how grantees are expending Federal funds for security enhancements. To facilitate tracking of grantees' security expenditures, which are not always evident when included within larger capital or operating activity line items in the grant budget, we have established a non-additive (''non-add'') scope code for security expenditures—Scope 991. The non-add scope is to be used to aggregate activities included in other scopes, and it does not increase the budget total. Section 5307 grantees should include this non-add scope in the project budget for each new Section 5307 grant application or amendment. Under this non-add scope, the applicant should repeat the full amount of any of the line items in the budget that are exclusively for security and include the portion of any other line item in the project budget that is attributable to security, using under the non-add scope the same line item used in the project budget. The grantee can modify the ALI description or use the extended text feature, if necessary, to describe the security expenditures.

The grantee must provide information regarding its use of the one percent for security as part of each Section 5307 grant application, using a special screen in TEAM-Web. If the grantee has certified that it is not necessary to expend one percent for security, the Section 5307 grant application must include information to support that certification. FTA will not process an application for a Section 5307 grant until the security information is complete.

d. FY 2009 Operating Assistance

UZAs under 200,000 in population may use Section 5307 funds for operating assistance. In addition, Section 5307, as amended by, SAFETEA–LU and TEA–21, allows some UZAs with a population of 200,000 or more to use FY 2009 Urbanized Area Formula funds for operating assistance under certain conditions. The specific provisions allowing the limited use of operating assistance in large UZAs are as follows:

(1) Section 5307(b)(1)(E) provides for grants for the operating costs of equipment and facilities for use in public transportation in the Evansville, IN–KY urbanized area, for a portion or portions of the UZA if the portion of the UZA includes only one State, the population of the portion is less than 30,000, and the grants will be not used to provide public transportation outside of the portion of the UZA.

(2) Section 5307(b)(1)(F) provides operating costs of equipment and facilities for use in public transportation for local governmental authorities in areas which adopted transit operating and financing plans that became a part of the Houston, Texas, UZA as a result of the 2000 decennial census of population, but lie outside the service area of the principal public transportation agency that serves the Houston UZA.

(3) Section 5336(a)(2) prescribes the formula to be used to apportion Section 5307 funds to UZAs with population of 200,000 or more. SAFETEA–LU amended 5336(a)(2) to add language that stated, ''* * * except that the amount apportioned to the Anchorage urbanized area under subsection (b) shall be available to the Alaska Railroad for any costs related to its passenger operations.'' This language has the effect of directing that funds apportioned to the Anchorage urbanized area, under the fixed guideway tiers of the Section 5307 apportionment formula, be made available to the Alaska Railroad, and that these funds may be used for any capital or operating costs related to its passenger operations.

(4) Section 3027(c)(3) of TEA–21, as amended (49 U.S.C. 5307 note), provides an exception to the restriction on the use of operating assistance in a UZA with a population of 200,000 or more, by allowing transit providers/grantees that provide service exclusively to elderly persons and persons with disabilities and that operate 20 or fewer vehicles to use Section 5307 funds apportioned to the UZA for operating assistance. The total amount of funding made available for this purpose under Section 3027(c)(3) is $1.4 million. Transit providers/grantees eligible under this provision have already been identified and notified.

(5) Pursuant to the SAFETEA–LU Technical Corrections Act, 2008, in FY 2009, section 5307(b)(2) allows (1) UZAs that grew in population from under 200,000 to over 200,000 or that were under 200,000 but merged into another urbanized area and the population is over 200,000, as a result of the 2000 Census to use Section 5307 funds for operating assistance in an amount up to 50 percent of the grandfathered amount for FY 2002 funds; (2) Areas that were nonurbanized under the 1990 Census and became urbanized, as a result of the 2000 Census, to use no more than 50 percent of the amount apportioned to the area for FY 2003 for operating assistance; and (3) nonurbanized areas under the 1990 Census that merged into urbanized areas over 200,000, as a result of the 2000 Census, to use 50 percent of the amount the area received in FY 2002 Section 5311 funding for operating assistance.

e. Sources of Local Match

Pursuant to Section 5307(e), the Federal share of an urbanized area formula grant is 80 percent of net project cost for a capital project and 50 percent of net project cost for operating assistance unless the recipients project a greater local share. The remainder of the net project cost (i.e., 20 percent and 50 percent, respectively) shall be provided from the following sources:

1. In cash from non-Government sources other than revenues from providing public transportation services;
2. From revenues derived from the sale of advertising and concessions;
3. From an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital;
4. From amounts received under a service agreement with a State or local social service agency or private social service organization; and
5. Proceeds from the issuance of revenue bonds.

In addition, funds from Section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) can be used to match Urbanized Area Formula funds.

f. Designated Transportation Management Areas (TMA)

Guidance for setting the boundaries of TMAs is in the joint transportation planning regulations codified at 23 CFR Part 450 as reference in 49 CFR Part 613. In some cases, the TMA planning boundaries established by the MPO for the designated TMA includes one or more small UZAs. In addition, one small UZA (Santa Barbara, CA) has been designated as a TMA. In either of these situations, the Governor cannot allocate ''Governor's Apportionment'' funds attributed to the small UZAs to other areas; that is, the Governor only has discretion to allocate Governor's Apportionment funds attributable to areas that are outside of designated TMA planning boundaries.

The list of small UZAs included within the planning boundaries of

designated TMAs is provided in the table below.

Designated TMA	Small urbanized area included in TMA planning boundary
Albany, NY	Saratoga Springs, NY.
Houston, TX	Galveston, TX; Lake Jackson-Angleton, TX; Texas City, TX; The Woodlands, TX.
Jacksonville, FL	St. Augustine, FL.
Orlando, FL	Kissimmee, FL.
Palm Bay-Melbourne, FL	Titusville, FL.
Philadelphia, PA–NJ–DE–MD	Pottstown, PA.
Pittsburg, PA	Monessen, PA; Weirton, WV-Steubenville, OH–PA (PA portion); Uniontown-Connellsville, PA.
Seattle, WA	Bremerton, WA.
Washington, DC–VA–MD	Frederick, MD.

The MPO must notify the Associate Administrator for Program Management, Federal Transit Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, in writing, no later than July 1 of each year, to identify any small UZA within the planning boundaries of a TMA.

g. Urbanized Area Formula Funds Used for Highway Purposes

Funds apportioned to a TMA are eligible for transfer to FHWA for highway projects, if the Designated Recipient has allocated a portion of the areas section 5307 funding for such use. However, before funds can be transferred, the following conditions must be 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.

The MPO should notify the appropriate FTA Regional Administrator of its intent to use FTA funds for highway purposes, as prescribed in section V.D below. Urbanized Area Formula funds that are designated by the MPO for highway projects will be transferred to and administered by FHWA.

4. Period of Availability

The Urbanized Area Formula Program funds apportioned in this notice remain available to be obligated during the year of appropriation plus three additional years. Accordingly, these funds must be obligated by FTA to recipients by September 30, 2012. Any of these apportioned funds that remain unobligated at the close of business on September 30, 2012, will revert to FTA for reapportionment under the Urbanized Area Formula Program.

5. Other Program or Apportionment Related Information and Highlights

In each UZA with a population of 200,000 or more, the Governor in consultation with responsible local officials, and publicly owned operators of public transportation has designated one or more entities to be the Designated Recipient for Section 5307 funds apportioned to the UZA. The same entity(s) may or may not be the Designated Recipient for the Job Access and Reverse Commute (JARC) and New Freedom program funds apportioned to the UZA. In UZAs under 200,000 in population, the State is the Designated Recipient for Section 5307 as well as JARC and New Freedom programs. The Designated Recipient for Section 5307 may authorize other entities to apply directly to FTA for Section 5307 grants pursuant to a supplemental agreement. While the requirement that projects selected for funding be included in a locally developed coordinated public transit/human service transportation plan is not included in Section 5307 as it is in Sections 5310, 5316 (JARC) and 5317 (New Freedom), FTA expects that in their role as public transit providers, recipients of Section 5307 funds will be participants in the local planning process for these programs.

D. Clean Fuels Grant Program (49 U.S.C. 5308)

The Clean Fuels Grant Program supports the use of alternative fuels in air quality maintenance or nonattainment areas for ozone or carbon monoxide through capital grants to urbanized areas for clean fuel vehicles and facilities. Previously an unfunded Formula Program under TEA–21, the program is now a discretionary program. For more information about this program, contact Kimberly Sledge, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $21,074,900 to the Clean Fuels Grant Program (49 U.S.C. 5308). FTA will publish project allocations in a supplemental notice when all program funds have been made available.

2. Requirements

Clean Fuels program funds may be made available to any grantee in a UZA that is designated as maintenance or nonattainment area for ozone or carbon monoxide as defined in the Clean Air Act. Eligible recipients include Section 5307 Designated Recipients as well as recipients in small UZAs. In the case of a small UZA, the State in which the area is located will act as the recipient.

Eligible projects include the purchase or lease of clean fuel buses (including buses that employ a lightweight composite primary structure), the construction or lease of clean fuel buses or electrical recharging facilities and related equipment for such buses, and construction or improvement of public transportation facilities to accommodate clean fuel buses.

Legislation will be necessary if a recipient wishes to use Clean Fuels funds earmarked in SAFETEA–LU for eligible program activities outside the scope of a project description.

Unless otherwise specified in law, grants made under the Clean Fuels program must meet all other eligibility requirements as outlined in Section 5308.

3. Period of Availability

Funds designated for specific Clean Fuels Program projects remain available for obligation for three fiscal years, which includes the year of appropriation plus two additional fiscal years. The FY 2009 funding for projects will remain available through September 30, 2011. Clean Fuels funds not obligated in an FTA grant for eligible purposes at the end of the period of availability will generally be made available for other projects.

5. Other Program or Allocation Related Information and Highlights

Prior year unobligated balances for Clean Fuel allocations in the amount of $46,862,483 remain available for obligation in FY 2009. This includes $6,690,000 in FY 2007 and $40,172,483 in FY 2008 unobligated allocations. The unobligated amounts available as of September 30, 2008, are displayed in Table 7.

E. Capital Investment Program (49 U.S.C. 5309)—Fixed Guideway Modernization

This program provides capital assistance for the modernization of existing fixed guideway systems. Funds are allocated by a statutory formula to UZAs with fixed guideway systems that have been in operation for at least seven years. A ''fixed guideway'' refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes. Eligible applicants are the public transit authorities in those urbanized areas to which the funds are allocated. For more information about Fixed Guideway Modernization contact Scott Faulk, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $675,257,000 to the Fixed Guideway Modernization Program. The total amount apportioned for the Fixed Guideway Modernization Program is $668,504,430, after the deduction for oversight, and addition of prior year reapportioned funds, as shown in the table below.

FIXED GUIDEWAY MODERNIZATION PROGRAM

Total Appropriation	$675,257,000
Oversight Deduction	−6,752,570
Total Apportioned	668,504,430

The FY 2009 Fixed Guideway Modernization Program apportionments to eligible areas are displayed in Table 8.

2. Basis for Formula Apportionment

The formula for allocating the Fixed Guideway Modernization funds contains seven tiers. The apportionment of funding under the first four tiers is based on amounts specified in law and NTD data used to apportion funds in FY 1997. Funding under the last three tiers is apportioned based on the latest available data on route miles and revenue vehicle miles on segments at least seven years old, as reported to the NTD. Section 5337(f) of title 49, U.S.C. provides for the inclusion of Morgantown, West Virginia (population 55,997) as an eligible UZA for purposes of apportioning fixed guideway modernization funds. Also, pursuant to 49 U.S.C. 5336(b) FTA used 60 percent of the directional route miles attributable to the Alaska Railroad passenger operations system to calculate the apportionment for the Anchorage, Alaska UZA under the Section 5309 Fixed Guideway Modernization formula.

FY 2009 Formula apportionments are based on data grantees provided to the NTD for the 2007 reporting year. Table 9 provides additional information and details on the formula. Dollar unit values for the formula factors used in the Fixed Guideway Modernization Program are displayed in Table 5. To replicate an area's apportionment, multiply the dollar unit value by the appropriate formula factor, *i.e.*, route miles and revenue vehicle miles.

3. Program Requirements

Fixed Guideway Modernization funds must be used for capital projects to maintain, modernize, or improve fixed guideway systems. Eligible UZAs (those with a population of 200,000 or more) with fixed guideway systems that are at least seven years old are entitled to receive Fixed Guideway Modernization funds. A threshold level of more than one mile of fixed guideway is required in order to receive Fixed Guideway Modernization funds. Therefore, UZAs reporting one mile or less of fixed guideway mileage under the NTD are not included. However, funds apportioned to an urbanized area may be used on any fixed guideway segment in the UZA. Program guidance for Fixed Guideway Modernization is presently found in FTA Circular C9300.1B, Capital Facilities and Formula Grant Programs, dated November 1, 2008.

4. Period of Availability

The funds apportioned in this notice under the Fixed Guideway Modernization Program remain available to be obligated by FTA to recipients during the year of appropriation plus three additional years. FY 2009 Fixed Guideway Modernization funds that remain unobligated at the close of business on September 30, 2012, will revert to FTA for reapportionment under the Fixed Guideway Modernization Program.

F. Capital Investment Program (49 U.S.C. 5309)—Bus and Bus-Related Facilities

This program provides capital assistance for new and replacement buses, and related equipment and facilities. Funds are allocated on a discretionary basis. Eligible purposes are acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, and shop and garage equipment. Eligible applicants are State and local governmental authorities. Eligible subrecipients include other public agencies, private companies engaged in public transportation and private non-profit organizations. For more information about Bus and Bus-Related Facilities contact Kimberly Sledge, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $350,455,128 for the Bus and Bus-Related Facilities program. FTA will publish project allocations in a supplemental notice when all program funds have been made available.

The SAFETEA–LU Technical Corrections Act of 2008 extended funds made available for FY 2006 SAFTETEA–LU projects number 176 and 652. Funds for these projects remain available until September 30, 2009 and are shown in Table 10.

2. Requirements

FTA honors Congressional earmarks for the purpose designated, for purposes eligible under the program or under the expanded eligibility of a ''notwithstanding'' provision. Projects designated for funding in the report language accompanying the Consolidated Appropriations Act, 2008, were incorporated as earmarks into the Act by reference. FTA will treat these projects as projects designated in law. To apply to use funds designated in report language under the Bus Program in any year for project activities outside the scope of the project designation included in report language, the recipient must submit a request for reprogramming to the House and Senate

Committees on Appropriations for resolution.

FTA will continue to honor projects earmarked to receive Section 5309 bus funds in SAFETEA–LU for fiscal years 2007 and 2008 as well as projects earmarked by reference in the Consolidated Appropriations Act, 2008. Legislation will be necessary to amend the earmark if you wish to use funds for project activities outside the scope of the project description.

Grants made under the Bus and Bus-Related Facilities program must meet all other eligibility requirements as outlined in Section 5309 unless otherwise specified in law.

Program guidance for Bus and Bus-Related Facilities is found in FTA Circular C9300.1B, ''Capital Investment Program Guidance and Application Instructions,'' (November 1, 2008).

3. Period of Availability

The FY 2007 and FY 2008 Bus and Bus-Related Facilities funds not obligated in a grant for eligible purposes as of September 30, 2009 and September 30, 2010, respectively, may be made available for other projects under 49 U.S.C. 5309.

4. Other Program or Allocation Related Information and Highlights

Prior year unobligated balances for Bus and Bus-Related allocations in the amount of $665,031,952 remain available for obligation in FY 2009. This includes $1,772,317 for FY 2006 earmarks extended in the SAFETEA–LU Technical Corrections Act, 2008; $197,666,184 in FY 2007 unobligated allocations (earmarked and discretionary projects); and $465,593,451in FY 2008 unobligated allocations. The unobligated amounts available as of September 30, 2008, are displayed in Table 10. The FTA will issue a supplemental notice at a later date that identifies project funds that are redirected to other eligible activities or extended to the original project by subsequent action. Project funding that was extended or redirected under the SAFETEA–LU Technical Corrections Act of 2008 are listed above in section 1 and also included in Table 10.

G. Capital Investment Program (49 U.S.C. 5309)—New Starts

The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a ''people mover''), or a busway/high occupancy vehicle (HOV) facility, Bus Rapid Transit that is fixed guideway, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process. Major new fixed guideway projects, or extensions to existing systems, financed with New Starts funds typically receive these funds through a full funding grant agreement (FFGA) that defines the scope of the project and specifies the total multi-year Federal commitment to the project. Beginning in FY 2007, up to $200,000,000 each year is designated for ''Small Starts'' (Section 5309(e)) projects with a New Starts share of less than $75,000,000 and a net project cost of less than $250,000,000.

For more information about New Starts project development contact Elizabeth Day, Office of Planning and Environment, at (202) 366–4033, or for information about published allocations contact Kimberly Sledge, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $668,117,803 to New Starts. The total amount allocated for New Starts is $430,252,472, as shown in the table below.

CAPITAL INVESTMENT PROGRAM (NEW STARTS)

Total Appropriation	$674,866,468
Oversight (one percent)	−6,748,665
Undistributed Amount	237,865,331
Total Allocated	430,252,472

2. Basis for Allocation

Congress included authorizations for specific New Starts projects with Full Funding Grant Agreements (FFGA) in SAFETEA–LU. Under the Continuing Appropriations Act, 2009, FFGAs have been allocated 5/12ths and the one percent statutory project management oversight takedown has been applied. Funds allocated to specific projects are shown in Table 11.

3. Requirements

Because New Starts projects are earmarked in law rather than report language, reprogramming for a purpose other than that specified must also occur in law. New Starts projects are subject to a complex set of approvals related to planning and project development set forth in 49 CFR Part 611. FTA has published a number of rulemakings and interim guidance documents related to the New Starts program since the passage of SAFETEA–LU. Grantees should reference the FTA Web site at *http://www.fta.dot.gov* for the most current program guidance about project developments and management. Grant related guidance for New Starts is found in FTA Circular C9300.1B, Capital Investment Program Guidance and Application Instructions dated November 1, 2008; and C5200.1A, Full Funding Grant Agreement Guidance, dated December 5, 2002.

4. Period of Availability

New Starts funds remain available for three fiscal years (including the fiscal year the funds are made available or appropriated plus two additional years). FY 2009 funds remain available through September 30, 2011. Funds may be made available for other section 5309 projects after the period of availability has expired.

5. Other Program or Apportionment Related Information and Highlights

Prior year unobligated allocations for New Starts in the amount of $325,627,924 remain available for obligation in FY 2009. This amount includes $62,712,383 in FY 2007 and $262,915,541 in FY 2008 unobligated allocations. These unobligated amounts are displayed in Table 12.

H. Special Needs of Elderly Individuals and Individuals With Disabilities Program (49 U.S.C. 5310)

This program provides formula funding to States for capital projects to assist private nonprofit groups in meeting the transportation needs of the elderly and individuals with disabilities when the public transportation service provided in the area is unavailable, insufficient, or inappropriate to meet these needs. A State agency designated by the Governor administers the Section 5310 program. The State's responsibilities include: Notifying eligible local entities of funding availability; developing project selection criteria; determining applicant eligibility; selecting projects for funding; and ensuring that all subrecipients comply with Federal requirements. Eligible nonprofit organizations or public bodies must apply directly to the designated State agency for assistance under this program. For more information about the Elderly and Individuals with Disabilities Program contact David Schneider, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $54,622,700 to the Elderly and Individuals with Disabilities Program (49 U.S.C. 5310).

After deduction of 0.5 percent for oversight, and the addition of reapportioned prior year funds, $54,349,586 remains available for allocation to the States.

ELDERLY AND INDIVIDUALS WITH DISABILITIES PROGRAM

Total Appropriation	$54,622,700
Oversight Deduction	−273,113
Total Apportioned	54,349,587

The FY 2009 Elderly and Individuals with Disabilities Program apportionments to the States are displayed in Table 13.

2. Basis for Apportionment

FTA allocates funds to the States by an administrative formula consisting of a $125,000 floor for each State ($50,000 for smaller territories) with the balance allocated based on 2000 Census population data for persons aged 65 and over and for persons with disabilities.

3. Requirements

Funds are available to support the capital costs of transportation services for older adults and people with disabilities. Uniquely under this program, eligible capital costs include the acquisition of service. Seven specified States (Alaska, Louisiana, Minnesota, North Carolina, Oregon, South Carolina, and Wisconsin) may use up to 33 percent of their apportionment for operating assistance under the terms of the SAFETEA–LU Section 3012(b) pilot program.

Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis except that Section 5310(c) allows States eligible for a higher match under the sliding scale for FHWA programs to use that match ratio for Section 5310 capital projects. Operating assistance is 50 percent Federal, 50 percent local. Funds provided under other Federal programs (other than those of the DOT, with the exception of the Federal Lands Highway Program established by 23 U.S.C. 204) may be used as match. Revenue from service contracts may also be used as local match.

While the assistance is intended primarily for private non-profit organizations, public bodies approved by the State to coordinate services for the elderly and individuals with disabilities, or any public body that certifies to the State that there are no non-profit organizations in the area that are readily available to carry out the service, may receive these funds.

States may use up to ten percent of their annual apportionment to administer, plan, and provide technical assistance for a funded project. No local share is required for these program administrative funds. Funds used under this program for planning must be shown in the United Planning Work Program (UPWP) for MPO(s) with responsibility for that area.

The State recipient must certify that: The projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and, the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public. The locally developed, coordinated public transit-human services transportation planning process must be coordinated and consistent with the metropolitan and statewide planning processes and funding for the program must included in the metropolitan and statewide Transportation Improvement Program (TIP and STIP) at a level of specificity or aggregation consistent with State and local policies and procedures. Finally, the State must certify that allocations of the grant to subrecipients are made on a fair and equitable basis.

The coordinated planning requirement is also a requirement in two additional programs. Projects selected for funding under the Job Access Reverse Commute program and the New Freedom program are also required to be derived from a locally developed coordinated public transit/human service transportation plan. FTA anticipates that most areas will develop one consolidated plan for all the programs, which may include separate elements and other human service transportation programs.

The Section 5310 program is subject to the requirements of Section 5307 to the extent the Secretary determines appropriate. Program guidance is found in FTA C 9070.1F, dated May 1, 2007. The circular is posted on the FTA Web site at *http://www.fta.dot.gov.*

4. Period of Availability

FTA has administratively established a three year period of availability for Section 5310 funds. Funds allocated to States under the Elderly and Individuals with Disabilities Program in this notice must be obligated by September 30, 2011. Any funding that remains unobligated as of that date will revert to FTA for reapportionment among the States under the Elderly and Individuals with Disabilities Program.

5. Other Program or Apportionment Related Information and Highlights

States may transfer Section 5310 funds to Section 5307 or Section 5311, but only for projects selected under the Section 5310 program, not as a general supplement for those programs. FTA anticipates that the States would use this flexibility primarily for projects to be implemented by a Section 5307 recipient in a small urbanized area, or for Federally recognized Indian Tribes that elect to receive funds as a direct recipient from FTA under Section 5311. A State that transfers Section 5310 funds to Section 5307 must certify that each project for which the funds are transferred has been coordinated with private nonprofit providers of services. FTA has established a scope code (641) to track 5310 projects included within a Section 5307 or 5311 grant. Transfer to Section 5307 or 5311 is permitted but not required. FTA expects primarily to award stand-alone Section 5310 grants to the State for any and all subrecipients.

I. Nonurbanized Area Formula Program (49 U.S.C. 5311)

This program provides formula funding to States and Indian Tribes for the purpose of supporting public transportation in areas with a population of less than 50,000. Funding may be used for capital, operating, State administration, and project administration expenses. Eligible subrecipients include State and local public agencies, Indian Tribes, private non-profit organizations, and private operators of public transportation services, including intercity bus companies. Indian Tribes are also eligible direct recipients under Section 5311, both for funds apportioned to the States and for projects selected to be funded with funds set aside for a separate Tribal Transit Program.

For more information about the Nonurbanized Area Formula Program contact Lorna Wilson, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $188,383,800 to the Nonurbanized Area Formula Program (49 U.S.C. 5311). The total amount apportioned for the Nonurbanized Area Formula Program is $208,147,062, after take-downs of two percent for the Rural Transportation Assistance Program (RTAP), 0.5 percent for oversight, and $5,161,200 for the Tribal Transit Program, and the addition of Section 5340 funds and prior year funds

reapportioned, as shown in the table below.

NONURBANIZED AREA FORMULA PROGRAM

Total Appropriation	$188,383,800
Oversight Deduction	−941,919
RTAP Takedown	−3,767,676
Tribal Transit Takedown	−5,161,200
Section 5340 Funds Added	29,634,057
Total Apportioned	208,147,062

The FY 2009 Nonurbanized Area Formula apportionments to the States are displayed in Table 14.

2. Basis for Apportionments

FTA apportions the funds available for apportionment after take-down for oversight, the Tribal Transit Program, and RTAP according to a statutory formula. FTA apportions the first twenty percent to the States based on land area in nonurbanized areas with no state receiving more than 5 percent of the amount apportioned. FTA apportions the remaining eighty percent based on nonurbanized population of each State relative to the national nonurbanized population. FTA does not apportion Section 5311 funds to the Virgin Islands, which by a statutory exception are treated as an urbanized area for purposes of the Section 5307 formula program.

FTA is allocating $29,634,057 to the 50 States for nonurbanized areas from the Growing States portion of Section 5340. FTA apportions Growing States funds by a formula based on State population forecasts for 15 years beyond the most recent census. FTA distributes the amounts apportioned for each State between UZAs and nonurbanized areas based on the ratio of urbanized/nonurbanized population within each State in the 2000 census.

3. Program Requirements

The Nonurbanized Area Formula Program provides capital, operating and administrative assistance for public transit service in nonurbanized areas under 50,000 in population.

The Federal share for capital assistance is 80 percent and for operating assistance is 50 percent, except that States eligible for the sliding scale match under FHWA programs may use that match ratio for Section 5311 capital projects and 62.5 percent of the sliding scale capital match ratio for operating projects.

Each State must spend no less than 15 percent of its FY 2009 Nonurbanized Area Formula apportionment for the development and support of intercity bus transportation, unless the State certifies, after consultation with affected intercity bus service providers, that the intercity bus service needs of the State are being adequately met. FTA also encourages consultation with other stakeholders, such as communities affected by loss of intercity service.

Each State prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the States, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources.

In order to retain eligibility for funding, recipients of Section 5311 funding must report data annually to the NTD.

Program guidance for the Nonurbanized Area Formula Program is found in FTA C 9040.1F, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, dated April 1, 2007, which was revised and reissued after notice and comment. The circular is posted at *http://www.fta.dot.gov.*

4. Period of Availability

Funds apportioned to nonurbanized areas under the Nonurbanized Area Formula Program during FY 2009 will remain available for two additional fiscal years after the year of apportionment. Any funds that remain unobligated at the close of business on September 30, 2011, will revert to FTA for allocation among the States under the Nonurbanized Area Formula Program.

5. Other Program or Apportionment Related Information and Highlights

a. NTD Reporting. By law, FTA requires that each recipient under the Section 5311 program submit an annual report to the NTD containing information on capital investments, operations, and service provided with funds received under the Section 5311 program. Section 5311(b)(4), as amended by SAFETEA–LU, specifies that the report should include information on total annual revenue, sources of revenue, total annual operating costs, total annual capital costs, fleet size and type, and related facilities, revenue vehicle miles, and ridership. State or Territorial DOT 5311 grant recipients must complete a one-page form of basic data for each 5311 subrecipient, unless the subrecipient is already providing a full report to the NTD as a Tribal Transit direct recipient or as an urbanized area reporter (without receiving a Nine or Fewer Vehicles Waiver). For the 2008 Report Year State or Territorial DOTs must report on behalf of any subrecipient receiving Section 5311 grants in 2008, or that continued to benefit in 2008 from capital assets purchased using Section 5311 grants. Tribal Transit direct recipients must report if they received an obligation or an outlay for a Section 5311 grant in 2008, or if they continued to benefit in 2008 from capital assets using Section 5311 Grants, unless the Tribe is already filing a full NTD Reports as an urbanized area reporter or unless the Tribe only received $50,000 or less in planning grants. The NTD Rural Reporting Manual contains detailed reporting instructions and is posted on the NTD Web site, *http://www.ntdprogram.gov.*

b. Extension of Intercity Bus Pilot of In-Kind Match. Beginning in FY 2007, FTA implemented a two year pilot program of in-kind match for intercity bus service. The initial program was set to expire after FY 2008; however, FTA decided to extend the program through FY 2009. FTA published guidance on the in-kind match pilot in the **Federal Register** on February 28, 2007, as Appendix 1 of the Notice announcing the final revised circular 9040.1F.

J. Rural Transportation Assistance Program (49 U.S.C. 5311(b)(3))

This program provides funding to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in nonurbanized areas. For more information about Rural Transportation Assistance Program (RTAP) contact Lorna Wilson, Office of Transit Programs, at (202) 366–2053.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $3,767,676 to RTAP (49 U.S.C. 5311(b)(2)), as a two percent takedown from the funds appropriated for Section 5311. FTA has reserved 15 percent for the National RTAP program. After adding prior year funds eligible for reapportionment, $3,202,525 is available for allocations to the States, as shown in the table below.

RURAL TRANSIT ASSISTANCE PROGRAM

Total Appropriation	$3,767,676
National RTAP Takedown	−565,151
Total Apportioned	3,202,525

Table 14 shows the FY 2009 RTAP allocations to the States.

2. Basis for Allocation

FTA allocates funds to the States by an administrative formula. First FTA allocates $65,000 to each State ($10,000 to territories), and then allocates the balance based on nonurbanized population in the 2000 census.

3. Program Requirements

States may use the funds to undertake research, training, technical assistance, and other support services to meet the needs of transit operators in nonurbanized areas. These funds are to be used in conjunction with a State's administration of the Nonurbanized Area Formula Program, but may also support the rural components of the Section 5310, JARC, and New Freedom programs.

4. Period of Availability

Funds apportioned to States under RTAP remain available for two fiscal years following FY 2009. Any funds that remain unobligated at the close of business on September 30, 2011, will revert to FTA for allocation among the States under the RTAP.

5. Other Program or Apportionment Related Information and Highlights

The National RTAP project is administered by cooperative agreement and re-competed at five-year intervals. In FY 2008, FTA awarded the cooperative agreement to the Neponset Valley Transportation Management Association (NVTMA) located in Waltham, Massachusetts through a competitive process. The projects are guided by a project review board that consists of managers of rural transit systems and State DOT RTAP programs. National RTAP resources also support the biennial TRB National Conference on Rural Public and Intercity Bus Transportation and other research and technical assistance projects of a national scope.

K. Public Transportation on Indian Reservations Program (49 U.S.C. 5311(c)(1))

FTA refers to this program as the Tribal Transit Program. It is funded as a takedown from funds appropriated for the Section 5311 program. Federally recognized Indian Tribes are defined as eligible direct recipients. The funds are to be apportioned for grants to Indian Tribes for any purpose eligible under Section 5311, which includes capital, operating, planning, and administrative assistance for rural public transit services and rural intercity bus service. For more information about the Tribal Transit Program contact Lorna Wilson, Office of Transit Programs, at (202) 366–2053.

1. Funding Availability in FY 2009

Under the Continuing Appropriations Act, 2009, the amount allocated to the program in FY 2009 is $5,161,200, as authorized in Section 5311(c)(1)(C).

2. Basis for Allocation

Based on procedures developed in consultation with the Tribes, FTA will issue a Notice of Funding Availability (NOFA) soliciting applications for FY 2009 funds.

3. Requirements

FTA developed streamlined program requirements based on statutory authority allowing the Secretary to determine the terms and conditions appropriate to the program. These conditions are contained in the annual NOFA. Beginning with grants awarded in FY 2009, the grant agreement will incorporate the statement of warranty for labor protective arrangements, and tribal grants will be submitted to the Department of Labor (DOL) upon FTA approval.

4. Period of Availability

Funds remain available for three fiscal years, which includes the fiscal year the funds were apportioned or appropriated plus two additional years. Funds appropriated in FY 2009 will remain available for obligation to the tribes competitively selected to receive the funds through September 30, 2011. Any funds that remain unobligated after September 30, 2011, will revert to FTA for reallocation among the Tribes.

5. Other Program or Apportionment Related Information and Highlights

Prior year unobligated allocations under the Tribal Transit Program in the amount of $2,876,718 remain available for obligation in FY 2009. These unobligated amounts are displayed in Table 15.

The funds set aside for the Tribal Transit Program are not meant to replace or reduce funds that Indian Tribes receive from states through the Section 5311 program but are to be used to enhance public transportation on Indian reservations and transit serving tribal communities. Funds allocated to Tribes by the States may be included in the State's Section 5311 application or awarded by FTA in a grant directly to the tribe. We encourage Tribes intending to apply to FTA as direct recipients to contact the appropriate FTA regional office at the earliest opportunity.

Technical assistance for Tribes may be available from the State DOT using the State's allocation of RTAP or funds available for State administration under Section 5311, from the Tribal Transportation Assistance Program (TTAP) Centers supported by FHWA, and from the Community Transportation Association of America under a program funded by the United States Department of Agriculture (USDA). The National RTAP will also be developing new resources for Tribal Transit.

L. National Research Programs (49 U.S.C. 5314)

FTA's National Research Programs (NRP) include the National Research and Technology Program (NRTP), the Transit Cooperative Research Program (TCRP), the National Transit Institute (NTI), and the University Transportation Centers Program (UTC).

Through funding under these programs, FTA seeks to deliver solutions that improve public transportation. FTA's Strategic Research Goals are to provide transit research leadership, increase transit ridership, improve capital and operating efficiencies, improve safety and emergency preparedness, and to protect the environment and promote energy independence. For more information contact Bruce Robinson, Office of Research, Demonstration and Innovation, at (202) 366–4209.

1. Funding Availability in FY 2009

The Continuing Appropriations Act, 2009, provides $28,112,583 for the Research and University Research Centers Programs. Of this amount $3,999,930 is allocated for TCRP, $1,849,430 for NTI, $3,010,700 for the UTC, and $19,252,523 for NRTP. Within the NRTP, $22,615,000 is allocated for specific activities under 49 U.S.C. 5338(d) and in Section 3046 of SAFETEA–LU, more than the amount currently available. All research and research and development projects, as defined by the Office of Management and Budget, are subject to a 2.6% reduction for the Small Business Innovative Research Program (SBIR). A project allocation table with the entire year's funding will be published in a subsequent notice.

2. Program Requirements

Application Instructions and Program Management Guidelines are set forth in FTA Circular 6100.1C. Research projects must support FTA's Strategic Research Goals and meet the Office of Management and Budget's Research and Development Investment Criteria. All

research recipients are required to work with FTA to develop approved Statements of Work and plans to evaluate research results before award.

Eligible activities under the NRTP include research, development, demonstration and deployment projects as defined by 49 U.S.C. 5312(a); Joint Partnership projects for deployment of innovation as defined by 49 U.S.C. 5312(b); International Mass Transportation Projects as defined by 49 U.S.C. 5312(c); and, human resource programs as defined by 49 U.S.C. 5322. Unless otherwise specified in law, all projects must meet one of these eligibility requirements.

Problem Statements for TCRP can be submitted on TCRP's website: *http://www.tcrponline.org.* Information about NTI courses can be found at *http://www.ntionline.com.* UTC funds are transferred to the Research and Innovative Technology Administration to make awards.

3. Period of Availability

Funds are available until expended.

4. Other Program or Apportionment Related Information and Highlights

Funds not designated by Congress for specific projects and activities will be programmed by FTA based on national priorities. Opportunities are posted in *http://www.grants.gov* under Catalogue of Federal Domestic Assistance Number 20.514.

M. Job Access and Reverse Commute Program (49 U.S.C. 5316)

The Job Access and Reverse Commute (JARC) program provides formula funding to States and Designated Recipients to support the development and maintenance of job access projects designed to transport welfare recipients and low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of UZAs and other than urbanized to suburban employment opportunities. For more information about the JARC program contact David Schneider, Office of Transit Programs, at (202) 366–2053.

1. Funding Availability in FY 2009

The Continuing Appropriations Act, 2009, provides $67,095,600 for the JARC Program. The total amount apportioned by formula is shown in the table below.

JOB ACCESS AND REVERSE COMMUTE PROGRAM

Total Apportioned	$67,095,600

Table 16 shows the FY 2009 JARC apportionments.

2. Basis for Formula Apportionment

By law, FTA allocates 60 percent of funds available to UZAs with populations of 200,000 or more persons (large UZAs); 20 percent to the States for urbanized areas with populations ranging from 50,000 to 200,000 persons (small UZAs), and 20 percent to the States for rural and small urban areas with populations of less than 50,000 persons. FTA apportions funds based upon the number of low income individuals residing in a State or large urbanized area, using data from the 2000 Census for individuals below 150 percent of poverty. FTA publishes apportionments to each State for small UZAs and for rural and small urban areas and a single apportionment for each large UZA.

The Designated Recipient, either for the State or for a large UZA, is responsible for further allocating the funds to specific projects and subrecipients through a competitive selection process. If the Governor has designated more than one recipient of JARC funds in a large UZA, the Designated Recipients may agree to conduct a single competitive selection process or sub-allocate funds to each Designated Recipient, based upon a percentage split agreed upon locally, and conduct separate competitions.

States may transfer funds between the small UZA and the nonurbanized apportionments, if all of the objectives of JARC are met in the size area the funds are taken from. States may also use funds in the small UZA and nonurbanized area apportionments for projects anywhere in the State (including large UZAs) if the State has established a statewide program for meeting the objectives of JARC. A State planning to transfer funds under either of these provisions should submit a request to the FTA regional office. FTA will assign new accounting codes to the funds before obligating them in a grant.

3. Requirements

States and Designated Recipients must solicit grant applications and select projects competitively, based on application procedures and requirements established by the Designated Recipient, consistent with the Federal JARC program objectives. In the case of large UZAs, the area-wide solicitation shall be conducted in cooperation with the appropriate MPO(s).

Funds are available to support the planning, capital, and operating costs of transportation services that are eligible for funding under the program. Assistance may be provided for a variety of transportation services and strategies directed at assisting welfare recipients and eligible low-income individuals address unmet transportation needs, and to provide reverse commute services. The transportation services may be provided by public, non-profit, or private-for-profit operators. The Federal share is 80 percent of capital and planning expenses and 50 percent of operating expenses. Funds provided under other Federal programs (other than those of the DOT, with the exception of the Federal Lands Highway Program established by 23 U.S.C. 204) may be used for local/State match for funds provided under Section 5316, and revenue from service contracts may be used as local match.

States and Designated Recipients may use up to ten percent of their annual apportionment for administration, planning, and to provide technical assistance. No local share is required for these program administrative funds. Funds used under this program for planning in urbanized areas must be shown in the UPWP for MPO(s) with responsibility for that area.

The Designated Recipient must certify that: the projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and, the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public, including those representing the needs of welfare recipients and eligible low-income individuals. The locally developed, coordinated public transit-human services transportation planning process must be coordinated and consistent with the metropolitan and statewide planning processes and funding for the program must be included in the metropolitan and statewide Transportation Improvement Program (TIP and STIP) at a level of specificity or aggregation consistent with State and local policies and procedures. Finally, the State must certify that allocations of the grant to subrecipients are made on a fair and equitable basis.

The coordinated planning requirement is also a requirement in two additional programs. Projects selected for funding under the Section 5310 program and the New Freedom program are also required to be derived from a locally developed coordinated public transit-human service transportation plan. FTA anticipates that most areas will develop one consolidated plan for all the programs, which may include

separate elements and other human service transportation programs. The goal of the coordinated planning process is not to be an exhaustive document, but to serve as a tool for planning and implementing beneficial projects. The level of effort required to develop the plan will vary among communities based on factors such as the availability of resources. FTA does not approve coordinated plans.

The JARC program is subject to the relevant requirements of Section 5307, including the requirement for certification of labor protections. JARC program requirements are published in FTA circular 9050.1, dated April 1, 2007. The circular and other guidance including frequently asked questions are posted on the FTA Web site at *http://www.fta.dot.gov.*

4. Period of Availability

FTA has established a consistent three-year period of availability for JARC, New Freedom, and the Section 5310 program, which includes the year of apportionment plus two additional years. FY 2009 funding is available through FY 2011. Any funding that remains unobligated on September 30, 2011 will revert to FTA for reapportionment among the States and large UZAs under the JARC program.

5. Other Program or Apportionment Related Information and Highlights

a. Carryover Earmarks. Table 17 lists prior year carryover of $7,791,630 for JARC projects designated by Congress in FYs 2002–2005. JARC earmarks carried over from TEA–21 are subject to the terms and conditions under which they were originally appropriated, including the requirement for a 50 percent local share for both capital and operating assistance. All projects should be in a regional JARC Plan as required under TEA–21 or in the new local coordinated plan required by the new formula JARC program. FTA will award a grant for a designated project upon receipt of a complete application, but can honor changes to the original designation only if so directed by the Appropriations Committee chairs. FTA intends to propose that any remaining JARC Discretionary Program funds be reallocated in the agency's FY 2010 budget. Grantees intending to use their remaining discretionary JARC funds should obligate funds prior to September 30, 2009.

b. Designated Recipient. FTA must have received formal notification from the Governor or Governor's designee of the Designated Recipient for JARC funds apportioned to a State or large UZA before awarding a grant to that area for JARC projects.

c. Transfers to Section 5307 or 5311. States may transfer JARC funds to Section 5307 or Section 5311, but only for projects competitively selected under the JARC program, not as a general supplement for those programs. FTA anticipates that the States would use this flexibility primarily for projects to be implemented by a Section 5307 recipient in a small urbanized area or for Federally recognized Indian Tribes that elect to receive funds as a direct recipient from FTA under Section 5311. FTA has established a scope code (646) to track JARC projects included within a Section 5307 or 5311 grant. Transfer to Section 5307 or 5311 is permitted but not required. FTA will also award stand-alone Section 5316 grants to the State for any and all subrecipients. In order to track disbursements accurately against the appropriate program, FTA will not combine JARC funds with Section 5307 funds in a single Section 5307 grant, nor will FTA combine JARC with New Freedom funds in a single Section 5307 grant.

d. Evaluation. Section 5316(i)(2), of SAFETEA–LU, requires FTA to conduct a study to evaluate the effectiveness of the JARC program. To support the evaluation, annual GAO reports on the program, and DOT Performance Measures, while reducing the burden grantees previously experienced from separate reporting required for the JARC program under TEA–21. FTA has established a web-based system for designated recipients to report their program measures on behalf of themselves and their subrecipients.

N. New Freedom Program (49 U.S.C. 5317)

SAFETEA–LU established the New Freedom Program under 49 U.S.C. 5317. The program purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. For more information about the New Freedom program contact David Schneider, Office of Transit Programs, at (202) 366–2053.

1. Funding Availability in FY 2009

The Continuing Appropriations Act, 2009, provides $37,633,750 for the New Freedom Program. The entire amount is apportioned by formula, as shown in the table below.

NEW FREEDOM PROGRAM

Total Apportioned	$37,633,750

Table 18 shows the FY 2009 New Freedom apportionments.

2. Basis for Formula Apportionment

By law, FTA allocates 60 percent of funds available to UZAs with populations of 200,000 or more persons (large UZAs); 20 percent to the States for urbanized areas with populations ranging from 50,000 to 200,000 persons (small UZAs), and 20 percent to the States for rural and small urban areas with populations of less than 50,000 persons. FTA apportions funds based upon the number of persons with disabilities over the age of five residing in a State or large urbanized area, using data from the 2000 Census. FTA publishes apportionments to each State for small UZAs and for rural and small urban areas and a single apportionment for each large UZA.

The Designated Recipient, either for the State or for a large UZA, is responsible for further allocating the funds to specific projects and subrecipients through a competitive selection process. If the Governor has designated more than one recipient of New Freedom funds in a large UZA, the Designated Recipients may agree to conduct a single competitive selection process or sub-allocate funds to each Designated Recipient, based upon a percentage split agreed on locally and conduct separate competitions.

3. Requirements

States and Designated Recipients must solicit grant applications and select projects competitively, based on application procedures and requirements established by the Designated Recipient, consistent with the Federal New Freedom program objectives. In the case of large UZAs, the area-wide solicitation shall be conducted in cooperation with the appropriate MPO(s).

Funds are available to support the capital and operating costs of new public transportation services and public transportation alternatives that are beyond those required by the Americans with Disabilities Act. Funds provided under other Federal programs (other than those of the DOT, with the exception of the Federal Lands Highway Program established by 23 U.S.C. 204) may be used as match for capital funds provided under Section 5317, and revenue from contract services may be used as local match.

Funding is available for transportation services provided by public, non-profit,

or private-for-profit operators. Assistance may be provided for a variety of transportation services and strategies directed at assisting persons with disabilities to address unmet transportation needs. Eligible public transportation services and public transportation alternatives funded under the New Freedom program must be both new and beyond the ADA. (In FY 2007, FTA published interim guidance holding Designated Recipients harmless for project selections conducted in good faith based on FTA's earlier preliminary determination that eligible services could be either new or beyond the ADA. Grants awarded in FY 2009 are now subject to the requirements of the final guidance which was published April 1, 2007).

The Federal share is 80 percent of capital expenses and 50 percent of operating expenses. Funds provided under other Federal programs (other than those of the DOT) may be used for local/state match for funds provided under Section 5317, and revenue from service contracts may be used as local match.

States and Designated Recipients may use up to ten percent of their annual apportionment to administer, plan, and provide technical assistance for a funded project. No local share is required for these program administrative funds. Funds used under this program for planning must be shown in the UPWP for MPO(s) with responsibility for that area.

The Designated Recipient must certify that: the projects selected were derived from a locally developed, coordinated public transit-human services transportation plan; and, the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public, including those representing the needs of welfare recipients and eligible low-income individuals. The locally developed, coordinated public transit-human services transportation planning process must be coordinated and consistent with the metropolitan and statewide planning processes and funding for the program must be included in the metropolitan and statewide Transportation Improvement Program (TIP and STIP) at a level of specificity or aggregation consistent with State and local policies and procedures. Finally, the State must certify that allocations of the grant to subrecipients are made on a fair and equitable basis.

The coordinated planning requirement is also a requirement in two additional programs. Projects selected for funding under the Section 5310 program and the JARC program are also required to be derived from a locally developed coordinated public transit-human service transportation plan. FTA anticipates that most areas will develop one consolidated plan for all the programs, which may include separate elements and other human service transportation programs.

The New Freedom program is subject to the relevant requirements of Section 5307, but certification of labor protections is not required. New Freedom Program requirements are published in FTA circular 9045.1, which was effective May 1, 2007. The circular and other guidance including frequently asked questions are posted on the FTA Web site at *http://www.fta.dot.gov.*

4. Period of Availability

FTA has established a consistent three-year period of availability for New Freedom, JARC, and the Section 5310 program, which includes the year of apportionment plus two additional years. FY 2009 funding is available through FY 2011. Any funding that remains unobligated on September 30, 2011, will revert to FTA for reapportionment among the States and large UZAs under the New Freedom program.

5. Other Program or Apportionment Related Information and Highlights

a. Designated Recipient. FTA must have received formal notification from the Governor or Governor's designee of the Designated Recipient for New Freedom funds apportioned to a State or large UZA before awarding a grant to that area for New Freedom projects.

b. Transfers to Section 5307 or 5311. States may transfer New Freedom funds to Section 5307 or Section 5311, but only for projects competitively selected under the New Freedom program, not as a general supplement for those programs. FTA anticipates that the States would use this flexibility for projects to be implemented by a Section 5307 recipient in a small urbanized area or for Federally recognized Indian Tribes that elect to receive funds as a direct recipient from FTA under Section 5311. FTA has established a scope code (647) to track New Freedom projects included within a Section 5307 or 5311 grant. Transfer to Section 5307 or 5311 is permitted but not required. FTA will also award stand-alone Section 5317 grants to the State for any and all subrecipients. In order to track disbursements accurately against the appropriate program, FTA will not combine New Freedom funds with Section 5307 funds in a single Section 5307 grant, nor will FTA combine New Freedom with JARC funds in a single Section 5307 grant.

c. Performance Measures. To support the evaluation of the program and Departmental reporting under the Governmental Performance and Results Act and the Office of Management and Budget's Performance Assessment and Rating Tool, FTA has established a web-based system for designated recipients to report their program measures on behalf of themselves and their subrecipients.

O. Paul S. Sarbanes Transit in Parks Program (49 U.S.C. 5320)

The Paul S. Sarbanes Transit in Parks Program (Transit in Parks Program), formally the Alternative Transportation in Parks and Public Lands (ATPPL) program, is administered by FTA in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. The purpose of the program is to enhance the protection of national parks and Federal lands, and increase the enjoyment of those visiting them. The program funds capital and planning expenses for alternative transportation systems such as buses and trams in federally-managed parks and public lands. Federal land management agencies and State, tribal and local governments acting with the consent of a Federal land management agency are eligible to apply.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, makes $10,752,500 available for the program in FY 2009. Up to ten percent of the funds may be reserved for planning, research, and technical assistance. FTA will publish a Notice of Funding Availability (NOFA) in the **Federal Register** inviting applications for projects to be funded in FY 2009.

2. Program Requirements

Projects are competitively selected based on criteria specified in the Notice of Funding Availability. The terms and conditions applicable to the program are also specified in the NOFA. Projects must conserve natural, historical, and cultural resources, reduce congestion and pollution, and improve visitor mobility and accessibility. No more than 25 percent may be allocated for any one project.

3. Period of Availability

The funds under the Transit in Parks Program remain available until expended.

4. Other Program or Apportionment Related Information and Highlights

Project selections for the FY 2008 funding were published in the **Federal Register** on October 10, 2008. Fifty-two projects totaling $24,470,501 were awarded.

P. Alternatives Analysis Program (49 U.S.C. 5339)

The Alternatives Analysis Program provides grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. These studies include an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea; sufficient information to enable the Secretary to make the findings of project justification and local financial commitment required; the selection of a locally preferred alternative; and the adoption of the locally preferred alternative as part of the state or regional long-range transportation plan. For more information about this program contact Ron Fisher, Office of Planning and Environment, at (202) 366–4033.

1. FY 2009 Funding Availability

The Continuing Appropriations Act, 2009, provides $10,619,642 to the Alternatives Analysis Program (49 U.S.C. 5339). FTA will publish project allocations in a supplemental notice when all program funds have been made available.

2. Requirements

Alternatives Analysis program funds may be made available to States, authorities of the States, metropolitan planning organizations, and local governmental authorities. The Government's share of the cost of an activity funded may not exceed 80 percent of the cost of the activity. The funds will be awarded as separate Section 5339 grants. The grant requirements will be comparable to those for Section 5309 grants. Eligible projects include planning and corridor studies and the adoption of locally preferred alternatives within the fiscally constrained Metropolitan Transportation Plan for that area. Funds awarded under the Alternatives Analysis Program must be shown in the UPWP for MPO(s) with responsibility for that area. Pre-award authority applies to these funds after Congress appropriates funds for these projects and the allocations are published in an FTA notice of apportionments and allocations.

Legislation to amend a 2007 or 2008 earmark under section 3037(c) of SAFETEA–LU is necessary should a recipient wish to use section 5339 funds for eligible project activities outside the scope of the project description. Unless otherwise specified in law, grants made under the Alternatives Analysis program must meet all other eligibility requirements as outlined in Section 5309.

3. Period of Availability

Funds designated for specific Alternatives Analysis Program projects remain available for obligation for three fiscal years, which includes the year of availability plus two additional fiscal years. Alternatives Analysis funds not obligated in an FTA grant for eligible purposes at the end of the period of availability will generally be made available for other projects.

4. Other Program or Apportionment Related Information and Highlights

Table 19 lists prior year carryover of $23,481,600 for Alternatives Analysis projects allocated project funding in FY 2007 and FY 2008. This amount includes $480,000 for FY 2006, which was competitively awarded in FY 2007. The total carryover amount also includes $8,987,600 from FY 2007 and $14,014,000 from FY 2008.

The SAFETEA–LU Technical Corrections Act of 2008 rescinded FY 2006 and FY 2007 funding in the amount of $500,000 for the Middle Rio Grande Coalition of Governments, Albuquerque to Santa Fe Corridor Study. Funding for the Lane County, Oregon Bus Rapid Transit Phase II Corridor Study is now available to all phases of the project.

Q. Growing States and High Density States Formula Factors

The Continuing Appropriations Act, 2009, makes $188,383,800 available for apportionment in accordance with the formula factors prescribed for Growing States and High Density States in Section 5340 of SAFETEA–LU. Fifty percent of this amount (or $94,191,900) is apportioned to eligible States and urbanized areas using the Growing State formula factors. The other 50 percent is apportioned to eligible States and urbanized areas using the High Density States formula factors. Based on application of the formulas, $64,557,843 of the Growing States funding was apportioned to urbanized areas and $29,634,057 to nonurbanized areas. All of the $94,191,900 allotted to High Density States was apportioned to urbanized areas.

The term 'State' is defined only to mean the 50 States. For the Growing State portion of Section 5340, funds are allocated based on the population forecasts for fifteen years after the date of that census. Forecasts are based on the trend between the most recent decennial census and Census Bureau population estimates for the most current year. Census population estimates as of December 27, 2007 were used in the FY 2009 apportionments Funds allocated to the States are then sub-allocated to urbanized and non-urbanized areas based on forecast population, where available. If forecasted population data at the urbanized level is not available, as is currently the case, funds are allocated to current urbanized and non-urbanized areas on the basis of current population in the 2000 Census. Funds allocated to urbanized areas are included in their Section 5307 apportionment. Funds allocated for non-urbanized areas are included in the states' Section 5311 apportionments.

R. Over-the-Road Bus Accessibility Program (49 U.S.C. 5310 note)

The Over-the-Road Bus Accessibility (OTRB) Program authorizes FTA to make grants to operators of over-the-road buses to help finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, 49 CFR Part 37, published on September 28, 1998 (63 FR 51670). FTA conducts a national solicitation of applications, and grantees are selected on a competitive basis. For more information about the OTRB program contact Blenda Younger, Office of Transit Programs, at (202) 366–2053.

1. Funding Availability in FY 2009

The Continuing Appropriations Act, 2009, provides $3,569,830 for the Over-the-Road Bus Accessibility (OTRB) Program, which is the total amount allocable for OTRB, as shown in the table below.

OVER-THE-ROAD BUS ACCESSIBILITY PROGRAM

Total Apportioned	$3,569,830

Of this amount, $2,677,373 is allocable to providers of intercity fixed-route service, and $892,457 to other providers of over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service.

2. Program Requirements

Projects are competitively selected. The Federal share of the project is 90

percent of net project cost. Program guidance is provided in the **Federal Register** notice soliciting applications. Assistance under the program is available to private operators of over-the-road buses that are used substantially or exclusively in intercity, fixed route and over-the-road bus service. Assistance is also available to private operators of over-the-road buses in other services, such as charter, tour, and commuter service. Capital projects eligible for funding include projects to add lifts and other accessibility components to new vehicle purchases and to purchase lifts to retrofit existing vehicles. Eligible training costs include developing training materials or providing training for local providers of over-the-road bus services. A comprehensive listing of program requirements is published annually in the OTRB Program Notice of Funding Availability (NOFA).

3. Period of Availability

FTA has observed that some private operators selected to receive funding under this program have not acted promptly to obligate the funds in a grant and request reimbursement for expenditures. While the program does not have a statutory period of availability, in the FY 2008 Apportionment Notice, FTA published its intention to limit the period of availability to a selected operator to three years, which includes the year of allocation plus two additional years. Accordingly, funds for projects selected in FY 2005 or prior years are no longer available for obligation in a grant and will be reallocated in the FY 2009 competition. FY 2006 funds will be reallocated at the end of FY 2009 if not obligated in a grant by September 30, 2009. FY 2007 and FY 2008 funds were allocated on August 22, 2008 and will be reallocated if not obligated in a grant by September 30, 2010. Funds for project selections announced in FY 2009 will be reallocated if not obligated in a grant by September 30, 2011.

4. Other Program or Apportionment Related Information and Highlights

FTA will publish a NOFA soliciting applications for FY 2009 in a subsequent notice once the full funding level is made available to the program. The notice will be available at *http://www.fta.dot.gov/laws/leg_reg_federal_register.html.*

V. FTA Policy and Procedures for FY 2009 Grants

A. Automatic Pre-Award Authority To Incur Project Costs

1. Caution to New Grantees and Grantees Using Innovative Financing

While we provide pre-award authority to incur expenses prior to grant award for many projects, we recommend that first-time grant recipients not utilize this automatic pre-award authority and wait until the grant is actually awarded by FTA before incurring costs. As a new grantee, it is easy to misunderstand pre-award authority conditions and not be aware of all of the applicable FTA requirements that must be met in order to be reimbursed for project expenditures incurred in advance of grant award. FTA programs have specific statutory requirements that are often different from those for other Federal grant programs with which new grantees may be familiar. If funds are expended for an ineligible project or activity, FTA will be unable to reimburse the project sponsor and, in certain cases, the entire project may be rendered ineligible for FTA assistance.

Grantees proposing to use innovative financing techniques or capital leasing are required to consult with the applicable FTA Regional Office (see Appendix A) prior to entering into the financial agreement—especially where the grantee expects to use Federal funds for debt service or capital lease payments. Consulting with FTA prior to entering into the agreement allows FTA to advise the grantee of any applicable federal regulations, such as the Capital Leasing Regulation, and will minimize the risk of the costs being ineligible for reimbursement at a later date.

2. Policy

FTA provides pre-award authority to incur expenses prior to grant award for certain program areas described below. This pre-award authority allows grantees to incur certain project costs prior to grant approval and retain the eligibility of those costs for subsequent reimbursement after grant approval. The grantee assumes all risk and is responsible for ensuring that all conditions are met to retain eligibility. This pre-award spending authority permits a grantee to incur costs on an eligible transit capital, operating, planning, or administrative project without prejudice to possible future Federal participation in the cost of the project. In the **Federal Register** Notice of November 30, 2006, FTA extended pre-award authority for capital assistance under all formula programs through FY 2009, the duration of SAFETEA–LU. In this notice, FTA extends pre-award authority through FY 2010 for capital assistance under all formula programs. FTA provides pre-award authority for planning and operating assistance under the formula programs without regard to the period of the authorization. In addition, we extend pre-award authority for certain discretionary programs based on the annual Appropriations Act each year. All pre-award authority is subject to conditions and triggers stated below:

a. FTA does not impose additional conditions on pre-award authority for operating, planning, or administrative assistance under the formula grant programs. Grantees may be reimbursed for expenses incurred prior to grant award so long as funds have been expended in accordance with all Federal requirements. In addition to cross-cutting Federal grant requirements, program specific requirements must be met. For example, a planning project must have been included in a Unified Planning Work Program (UPWP); a New Freedom operating assistance project or a JARC planning or operating project must have been derived from a coordinated public transit-human services transportation plan (coordinated plan) and competitively selected by the Designated Recipient prior to incurring expenses; expenditure on State Administration expenses under State Administered programs must be consistent with the State Management Plan. Designated Recipients for JARC and New Freedom have pre-award authority for the ten percent of the apportionment they may use for program administration, if the use is consistent with their Program Management Plan.

b. Pre-Award authority for Alternatives Analysis planning projects under 49 U.S.C. 5339 is triggered by the publication of the allocation in FTA's **Federal Register** Notice of Apportionments and Allocations following the annual Appropriations Act, or announcement of additional discretionary allocations. The projects must be included in the UPWP of the MPO for that metropolitan area.

c. Pre-award authority for design and environmental work on a capital project is triggered by the authorization of formula funds, or the appropriation of funds for a discretionary project.

d. Following authorization of formula funds or appropriation and publication of discretionary projects, pre-award authority for capital project implementation activities including property acquisition, demolition,

construction, and acquisition of vehicles, equipment, or construction materials is triggered by completion of the environmental review process with FTA's concurrence in the categorical exclusion (CE) determination or signing of an environmental Record of Decision (ROD) or Finding of No Significant Impact (FONSI). Prior to exercising pre-award authority, grantees must comply with the conditions and Federal requirements outlined in paragraph 3 below. Failure to do so will render an otherwise eligible project ineligible for FTA financial assistance. Capital projects under the Section 5310, JARC, and New Freedom programs must comply with specific program requirements, including coordinated planning and competitive selection. In addition, prior to incurring costs, grantees are strongly encouraged to consult with the appropriate FTA regional office regarding the eligibility of the project for future FTA funds and the applicability of the conditions and Federal requirements.

e. As a general rule, pre-award authority applies to the Section 5309 Capital Investment Bus and Bus-Related Facilities, the Clean Fuels Bus program, high priority project designations, and any other transit discretionary projects designated in SAFETEA–LU only AFTER funds have been appropriated. Pre-award authority is currently extended for FY 2007 and FY 2008 discretionary project funding. As of the date of this notice, FTA extends preaward authority to FY 2009 projects designated discretionary funding in SAFETEA–LU and to discretionary allocations extended or reprogrammed under the SAFETEA–LU Technical Corrections Act of 2008, as of June 6, 2008. For Section 5309 Capital Investment Bus and Bus-Related, Clean Fuels Program, or other transit capital discretionary projects such as those designated in an annual Appropriations Act, the date that costs may be incurred is: (1) For design and environmental review, the appropriations bill which funds the project was enacted; and (2) for property acquisition, demolition, construction, and acquisition of vehicles, equipment, or construction materials, the date that FTA approves the document (ROD, FONSI, or CE determination) that completes the environmental review process required by the National Environmental Policy Act (NEPA) and its implementing regulations. FTA introduced this new trigger for pre-award authority in FY 2006 in recognition of the growing prevalence of new grantees unfamiliar with Federal and FTA requirements to ensure FTA's continued ability to comply with NEPA and related environmental laws. Because FTA does not sign a final NEPA document until MPO and statewide planning requirements (including air quality conformity requirements, if applicable) have been satisfied, this new trigger for pre-award will ensure compliance with both planning and environmental requirements prior to irreversible action by the grantee.

f. In previous notices, FTA extended pre-award authority to Section 330 projects referenced in the DOT Appropriation Act, 2002, and the Consolidated Appropriations Resolution, 2003 and to those surface transportation projects commonly referred to as Section 115 projects administered by FTA, for which amounts were provided in the Consolidated Appropriations Act, 2004, Section 117 projects in the 2005 Appropriations Act, and Section 112 of the 2006 Appropriations Act that are to be administered by FTA. FTA, in the FY 2008 Apportionment Notice, extended pre-award authority to high priority projects in SAFETEA–LU, as of the date they were transferred or allotted to FTA for administration. The same conditions described for bus projects apply to these projects. We strongly encourage any prospective applicant that does not have a previous relationship with FTA to review Federal grant requirements with the FTA regional office before incurring costs.

g. Blanket pre-award authority does not apply to Section 5309 Capital Investment New Starts funds. Specific instances of pre-award authority for Capital Investment New Starts projects are described in paragraph 4 below. Pre-award authority does not apply to Capital Investment Bus and Bus-Related Facilities or Clean Fuels projects authorized for funding beyond this fiscal year. Before an applicant may incur costs for Capital Investment New Starts projects, Bus and Bus-Related Facilities projects, or any other projects not yet published in a notice of apportionments and allocations, it must first obtain a written Letter of No Prejudice (LONP) from FTA. To obtain an LONP, a grantee must submit a written request accompanied by adequate information and justification to the appropriate FTA regional office, as described below.

h. Blanket pre-award authority does not apply to Section 5314 National Research Programs. Before an applicant may incur costs for National Research Programs, it must first obtain a written Letter of No Prejudice (LONP) from FTA. To obtain an LONP, a grantee must submit a written request accompanied by adequate information and justification to the appropriate FTA headquarters office. Information about LONP procedures may be obtained from the appropriate headquarters office.

3. Conditions

The conditions under which pre-award authority may be utilized are specified below:

a. Pre-award authority is not a legal or implied commitment that the subject project will be approved for FTA assistance or that FTA will obligate Federal funds. Furthermore, it is not a legal or implied commitment that all items undertaken by the applicant will be eligible for inclusion in the project.

b. All FTA statutory, procedural, and contractual requirements must be met.

c. No action will be taken by the grantee that prejudices the legal and administrative findings that the Federal Transit Administrator must make in order to approve a project.

d. Local funds expended by the grantee pursuant to and after the date of the pre-award authority will be eligible for credit toward local match or reimbursement if FTA later makes a grant or grant amendment for the project. Local funds expended by the grantee prior to the date of the pre-award authority will not be eligible for credit toward local match or reimbursement. Furthermore, the expenditure of local funds on activities such as land acquisition, demolition, or construction prior to the date of pre-award authority for those activities (*i.e.*, the completion of the NEPA process) would compromise FTA's ability to comply with Federal environmental laws and may render the project ineligible for FTA funding.

e. The Federal amount of any future FTA assistance awarded to the grantee for the project will be determined on the basis of the overall scope of activities and the prevailing statutory provisions with respect to the Federal/local match ratio at the time the funds are obligated.

f. For funds to which the pre-award authority applies, the authority expires with the lapsing of the fiscal year funds.

g. When a grant for the project is subsequently awarded, the Financial Status Report, in TEAM-Web, must indicate the use of pre-award authority.

h. Environmental, Planning, and Other Federal Requirements.

All Federal grant requirements must be met at the appropriate time for the project to remain eligible for Federal funding. The growth of the Federal transit program has resulted in a growing number of inexperienced grantees who make compliance with

Federal planning and environmental laws increasingly challenging. FTA has therefore modified its approach to pre-award authority to use the completion of the NEPA process, which has as a prerequisite the completion of planning and air quality requirements, as the trigger for pre-award authority for all activities except design and environmental review.

i. The requirement that a project be included in a locally adopted metropolitan transportation plan, the metropolitan transportation improvement program and Federally-approved statewide transportation improvement program (23 CFR Part 450) must be satisfied before the grantee may advance the project beyond planning and preliminary design with non-Federal funds under pre-award authority. If the project is located within an EPA-designated non-attainment area for air quality, the conformity requirements of the Clean Air Act, 40 CFR Part 93, must also be met before the project may be advanced into implementation-related activities under pre-award authority. Compliance with NEPA and other environmental laws and executive orders (*e.g.*, protection of parklands, wetlands, and historic properties) must be completed before State or local funds are spent on implementation activities, such as site preparation, construction, and acquisition, for a project that is expected to be subsequently funded with FTA funds. The grantee may not advance the project beyond planning and preliminary design before FTA has determined the project to be a categorical exclusion, or has issued a Finding of No Significant Impact (FONSI) or an environmental Record of Decision (ROD), in accordance with FTA environmental regulations, 23 CFR Part 771. For planning projects, the project must be included in a locally-approved Unified Planning Work Program (UPWP) that has been coordinated with the State.

j. In addition, Federal procurement procedures, as well as the whole range of applicable Federal requirements (*e.g.*, Buy America, Davis-Bacon Act, Disadvantaged Business Enterprise) must be followed for projects in which Federal funding will be sought in the future. Failure to follow any such requirements could make the project ineligible for Federal funding. In short, this increased administrative flexibility requires a grantee to make certain that no Federal requirements are circumvented through the use of pre-award authority. If a grantee has questions or concerns regarding the environmental requirements, or any other Federal requirements that must be met before incurring costs, it should contact the appropriate regional office.

4. Pre-Award Authority for New Starts Projects

a. Preliminary Engineering (PE) and Final Design (FD). Projects proposed for Section 5309 New Starts funds are required to follow a Federally defined New Starts project development process. This New Starts process includes, among other things, FTA approval of the entry of the project into PE and into FD. In accordance with Section 5309(d), FTA considers the merits of the project, the strength of its financial plan, and its readiness to enter the next phase in deciding whether or not to approve entry into PE or FD. Upon FTA approval to enter PE, FTA extends pre-award authority to incur costs for PE activities. Upon FTA approval to enter FD, FTA extends pre-award authority to incur costs for FD activities. The pre-award authority for each phase is automatic upon FTA's signing of a letter to the project sponsor approving entry into that phase. PE and FD are defined in the New Starts regulation entitled Major Capital Investment Projects, found at 49 CFR Part 611.

b. Real Property Acquisition Activities. FTA extends automatic pre-award authority for the acquisition of real property and real property rights for a New Starts project upon completion of the NEPA process for that project. The NEPA process is completed when FTA signs an environmental Record of Decision (ROD) or Finding of No Significant Impact (FONSI), or makes a Categorical Exclusion (CE) determination. With the limitations and caveats described below, real estate acquisition for a New Starts project may commence, at the project sponsor's risk, upon completion of the NEPA process.

For FTA-assisted projects, any acquisition of real property or real property rights must be conducted in accordance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) and its implementing regulations, 49 CFR Part 24. This pre-award authority is strictly limited to costs incurred: (i) To acquire real property and real property rights in accordance with the URA regulation, and (ii) to provide relocation assistance in accordance with the URA regulation. This pre-award authority is limited to the acquisition of real property and real property rights that are explicitly identified in the final environmental impact statement (FEIS), environmental assessment (EA), or CE document, as needed for the selected alternative that is the subject of the FTA-signed ROD or FONSI, or CE determination. This pre-award authority does not cover site preparation, demolition, or any other activity that is not strictly necessary to comply with the URA, with one exception. That exception is when a building that has been acquired, has been emptied of its occupants, and awaits demolition poses a potential fire-safety hazard or other hazard to the community in which it is located, or is susceptible to reoccupation by vagrants. Demolition of the building is also covered by this pre-award authority upon FTA's written agreement that the adverse condition exists.

Pre-award authority for property acquisition is also provided when FTA makes a CE determination for a protective buy or hardship acquisition in accordance with 23 CFR 771.117(d)(12), and when FTA makes a CE determination for the acquisition of a pre-existing railroad right-of-way in accordance with 49 U.S.C. 5324(c). When a tiered environmental review in accordance with 23 CFR 771.111(g) is being used, pre-award authority is not provided upon completion of the first-tier environmental document except when the Tier-1 ROD or FONSI signed by FTA explicitly provides such pre-award authority for a particular identified acquisition.

Project sponsors should use pre-award authority for real property acquisition and relocation assistance very carefully, with a clear understanding that it does not constitute a funding commitment by FTA. FTA provides pre-award authority upon completion of the NEPA process to maximize the time available to project sponsors to move people out of their homes and places of business, in accordance with the requirements of the Uniform Relocation Act, but also with maximum sensitivity to the plight of the people so affected. Although FTA provides pre-award authority for property acquisition upon completion of the NEPA process, FTA will not make a grant to reimburse the sponsor for real estate activities conducted under pre-award authority until the project has been approved into FD. Even if funds have been appropriated for the project, the timing of an actual grant for property acquisition and related activities must await FD approval to ensure that Federal funds are not risked on a project whose advancement beyond PE is still not yet assured.

c. National Environmental Policy Act (NEPA) Activities. NEPA requires that major projects proposed for FTA funding assistance be subjected to a

public and interagency review of the need for the project, its environmental and community impacts, and alternatives to avoid and reduce adverse impacts. Projects of more limited scope also need a level of environmental review, either to support an FTA finding of no significant impact (FONSI) or to demonstrate that the action is categorically excluded from the more rigorous level of NEPA review.

FTA's regulation titled ''Environmental Impact and Related Procedures,'' at 23 CFR Part 771 states that the costs incurred by a grant applicant for the preparation of environmental documents requested by FTA are eligible for FTA financial assistance (23 CFR 771.105(e)). Accordingly, FTA extends pre-award authority for costs incurred to comply with NEPA regulations and to conduct NEPA-related activities for a proposed New Starts or Small Starts project, effective as of the date of the Federal approval of the relevant STIP or STIP amendment that includes the project or any phase of the project. NEPA-related activities include, but are not limited to, public involvement activities, historic preservation reviews, section 4(f) evaluations, wetlands evaluations, endangered species consultations, and biological assessments. This pre-award authority is strictly limited to costs incurred to conduct the NEPA process, and to prepare environmental, historic preservation and related documents. It does not cover PE activities beyond those necessary for NEPA compliance.

For many FTA programs, costs incurred by a grant applicant exercising pre-award authority in the preparation of environmental documents required by FTA are eligible for FTA reimbursement (See also 23 CFR 771.105(e)). FTA assistance for environmental documents for New Starts and Small Starts projects, however, is subject to certain restrictions. Under SAFETEA–LU, Section 5309 New Starts funds cannot be used for any activity, including a NEPA-related activity that occurs prior to the approval of a New Starts project into PE or a Small Starts project into Project Development (PD). Section 5339 (Alternatives analysis program), Section 5307 (Urbanized Area Formula Program) and flexible highway funds are available for NEPA work conducted prior to PE approval (for New Starts) or PD approval (for Small Starts). Section 5309 New Starts funds, however, as well as Section 5307 (Urban Formula program) and flexible highway funds, can be used for NEPA work conducted after PE approval (for New Starts) or PD approval (for Small Starts). NEPA-related activities include, but are not limited to, public involvement activities, historic preservation reviews, section 4(f) evaluations, wetlands evaluations, endangered species consultations, and biological assessments. As with any pre-award authority, FTA reimbursement for costs incurred is not guaranteed.

d. Other New Starts Activities Requiring Letter of No Prejudice (LONP). Except as discussed in paragraphs a through c above, a grant applicant must obtain a written LONP from FTA before incurring costs for any activity expected to be funded by New Start funds not yet awarded. To obtain an LONP, an applicant must submit a written request accompanied by adequate information and justification to the appropriate FTA regional office, as described in B below.

5. Pre-Award Authority for Small Starts

When FTA issues a Project Development approval letter for a Small Starts project, FTA grants pre-award authority for the engineering and design activities necessary to complete NEPA. Upon FTA's issuance of a Record of Decision (ROD), a Finding of No Significant Impact (FONSI), or a Categorical Exclusion (CE) determination, pre-award authority is granted to incur costs for all other project engineering activities including right-of-way acquisition and utility relocation. When FTA issues a Project Construction Grant Agreement (PCGA), FTA grants pre-award authority for the construction phase of the project. Pre-award authority for NEPA-related work on a Small Starts project is described in paragraph 4.c above. Pre-award authority for real property acquisition activities for a Small Starts project is granted under the same conditions and for the same reasons as for New Starts projects, as described in paragraph 4.b above.

B. Letter of No Prejudice (LONP) Policy

1. Policy

LONP authority allows an applicant to incur costs on a project utilizing non-Federal resources, with the understanding that the costs incurred subsequent to the issuance of the LONP may be reimbursable as eligible expenses or eligible for credit toward the local match should FTA approve the project at a later date. LONPs are applicable to projects and project activities not covered by automatic pre-award authority. The majority of LONPs will be for Section 5309 New Starts or Small Starts funds not covered under a full funding grant agreement (FFGA) or PCGA, or for Section 5309 Bus and Bus-Related projects authorized but not yet appropriated by Congress. LONPs may be issued for formula and discretionary funds beyond the life of the current authorization or FTA's extension of automatic pre-award authority; however, the LONP is limited to a five-year period.

2. Conditions and Federal Requirements

The conditions for pre-award authority specified in section V.A.2 above apply to all LONPs. The Environmental, Planning and Other Federal Requirements described in section V.A.3 also apply to all LONPs. Because project implementation activities may not be initiated prior to NEPA completion, FTA will not issue an LONP for such activities until the NEPA process has been completed with a ROD, FONSI, or Categorical Exclusion determination.

3. Request for LONP

Before incurring costs for a project not covered by automatic pre-award authority, the project sponsor must first submit a written request for an LONP, accompanied by adequate information and justification, to the appropriate regional office and obtain written approval from FTA. FTA approval of an LONP for a New Starts or Small Starts project is determined on a case-by-case basis. As a prerequisite to FTA approval of an LONP for a New Starts or Small Starts project, FTA will require project sponsors to demonstrate project worthiness and readiness that establish the project as a promising candidate for an FFGA or PCGA. For New Starts projects, this usually cannot be determined prior to the project's approval to enter final design. However, there may be limited instances where LONP requests prior to entry into final design are approved, if strongly justified. Projects will be assessed based upon the criteria considered in the New Start evaluation process. Specifically, when requesting an LONP, the applicant shall provide sufficient information to allow FTA to consider the following items:

a. Description of the activities to be covered by the LONP.

b. Justification for advancing the identified activities. The justification should include an accurate assessment of the consequences to the project scope, schedule, and budget should the LONP not be approved.

c. Data that indicates that the project will maintain its ability to receive a rating of ''medium'', or better and that its cost-effectiveness rating will be ''medium'' or better, unless such project

has been specifically exempted from such a requirement.

d. Allocated level of risk and contingency for the activity requested.

e. Status of procurement progress, including, if appropriate, submittal of bids for the activities covered by the LONP.

f. Strength of the capital and operating financial plan for the New Starts project and the future transit system.

g. Adequacy of the Project Management Plan.

h. Resolution of any readiness issues that would affect the project, such as land acquisition and technical capacity to carry out the project.

C. FTA FY 2009 Annual List of Certifications and Assurances

The full text of the FY 2009 Certifications and Assurances was published in the **Federal Register** on October 31, 2008, and is available on the FTA Website and in TEAM-Web. The FY 2009 Certifications and Assurances must be used for all grants made in FY 2009, including obligation of carryover. All grantees with active grants are required to have signed the FY 2009 Certifications and Assurances within 90 days after publication. Any questions regarding this document may be addressed to the appropriate Regional Office or to Nydia Picayo, in the FTA Office of Program Management, at (202) 366–1662.

D. FHWA Funds Used for Transit Purposes

SAFETEA–LU continues provisions in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA–21 that expanded modal choice in transportation funding by including substantial flexibility to transfer funds between FTA and FHWA formula program funding categories. The provisions also allow for transfer of certain discretionary program funds for administration of highway projects by FHWA and transit projects by FTA. FTA and FHWA execute Flex Funding Transfers between the Formula and Bus Grants Transit programs and the Federal Aid Highway programs. This also includes the transfer of Metropolitan and Statewide planning set-aside funds from FHWA to FTA to be combined with metropolitan and statewide planning resources as Consolidated Planning Grants (CPG). These transfers are based on States requests to transfer funding from the Highway and/or Transit programs to fund States and local project priorities, and joint planning needs. This practice can result in transfers to the Federal Transit Program from the Federal Aid Highway Program or vice versa.

1. Transfer Process for Funds

SAFETEA–LU was enacted on August 10, 2005. With the enactment of SAFETEA–LU, beginning in FY2006, Federal transit programs are funded solely from general funds or trust funds. The transit formula and bus grant programs are now funded from MTA of the Highway Trust Fund. The Formula and Bus Grant Programs receives flex funding transfers from the Federal Aid Highway Program.

As a result of the changes to program funding mechanisms, there is no longer a requirement to transfer budget authority and liquidating cash resources simultaneously upon the execution of a flex funding transfer request by a State. Since the transfers are between trust fund accounts, the only requirement is to transfer budget authority (obligation limitation) between the Federal Aid Program trust fund account and the Federal Transit Formula and Bus Grant Program account. At the point in time that the obligation resulting from the transfer of budgetary authority is expended, a transfer of liquidating cash will be required.

Beginning in FY 2007, the accounting process was changed for transfers of flex funds and other specific programs to allow budget authority to be transferred and the cash to be transferred separately. FTA requires that flexed fund transfers to FTA be in separate and identifiable grants in order to ensure that the draw-down of flexed funds can be tracked, thus securing the internal controls for monitoring these resources from the Federal Highway Administration to avoid deficiencies in FTA's Formula and Bus Grants account.

FTA monitors the expenditures of flexed funded grants and requests the transfer of liquidating cash from FHWA to ensure sufficient funds are available to meet expenditures. To facilitate tracking of grantees' flex funding expenditures, FTA developed codes to provide distinct identification of ''flex funds.''

The process for transferring flexible funds between FTA and FHWA programs is described below. Note that the new transfer process for ''flex funds'' that began in FY 2007 does not apply to the transfer of State planning set-aside funds from FHWA to FTA to be combined with metropolitan and statewide planning resources as Consolidated Planning Grants (CPG). These transfers are based on States requests to transfer funding from the Highway and/or Transit programs to fund States and local project priorities, and joint planning needs. Planning funds transferred will be allowed to be merged in a single grant with FTA planning resources using the same process implemented in FY 2006. For information on the process for the transfer of funds between FTA and FHWA planning programs refer to section IV.A and B. Note also that certain prior year appropriations earmarks (Sections 330, 115, 117, and 112) are allotted annually for administration rather than being transferred. For information regarding these procedures, please contact Kristen D. Clarke, FTA Budget Office, at (202) 366–1686; or FHWA Budget Division, at (202) 366–2845.

a. Transfer From FHWA to FTA

FHWA funds transferred to FTA are used primarily for transit capital projects and eligible operating activities that have been designated as part of the metropolitan and statewide planning and programming process. The project must be included in an approved STIP before the funds can be transferred. By letter, the State DOT requests the FHWA Division Office to transfer highway funds for a transit project. The letter should specify the project, amount to be transferred, apportionment year, State, urbanized area, Federal aid apportionment category (i.e., Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) or identification of the earmark and indication of the intended FTA formula program (i.e., Section 5307, 5311 or 5310) and should include a description of the project as contained in the STIP. Note that FTA may also administer certain transfers of statutory earmarks under the Section 5309 bus program, for tracking purposes.

The FHWA Division Office confirms that the apportionment amount is available for transfer and concurs in the transfer, by letter to the State DOT and FTA. The FHWA Office of Budget and Finance then transfers obligation authority. All FHWA, CMAQ, and STP funds transferred to FTA will be transferred to one of the three FTA formula programs (i.e. Urbanized Area Formula (Section 5307), Nonurbanized Area Formula (Section 5311) or Elderly and Persons with Disabilities (Section 5310). High Priority projects in Section 1702 of SAFETEA–LU or Transportation Improvement projects in Section 1934 of SAFETEA–LU and other Congressional earmarks that are transferred to FTA will be aligned with and administered through FTA's discretionary Bus and Bus Related Facilities Program (Section 5309). The most recent guidance on transfers of FHWA funds as allowed

under SAFETEA–LU is FHWA Memorandum, dated July 19, 2007, ''Information Fund Transfers to Other Agencies and Among Title 23 Programs.''

The FTA grantee's application for the project must specify which program the funds will be used for, and the application must be prepared in accordance with the requirements and procedures governing that program. Upon review and approval of the grantee's application, FTA obligates funds for the project.

Transferred funds are treated as FTA formula or discretionary funds, but are assigned a distinct identifying code for tracking purposes. The funds may be transferred for any capital purpose eligible under the FTA formula program to which they are transferred and, in the case of CMAQ, for certain operating costs. FHWA issued revised interim guidance on project eligibility under the CMAQ program in a Notice at 71 FR 76038 *et seq.* (December 19, 2006) incorporating changes made by SAFETEA–LU. In accordance with 23 U.S.C. 104(k), all FTA requirements except local share are applicable to transferred funds except in certain cases when CMAQ funds are authorized for operating expenses. Earmarks that are transferred to the Section 5309 Bus Program for administration, however, can be used for the Congressionally designated transit purposes, and in some case where the law provides, are not limited to eligibility under the Bus Program.

In the event that transferred formula funds are not obligated for the intended purpose within the period of availability of the formula program to which they were transferred, they become available to the Governor for any eligible capital transit project. Earmarked funds, however, can only be used for the Congressionally designated purposes.

b. Transfers From FTA to FHWA

The MPO submits a written request to the FTA regional office for a transfer of FTA Section 5307 formula funds (apportioned to a UZA 200,000 and over in population) to FHWA based on approved use of the funds for highway purposes, as determined by the designated recipient under Section 5307 and contained in the Governor's approved State Transportation Improvement Program. The MPO must certify that: (1) Notice and opportunity for comment and appeal has been provided to affected transit providers; (2) the funds are not needed for capital investments required by the Americans with Disabilities Act, and (3) local transit needs are being addressed. The FTA Regional Administrator reviews and, if he or she concurs in the request, then forwards the approval in written format to FTA Headquarters, where a reduction equal to the dollar amount being transferred to FHWA is made to the grantee's Urbanized Area Formula Program apportionment.

Transfers of discretionary earmarks for administration by FHWA are handled on a case-by-case basis, by the FTA regional office, in consultation with the FTA Office of Program Management, Office of Chief Counsel, and Office of Budget and Policy.

c. Matching Share for FHWA Transfers

The provisions of Section 104(k) of title 23 U.S.C., regarding the non-Federal share, apply to Title 23 funds used for transit projects. Thus, FHWA funds transferred to FTA retain the same matching share that the funds would have if used for highway purposes and administered by FHWA.

There are four instances in which a Federal share higher than 80 percent would be permitted. First, in States with large areas of Indian and certain public domain lands and national forests, parks and monuments, the local share for highway projects is determined by a sliding scale rate, calculated based on the percentage of public lands within that State. This sliding scale, which permits a greater Federal share, but not to exceed 95 percent, is applicable to transfers used to fund transit projects in these public land States. FHWA develops the sliding scale matching ratios for the increased Federal share.

Second, commuter carpooling and vanpooling projects and transit safety projects using FHWA transfers administered by FTA may retain the same 100 percent Federal share that would be allowed for ride-sharing or safety projects administered by FHWA.

The third instance is the 100 percent Federally-funded safety projects; however, these are subject to a nationwide 10 percent program limitation.

The fourth instance occurs with CMAQ funds. H.R. 6, The Energy Independence and Security Act, 2007, increased the federal share of CMAQ projects to 100% at the State's discretion. FTA will honor this increased match for CMAQ funds transferred to FTA for implementation if the state chooses to fund the project at a higher federal share than 80 percent. The federal share for CMAQ projects cannot be lower than 80 percent.

D. Miscellaneous Transit Earmarks in FHWA Programs

The FY 2002 and FY 2003 Appropriations Acts and accompanying reports included Section 330, which identified a number of transit projects among projects designated to receive funding from certain FHWA funding sources. The FY 2004 Appropriations Act similarly included transit projects among projects designated to receive funding from certain FHWA sources in Section 115, the FY 2005 Appropriations Act included a set of designations under Section 117, and the FY 2006 Appropriations Act included designations under Section 112, which may include some projects that FHWA will identify to be administered by FTA. For those projects identified by FHWA as transit in nature, FHWA allots the funds to FTA to administer. The funds are available for the designated project until obligated and expended. Some of these FY 2002–2006 designations for transit projects have not yet been obligated. However, because these are FHWA funds, funds for projects unobligated at the end of the FY are not automatically available as carry over made available in the following FY. Instead FHWA re-allots obligation authority to FTA annually, after reconciling account balances. Because the requirements and procedures associated with these projects differ in some cases from those for the FTA programs that FTA grantees are familiar with, and the availability of funds for obligation by FTA depends on allotments from FHWA, transit applicants seeking funding under these miscellaneous FHWA designations must work closely with the appropriate FTA regional office and FHWA Division Office when applying for a grant under these designations.

E. Grant Application Procedures

1. Grantees must provide a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number for inclusion in all applications for a Federal grant or cooperative agreement. The DUNS number should be entered into the grantee profile in TEAM-Web. Additional information about this and other Federal grant streamlining initiatives mandated by the Federal Financial Assistance Management Improvement Act of 1999 (Pub. L. 106–107) can be accessed on OMB's Web site at *http://www.whitehouse.gov/omb/grants/reform.html.*

2. All applications for FTA funds should be submitted electronically to the appropriate FTA regional office through TEAM-Web, an Internet-

accessible electronic grant application system. FTA has provided limited exceptions to the requirement for electronic filing of applications.

3. In FY 2009, FTA remains committed to processing applications promptly upon receipt of a completed application by the appropriate regional office. In order for an application to be considered complete and for FTA to assign a grant number, enabling submission in TEAM-Web, the following requirements must be met:

a. The project is listed in a currently approved Metropolitan Transportation Plan, Metropolitan Transportation Improvement Program (TIP); FTA approved Statewide Transportation Improvement Program (STIP), or Unified Planning Work Program (UPWP).

b. All eligibility issues have been resolved.

c. Required environmental findings have been made.

d. The project budget's Activity Line Items (ALI), scope, and project description meet FTA requirements.

e. Local share funding source(s) have been identified.

f. The grantee's required Civil Rights submissions are current.

g. Certifications and assurances are properly submitted.

h. Funding is available, including any flexible funds included in the budget.

i. For projects involving new construction (using at least $100 million in New Starts or formula funds), FTA engineering staff has reviewed the project management plan and given approval.

j. When required for grants related to New Starts projects, PE and/or FD has been approved.

k. Milestone information is complete, or FTA determines that milestone information can be finalized before the grant is ready for award. The grant must include sufficient milestones appropriate to the scale of the project to allow adequate oversight to monitor the progress of projects from the start through completion and closeout.

4. Under most FTA programs, grants involving funding related to transit operations must be submitted to the Department of Labor (DOL) for certification of labor protective arrangements, prior to grant award. Grants under the Nonurbanized Area Formula Program and Over-the-Road Bus Program are covered under the special warranty provision and do not require certification. Beginning with grants associated in FY 2009, Tribal Transit grants are also covered by the special warranty. Although grants under these programs will not be certified, they must be submitted to DOL upon approval by FTA. This change resulted from the new DOL Regulations, 29 CFR Part 215, published on August 13, 2008. In addition, before FTA can award grants for discretionary projects and activities designated by Congress, notification must be given to members of Congress, and in the case of awards greater than $500,000, to the House and Senate authorizing and appropriations committees three days prior to award. Discretionary grants allocated by FTA also go through the Congressional notification process if they are greater than $500,000. In previous years, the amount requiring notification was $1 million; however, the Continuing Appropriations Act, 2008, lowered the threshold for notification to $500,000 dollars.

5. Other important issues that impact FTA grant processing activities are discussed below.

a. Change in Budget Structure

Because SAFETEA–LU restructured FTA's accounts from split funded accounts to one solely trust funded account and three general funded accounts, FTA does not mix funds from years prior to FY 2006 in the same grant with funds appropriated in FY 2006 and beyond (except for New Starts and research grants). Prior to FY 2006, all programs were funded approximately 80 percent from MTA of the Highway Trust Fund and 20 percent from the General Funds U.S. Treasury. The trust funds were transferred into the general funded accounts at the beginning of the year. Under SAFETEA–LU most programs are funded entirely from trust funds derived from the MTA, while the New Starts and Research programs are funded with general funds. For a New Starts or research project, any prior year funds currently available for obligation and FY 2009 funds may be included in an amendment to an existing grant.

For formula programs funded solely from trust funds beginning in FY 2006, grantees may not combine funds appropriated since FY 2006 in the same grant with FY 2005 and prior year funds. Grant amendments cannot be made to add FY 2006 and later year funds to a grant that includes FY 2005 or prior funds. However, grantees are able to amend new grants established with FY 2006 or later year funds to add funds made available after FY 2006. We regret any inconvenience this accounting change may cause as we implement new statutory requirements under SAFETEA–LU. We encourage grantees to spend down and close out old grants as quickly as possible to minimize the inconvenience.

b. Grant Budgets—SCOPE and Activity Line Item (ALI) Codes

FTA uses the SCOPE and Activity Line Item (ALI) Codes in the grant budgets to track program trends, to report to Congress, and to respond to requests from the Inspector General and the Government Accountability Office (GAO), as well as to manage grants. The accuracy of the data is dependent on the careful and correct use of codes. As needed, we revise the SCOPE and ALI table to include new codes for newly eligible capital items, to better track certain expenditures, and to accommodate new or modified programs. We encourage grantees to review the table before selecting codes from the drop-down menus in TEAM-Web while creating a grant budget and to consult with the regional office in the correct use of codes.

c. Earmark and Discretionary Program Tracking

FTA has implemented procedures in TEAM-Web for matching grants to earmarks or projects selected by FTA under discretionary programs. Each earmark or selected discretionary project published in the **Federal Register** is associated with a unique identifier. Tables of earmarks and selected discretionary projects have also been established in TEAM-Web. When applying for a grant using funding designated by Congress or FTA for a particular project, grantees are asked to identify the amount of funding associated with each specific earmark or discretionary project used in the grant. Further instructions are posted on the TEAM-Website and regional staff can provide additional assistance.

F. Payments

Once a grant has been awarded and executed, requests for payment can be processed. To process payments FTA uses ECHO-Web, an Internet accessible system that provides grantees the capability to submit payment requests on-line, as well as receive user-IDs and passwords via e-mail. New applicants should contact the appropriate FTA regional office to obtain and submit the registration package necessary for set-up under ECHO-Web.

G. Oversight

FTA conducts periodic oversight reviews to assess grantee compliance with Federal requirements. Each urbanized area grantee is reviewed every three years (a Triennial Review). Triennial reviews have been modified to look at the grantee's involvement in the coordinated planning for transportation for the populations targeted by the JARC

and New Freedom programs and participation in delivery of specialized services under those programs in the urbanized area. States are reviewed periodically for their management of the Section 5310, 5311, JARC, and New Freedom programs. Other more detailed reviews are scheduled based on an annual grantee risk assessment, for example, reviews in the areas of Procurement, Financial Management, Safety and Civil Rights.

H. Technical Assistance

FTA headquarters and regional staff will be pleased to answer your questions and provide any technical assistance you may need to apply for FTA program funds and manage the grants you receive. This notice and the program guidance circulars previously identified in this document may be accessed via the FTA Web site at *http://www.fta.dot.gov.*

In addition, copies of the following circulars and other useful information are available on the FTA Web site and may be obtained from FTA regional offices; Circular 4220.1F, Third Party Contracting Requirements; and Circular 5010.1D, Grant Management Guidelines. Both circulars were recently revised and can be found at *http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html*. The FY 2009 Annual List of Certifications and Assurances and Master Agreement are also posted on the FTA Web site. The DOT final rule on ''Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs,'' which was effective July 16, 2003, can be found at *http://www.access.gpo.gov/nara/cfr/waisidx_04/49cfr26_04.html/*

Issued in Washington, DC, this 8th day of December 2008.

Sherry Little,

Acting Administrator.

Appendix A

FTA Regional Offices

Richard H. Doyle, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142–1093, Tel. 617 494–2055.

States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont

Brigid Hynes-Cherin, Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004–1415, Tel. No. 212 668–2170.

States served: New Jersey, New York

Letitia Thompson, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215 656–7100.

States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia

Yvette Taylor, Regional Administrator, Region 4—Atlanta, Atlanta Federal Center, Suite 17T50, 61 Forsyth Street, SW., Atlanta, GA 30303, Tel. 404 562–3500.

States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands

Marisol Simon, Regional Administrator, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312 353–2789.

States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin

Robert C. Patrick, Regional Administrator, Region 6—Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817 978–0550.

States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas

Mokhtee Ahmad, Regional Administrator, Region 7—Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816 329–3920.

States served: Iowa, Kansas, Missouri, and Nebraska

Terry Rosapep, Regional Administrator, Region 8—Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228–2583, Tel. 720–963–3300.

States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming

Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 2210, San Francisco, CA 94105–1926, Tel. 415 744–3133.

States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands

Rick Krochalis, Regional Administrator, Region 10—Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174–1002, Tel. 206 220–7954.

States served: Alaska, Idaho, Oregon, and Washington

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FEDERAL TRANSIT ADMINISTRATION

TABLE 1

FY 2009 AVAILABLE FUNDING AND APPORTIONMENTS FOR FORMULA GRANT PROGRAMS

(The total available amount for a program is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

FORMULA GRANTS	
Section 5303 Metropolitan Transportation Planning Program	
Total Available	$38,068,323
Less Oversight (one-half percent)	(190,342)
Total Apportioned	$37,877,981
Section 5304 Statewide Transportation Planning Program	
Total Available	$7,952,377
Less Oversight (one-half percent)	(39,762)
Total Apportioned	$7,912,615
Section 5307 Urbanized Area Formula Program	
Total Available	$1,682,053,574
Less Oversight (three-fourths percent)	(12,615,402)
Total Apportioned	$1,669,438,172
Section 5309 Fixed Guideway Modernization	
Total Available	$675,257,000
Less Oversight (one percent)	(6,752,570)
Total Apportioned	$668,504,430
Section 5310 Special Needs of Elderly Individuals and Individuals with Disabilities Program	
Total Available	$54,622,700
Less Oversight (one-half percent)	(273,113)
Total Apportioned	$54,349,587
Section 5311 Nonurbanized Area Formula Program	
Total Available	$179,454,924
Less Oversight (one-half percent)	(941,919)
Total Apportioned	$178,513,005
Section 5311(b)(3) Rural Transportation Assistance Program (RTAP)	
Total Available	$3,767,676
Less Amount Reserved for National RTAP	(565,151)
Total Apportioned	$3,202,525
Section 5316 Job Access and Reverse Commute Program	
Total Available	$67,095,600
Total Apportioned	$67,095,600
Section 5317 New Freedom Program	
Total Available	$37,633,750
Total Apportioned	$37,633,750
Section 5340 Growing States and High Density States Formula	
Total Available	$188,383,800 1/
Total Apportioned	$188,383,800
CAPITAL INVESTMENT GRANTS	
Section 5309 New Starts	
Total Available	$674,866,468
Less Oversight (one percent)	(6,748,665)
Funds Available for Allocation	$668,117,803
RESEARCH	
Section 5314 National Research Program	$28,112,583
TOTAL AVAILABLE (Above Grant Programs)	**$3,637,268,775** 2/
TOTAL APPORTIONMENT (Above Grant Programs)	**$3,609,141,851**

1/ Apportionments derived from the Section 5340 formula are combined with the Section 5307 or Section 5311 apportionments, as appropriate, in accordance with language in the SAFETEA-LU conference report

2/ The amount shown here only includes funding for the programs included in this notice and shown above It does not include $5,161,200 in funds currently available under the Tribal Transit Program, which will be competitively awarded when the full year's appropriation is available

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

FY 2009 SECTION 5303 METROPOLITAN TRANSPORTATION PLANNING PROGRAM AND SECTION 5304 STATEWIDE TRANSPORTATION PLANNING PROGRAM APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

STATE	SECTION 5303 APPORTIONMENT	SECTION 5304 APPORTIONMENT
Alabama	$286,721	$74,869
Alaska	151,512	39,563
Arizona	757,521	150,731
Arkansas	151,512	39,563
California	5,958,872	1,157,809
Colorado	567,666	123,919
Connecticut	420,753	109,862
Delaware	151,512	39,563
District of Columbia	151,512	39,563
Florida	2,475,345	519,519
Georgia	976,319	193,232
Hawaii	151,512	39,563
Idaho	151,512	39,563
Illinois	2,100,582	375,558
Indiana	570,656	131,554
Iowa	164,657	42,996
Kansas	192,524	46,584
Kentucky	240,286	60,427
Louisiana	375,394	97,794
Maine	151,512	39,563
Maryland	849,053	165,746
Massachusetts	1,115,552	217,338
Michigan	1,246,131	253,725
Minnesota	531,797	104,588
Mississippi	151,512	39,563
Missouri	560,916	119,201
Montana	151,512	39,563
Nebraska	151,512	39,563
Nevada	277,311	64,652
New Hampshire	151,512	39,563
New Jersey	1,757,155	299,051
New Mexico	151,512	39,563
New York	3,349,191	597,987
North Carolina	555,490	145,051
North Dakota	151,512	39,563
Ohio	1,205,408	281,984
Oklahoma	219,137	57,221
Oregon	337,099	76,216
Pennsylvania	1,556,191	316,685
Puerto Rico	628,524	134,090
Rhode Island	156,554	39,563
South Carolina	276,768	72,270
South Dakota	151,512	39,563
Tennessee	437,897	114,344
Texas	2,780,527	570,652
Utah	258,196	67,421
Vermont	151,512	39,563
Virginia	859,596	181,784
Washington	807,443	165,991
West Virginia	151,512	39,563
Wisconsin	449,045	109,630
Wyoming	151,512	39,563
TOTAL	**$37,877,981**	**$7,912,615**

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

(Note In accordance with language in the SAFETEA-LU conference report, an urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate)

URBANIZED AREA/STATE	APPORTIONMENT
1,000,000 or more in Population	$1,305,455,682
200,000 - 999,999 in Population	332,452,859
50,000 - 199,999 in Population	190,279,374
National Total	$1,828,187,915

Amounts Apportioned to Urbanized Areas 1,000,000 or more in Population:

Atlanta, GA	$26,709,471
Baltimore, MD	23,490,643
Boston, MA--NH--RI	59,803,136
Chicago, IL--IN	100,021,141
Cincinnati, OH--KY--IN	7,630,695
Cleveland, OH	12,130,686
Columbus, OH	4,929,135
Dallas--Fort Worth--Arlington, TX	26,743,484
Denver--Aurora, CO	20,317,367
Detroit, MI	17,586,420
Houston, TX	27,679,509
Indianapolis, IN	4,874,796
Kansas City, MO--KS	6,188,706
Las Vegas, NV	10,260,246
Los Angeles--Long Beach--Santa Ana, CA	118,548,233
Miami, FL	42,629,882
Milwaukee, WI	8,692,728
Minneapolis--St. Paul, MN	20,491,346
New Orleans, LA	7,512,433
New York--Newark, NY--NJ--CT	357,370,192
Orlando, FL	8,035,542
Philadelphia, PA--NJ--DE--MD	57,033,516
Phoenix--Mesa, AZ	19,595,306
Pittsburgh, PA	15,034,189
Portland, OR--WA	15,196,454
Providence, RI--MA	13,909,464
Riverside--San Bernardino, CA	11,099,932
Sacramento, CA	9,173,038
San Antonio, TX	9,510,426
San Diego, CA	24,649,277
San Francisco--Oakland, CA	53,062,730
San Jose, CA	16,843,839
San Juan, PR	13,610,924
Seattle, WA	38,074,668
St. Louis, MO--IL	13,951,377
Tampa--St. Petersburg, FL	10,154,025
Virginia Beach, VA	7,716,692
Washington, DC--VA--MD	65,194,034
Total	**$1,305,455,682**

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

(Note In accordance with language in the SAFETEA-LU conference report, an urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate)

URBANIZED AREA/STATE	APPORTIONMENT
Amounts Apportioned to Urbanized Areas 200,000 to 999,999 in Population	
Aguadilla--Isabela--San Sebastian, PR	$1,691,338
Akron, OH	2,670,023
Albany, NY	4,397,173
Albuquerque, NM	3,466,741
Allentown--Bethlehem, PA--NJ	3,182,833
Anchorage, AK	9,722,429
Ann Arbor, MI	1,967,293
Antioch, CA	2,628,032
Asheville, NC	784,459
Atlantic City, NJ	4,322,651
Augusta-Richmond County, GA--SC	1,003,742
Austin, TX	7,957,089
Bakersfield, CA	2,476,111
Barnstable Town, MA	2,231,321
Baton Rouge, LA	2,007,548
Birmingham, AL	2,639,729
Boise City, ID	1,096,964
Bonita Springs--Naples, FL	1,024,373
Bridgeport--Stamford, CT--NY	10,506,397
Buffalo, NY	7,306,736
Canton, OH	1,566,955
Cape Coral, FL	1,766,669
Charleston--North Charleston, SC	1,967,230
Charlotte, NC--SC	6,327,383
Chattanooga, TN--GA	1,418,510
Colorado Springs, CO	2,672,993
Columbia, SC	1,620,692
Columbus, GA--AL	900,157
Concord, CA	8,617,621
Corpus Christi, TX	1,925,452
Davenport, IA--IL	1,597,979
Dayton, OH	6,317,812
Daytona Beach--Port Orange, FL	1,816,527
Denton--Lewisville, TX	1,256,806
Des Moines, IA	2,402,745
Durham, NC	2,553,341
El Paso, TX--NM	4,594,169
Eugene, OR	1,972,035
Evansville, IN--KY	895,111
Fayetteville, NC	947,222
Flint, MI	2,435,165
Fort Collins, CO	1,034,016
Fort Wayne, IN	1,244,573
Fresno, CA	3,675,148
Grand Rapids, MI	3,232,272
Greensboro, NC	1,659,792
Greenville, SC	903,672
Gulfport--Biloxi, MS	734,767

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

(Note In accordance with language in the SAFETEA-LU conference report, an urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate)

URBANIZED AREA/STATE	APPORTIONMENT
Harrisburg, PA	2,137,245
Hartford, CT	8,669,717
Honolulu, HI	11,530,068
Huntsville, AL	739,861
Indio--Cathedral City--Palm Springs, CA	1,435,169
Jackson, MS	1,049,875
Jacksonville, FL	5,900,577
Knoxville, TN	1,764,827
Lancaster, PA	2,980,938
Lancaster--Palmdale, CA	2,981,348
Lansing, MI	2,176,085
Lexington-Fayette, KY	1,672,048
Lincoln, NE	1,155,451
Little Rock, AR	1,651,876
Louisville, KY--IN	5,376,403
Lubbock, TX	1,187,774
Madison, WI	2,898,331
McAllen, TX	1,432,842
Memphis, TN--MS--AR	5,407,720
Mission Viejo, CA	4,080,332
Mobile, AL	1,241,696
Modesto, CA	1,700,417
Nashville-Davidson, TN	4,266,460
New Haven, CT	7,862,354
Ogden--Layton, UT	2,943,784
Oklahoma City, OK	3,043,354
Omaha, NE--IA	3,004,372
Oxnard, CA	3,103,203
Palm Bay--Melbourne, FL	1,828,142
Pensacola, FL--AL	1,224,748
Peoria, IL	1,279,170
Port St. Lucie, FL	958,497
Poughkeepsie--Newburgh, NY	7,107,218
Provo--Orem, UT	2,185,596
Raleigh, NC	2,760,791
Reading, PA	1,300,624
Reno, NV	2,242,709
Richmond, VA	4,209,554
Rochester, NY	4,713,356
Rockford, IL	1,122,342
Round Lake Beach--McHenry--Grayslake, IL--WI	1,690,871
Salem, OR	1,573,638
Salt Lake City, UT	9,585,720
Santa Rosa, CA	1,902,475
Sarasota--Bradenton, FL	2,811,450
Savannah, GA	1,367,042
Scranton, PA	1,729,300
Shreveport, LA	1,431,077
South Bend, IN--MI	1,719,934
Spokane, WA--ID	3,227,987
Springfield, MA--CT	5,272,433
Springfield, MO	874,329

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

(Note In accordance with language in the SAFETEA-LU conference report, an urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate)

URBANIZED AREA/STATE	APPORTIONMENT
Stockton, CA	3,062,599
Syracuse, NY	3,085,526
Tallahassee, FL	1,051,175
Temecula--Murrieta, CA	1,237,730
Thousand Oaks, CA	1,202,878
Toledo, OH--MI	2,682,309
Trenton, NJ	4,637,645
Tucson, AZ	4,873,716
Tulsa, OK	2,691,919
Victorville--Hesperia--Apple Valley, CA	1,038,527
Wichita, KS	2,014,710
Winston-Salem, NC	1,154,853
Worcester, MA--CT	3,655,415
Youngstown, OH--PA	1,410,931
Total	**$332,452,859**

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

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URBANIZED AREA/STATE	APPORTIONMENT
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population	
ALABAMA	$3,378,718
Anniston, AL	313,671
Auburn, AL	290,055
Decatur, AL	275,873
Dothan, AL	264,529
Florence, AL	332,464
Gadsden, AL	260,290
Montgomery, AL	1,073,111
Tuscaloosa, AL	568,725
ALASKA	$232,079
Fairbanks, AK	232,079
ARIZONA	$1,665,196
Avondale, AZ	405,322
Flagstaff, AZ	300,592
Prescott, AZ	313,254
Yuma, AZ--CA	646,028
ARKANSAS	$2,284,183
Fayetteville--Springdale, AR	852,462
Fort Smith, AR--OK	561,656
Hot Springs, AR	226,207
Jonesboro, AR	236,749
Pine Bluff, AR	294,251
Texarkana, TX--Texarkana, AR	112,858
CALIFORNIA	$25,843,776
Atascadero--El Paso de Robles (Paso Robles), CA	284,683
Camarillo, CA	420,348
Chico, CA	666,134
Davis, CA	943,732
El Centro, CA	486,032
Fairfield, CA	1,069,768
Gilroy--Morgan Hill, CA	486,667
Hanford, CA	560,950
Hemet, CA	763,156
Livermore, CA	566,824
Lodi, CA	626,309
Lompoc, CA	342,155
Madera, CA	360,212
Manteca, CA	396,034
Merced, CA	871,178
Napa, CA	580,685
Petaluma, CA	424,478
Porterville, CA	396,566
Redding, CA	508,227
Salinas, CA	1,496,457
San Luis Obispo, CA	744,466
Santa Barbara, CA	1,739,732
Santa Clarita, CA	1,524,287
Santa Cruz, CA	1,378,251
Santa Maria, CA	872,941
Seaside--Monterey--Marina, CA	1,204,043
Simi Valley, CA	925,437
Tracy, CA	521,971
Turlock, CA	534,772

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

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URBANIZED AREA/STATE	APPORTIONMENT
Vacaville, CA	675,838
Vallejo, CA	1,418,128
Visalia, CA	813,229
Watsonville, CA	604,313
Yuba City, CA	630,563
Yuma, AZ--CA	5,210
COLORADO	$4,212,183
Boulder, CO	1,164,040
Grand Junction, CO	467,572
Greeley, CO	611,877
Lafayette--Louisville, CO	384,441
Longmont, CO	857,154
Pueblo, CO	727,099
CONNECTICUT	$8,483,913
Danbury, CT--NY	3,290,803
Norwich--New London, CT	1,424,909
Waterbury, CT	3,768,201
DELAWARE	$617,962
Dover, DE	601,914
Salisbury, MD--DE	16,048
FLORIDA	$10,116,103
Brooksville, FL	462,132
Deltona, FL	749,234
Fort Walton Beach, FL	761,421
Gainesville, FL	1,233,671
Kissimmee, FL	978,414
Lady Lake, FL	215,970
Lakeland, FL	1,126,520
Leesburg--Eustis, FL	573,550
North Port--Punta Gorda, FL	576,995
Ocala, FL	478,657
Panama City, FL	612,571
St. Augustine, FL	264,324
Titusville, FL	497,705
Vero Beach--Sebastian, FL	587,956
Winter Haven, FL	746,791
Zephyrhills, FL	250,192
GEORGIA	$3,857,766
Albany, GA	460,968
Athens-Clarke County, GA	499,091
Brunswick, GA	233,028
Dalton, GA	249,730
Gainesville, GA	375,057
Hinesville, GA	269,362
Macon, GA	692,656
Rome, GA	393,501
Valdosta, GA	283,650
Warner Robins, GA	400,723

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

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URBANIZED AREA/STATE	APPORTIONMENT
HAWAII	$1,000,626
Kailua (Honolulu County)--Kaneohe, HI	1,000,626
IDAHO	$1,893,264
Coeur d'Alene, ID	392,175
Idaho Falls, ID	384,372
Lewiston, ID--WA	166,283
Nampa, ID	540,849
Pocatello, ID	409,585
ILLINOIS	$4,848,069
Alton, IL	424,182
Beloit, WI--IL	66,123
Bloomington--Normal, IL	760,754
Champaign, IL	1,122,230
Danville, IL	271,257
Decatur, IL	573,398
DeKalb, IL	384,594
Dubuque, IA--IL	13,420
Kankakee, IL	384,803
Springfield, IL	847,308
INDIANA	$5,008,929
Anderson, IN	471,573
Bloomington, IN	749,875
Columbus, IN	270,491
Elkhart, IN--MI	656,635
Kokomo, IN	388,234
Lafayette, IN	1,018,836
Michigan City, IN--MI	358,401
Muncie, IN	678,203
Terre Haute, IN	416,681
IOWA	$3,709,285
Ames, IA	582,380
Cedar Rapids, IA	969,004
Dubuque, IA--IL	355,250
Iowa City, IA	733,515
Sioux City, IA--NE--SD	472,010
Waterloo, IA	597,126
KANSAS	$1,432,652
Lawrence, KS	645,142
St. Joseph, MO--KS	5,658
Topeka, KS	781,852
KENTUCKY	$1,331,615
Bowling Green, KY	288,684
Clarksville, TN--KY	124,814
Huntington, WV--KY--OH	259,956
Owensboro, KY	348,511
Radcliff--Elizabethtown, KY	309,650
LOUISIANA	$3,920,078
Alexandria, LA	358,730
Houma, LA	622,430
Lafayette, LA	946,349
Lake Charles, LA	625,551
Mandeville--Covington, LA	287,996
Monroe, LA	705,902
Slidell, LA	373,120

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

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URBANIZED AREA/STATE	APPORTIONMENT
MAINE	$1,807,374
Bangor, ME	342,402
Dover--Rochester, NH--ME	40,775
Lewiston, ME	418,586
Portland, ME	966,480
Portsmouth, NH--ME	39,131
MARYLAND	$5,083,028
Aberdeen--Havre de Grace--Bel Air, MD	1,350,916
Cumberland, MD-WV-PA	377,638
Frederick, MD	891,908
Hagerstown, MD--WV--PA	671,162
Salisbury, MD--DE	532,544
St. Charles, MD	683,215
Westminster, MD	575,645
MASSACHUSETTS	$2,939,142
Leominster--Fitchburg, MA	1,062,792
Nashua, NH--MA	236
New Bedford, MA	1,335,426
Pittsfield, MA	540,688
MICHIGAN	$6,023,816
Battle Creek, MI	384,608
Bay City, MI	503,350
Benton Harbor--St. Joseph, MI	285,284
Elkhart, IN--MI	8,163
Holland, MI	490,359
Jackson, MI	445,887
Kalamazoo, MI	1,074,889
Michigan City, IN--MI	2,338
Monroe, MI	332,127
Muskegon, MI	753,195
Port Huron, MI	535,096
Saginaw, MI	751,191
South Lyon--Howell--Brighton, MI	457,329
MINNESOTA	$2,315,425
Duluth, MN--WI	596,034
Fargo, ND--MN	228,116
Grand Forks, ND--MN	48,679
La Crosse, WI--MN	35,451
Rochester, MN	700,781
St. Cloud, MN	706,364
MISSISSIPPI	$568,431
Hattiesburg, MS	301,576
Pascagoula, MS	266,855
MISSOURI	$2,083,398
Columbia, MO	699,709
Jefferson City, MO	252,728
Joplin, MO	325,318
Lee's Summit, MO	332,781
St. Joseph, MO--KS	472,862
MONTANA	$1,318,114
Billings, MT	573,536
Great Falls, MT	372,409
Missoula, MT	372,169

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

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URBANIZED AREA/STATE	APPORTIONMENT
N. MARIANA ISLANDS	$324,996
Saipan, MP	324,996
NEBRASKA	$91,949
Sioux City, IA--NE--SD	91,949
NEVADA	$332,419
Carson City, NV	332,419
NEW HAMPSHIRE	$2,348,270
Dover--Rochester, NH--ME	437,446
Manchester, NH	789,320
Nashua, NH--MA	935,311
Portsmouth, NH--ME	186,193
NEW JERSEY	$1,844,619
Hightstown, NJ	666,835
Vineland, NJ	743,321
Wildwood--North Wildwood--Cape May, NJ	434,463
NEW MEXICO	$1,235,218
Farmington, NM	240,207
Las Cruces, NM	521,287
Santa Fe, NM	473,724
NEW YORK	$4,770,425
Binghamton, NY--PA	1,260,914
Danbury, CT--NY	37,826
Elmira, NY	571,879
Glens Falls, NY	370,211
Ithaca, NY	582,988
Kingston, NY	340,549
Middletown, NY	331,106
Saratoga Springs, NY	426,448
Utica, NY	848,504
NORTH CAROLINA	$5,249,311
Burlington, NC	453,649
Concord, NC	525,189
Gastonia, NC	632,411
Goldsboro, NC	268,963
Greenville, NC	449,335
Hickory, NC	767,926
High Point, NC	631,930
Jacksonville, NC	463,907
Rocky Mount, NC	301,204
Wilmington, NC	754,797
NORTH DAKOTA	$1,649,480
Bismarck, ND	541,160
Fargo, ND--MN	749,703
Grand Forks, ND--MN	358,617
OHIO	$4,256,427
Huntington, WV--KY--OH	170,147
Lima, OH	364,778
Lorain--Elyria, OH	1,105,019
Mansfield, OH	389,729
Middletown, OH	508,830
Newark, OH	492,315
Parkersburg, WV--OH	119,728
Sandusky, OH	258,228

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

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URBANIZED AREA/STATE	APPORTIONMENT
Springfield, OH	492,956
Weirton, WV--Steubenville, OH--PA	205,583
Wheeling, WV--OH	149,114
OKLAHOMA	$1,024,333
Fort Smith, AR--OK	10,640
Lawton, OK	445,927
Norman, OK	567,766
OREGON	$1,352,410
Bend, OR	285,020
Corvallis, OR	320,463
Longview, WA--OR	7,637
Medford, OR	739,290
PENNSYLVANIA	$6,674,618
Altoona, PA	469,676
Binghamton, NY--PA	16,974
Cumberland, MD-WV-PA	64
Erie, PA	1,291,350
Hagerstown, MD--WV--PA	5,871
Hazleton, PA	267,715
Johnstown, PA	562,990
Lebanon, PA	471,203
Monessen, PA	388,252
Pottstown, PA	338,015
State College, PA	850,637
Uniontown--Connellsville, PA	379,890
Weirton, WV--Steubenville, OH--PA	1,273
Williamsport, PA	559,860
York, PA	1,070,848
PUERTO RICO	$5,069,548
Arecibo, PR	674,963
Fajardo, PR	499,356
Florida--Barceloneta--Bajadero, PR	300,278
Guayama, PR	392,249
Juana Diaz, PR	263,477
Mayaguez, PR	610,500
Ponce, PR	1,343,771
San German--Cabo Rojo--Sabana Grande, PR	472,281
Yauco, PR	512,673
RHODE ISLAND	0
SOUTH CAROLINA	$3,028,568
Anderson, SC	298,740
Florence, SC	460,551
Mauldin--Simpsonville, SC	367,030
Myrtle Beach, SC	552,519
Rock Hill, SC	307,782
Spartanburg, SC	734,837
Sumter, SC	307,109
SOUTH DAKOTA	$1,192,088
Rapid City, SD	382,025
Sioux City, IA--NE--SD	15,668
Sioux Falls, SD	794,395
TENNESSEE	$3,139,954
Bristol, TN--Bristol, VA	162,089
Clarksville, TN--KY	471,339

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

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URBANIZED AREA/STATE	APPORTIONMENT
Cleveland, TN	259,868
Jackson, TN	386,954
Johnson City, TN	447,158
Kingsport, TN--VA	392,141
Morristown, TN	242,233
Murfreesboro, TN	778,172
TEXAS	$16,373,671
Abilene, TX	625,720
Amarillo, TX	1,087,277
Beaumont, TX	717,863
Brownsville, TX	1,275,796
College Station--Bryan, TX	1,020,627
Galveston, TX	650,553
Harlingen, TX	593,831
Killeen, TX	1,061,832
Lake Jackson--Angleton, TX	421,631
Laredo, TX	1,619,931
Longview, TX	385,493
McKinney, TX	301,883
Midland, TX	572,502
Odessa, TX	628,462
Port Arthur, TX	706,843
San Angelo, TX	477,913
Sherman, TX	406,770
Temple, TX	373,381
Texarkana, TX--Texarkana, AR	215,297
Texas City, TX	488,945
The Woodlands, TX	510,704
Tyler, TX	530,177
Victoria, TX	277,230
Waco, TX	884,929
Wichita Falls, TX	538,081
UTAH	$985,029
Logan, UT	648,588
St. George, UT	336,441
VERMONT	$704,236
Burlington, VT	704,236
VIRGIN ISLANDS	$393,048 1/
VIRGINIA	$4,330,295
Blacksburg, VA	554,280
Bristol, TN--Bristol, VA	94,547
Charlottesville, VA	635,672
Danville, VA	250,716
Fredericksburg, VA	468,934
Harrisonburg, VA	457,534
Kingsport, TN--VA	7,408
Lynchburg, VA	569,992
Roanoke, VA	1,023,632
Winchester, VA	267,580
WASHINGTON	$6,707,027
Bellingham, WA	731,177
Bremerton, WA	1,096,901
Kennewick--Richland, WA	1,149,612
Lewiston, ID--WA	96,917
Longview, WA--OR	343,769
Marysville, WA	619,846
Mount Vernon, WA	426,199
Olympia--Lacey, WA	993,803

FEDERAL TRANSIT ADMINISTRATION
TABLE 3

FY 2009 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

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URBANIZED AREA/STATE	APPORTIONMENT
Wenatchee, WA	537,527
Yakima, WA	711,276
WEST VIRGINIA	$2,757,042
Charleston, WV	1,017,438
Cumberland, MD-WV-PA	10,572
Hagerstown, MD--WV--PA	138,366
Huntington, WV--KY--OH	459,793
Morgantown, WV	392,158
Parkersburg, WV--OH	312,290
Weirton, WV--Steubenville, OH--PA	142,662
Wheeling, WV--OH	283,763
WISCONSIN	$7,763,806
Appleton, WI	1,161,731
Beloit, WI--IL	244,047
Duluth, MN--WI	188,293
Eau Claire, WI	564,635
Fond du Lac, WI	302,791
Green Bay, WI	1,090,286
Janesville, WI	381,730
Kenosha, WI	752,503
La Crosse, WI--MN	595,783
Oshkosh, WI	620,051
Racine, WI	844,388
Sheboygan, WI	546,545
Wausau, WI	471,023
WYOMING	$705,462
Casper, WY	331,223
Cheyenne, WY	374,239
Total	**$190,279,374**

1/ Language in section 5307(l) of SAFETEA-LU directs that the Virgin Islands be treated as an urbanized area

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2009 SECTION 5307 APPORTIONMENT FORMULA

Distribution of Available Funds

Of the funds made available to the Section 5307 program, a one percent takedown is authorized for Small Transit Intensive Cities. This amount is apportioned to the Governors based on a separate formula that uses criteria related to specific service performance categories.

The remaining funds are apportioned to small, medium, and large sized urbanized areas (UZAs). 9.32% is made available for UZAs 50,000-199,999 in population, and 90.68% to UZAs 200,000 or more in population.

UZA Population and Weighting Factors

50,000-199,999 in population : 9.32% of available Section 5307 funds
(Apportioned to Governors)

50% apportioned based on population

50% apportioned based on population x population density

200,000 and greater in population: 90.68% of available Section 5307 funds
(Apportioned to UZAs)

33.29% (Fixed Guideway Tier*)

95.61% (Non-incentive Portion of Tier)

--- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater

60% - fixed guideway revenue vehicle miles

40% - fixed guideway route miles

4.39% ("Incentive" Portion of Tier)

-- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater

-- fixed guideway passenger miles x fixed guideway passenger miles/operating cost

66.71% ("Bus" Tier)

90.8% (Non-incentive Portion of Tier)

73.39% for UZAs with population 1,000,000 or greater

50% - bus revenue vehicle miles

25% - population

25% - population x population density

26.61% for UZAs pop. < 1,000,000

50% - bus revenue vehicle miles

25% - population

25% - population x density

9.2% ("Incentive" Portion of Tier)

-- bus passenger miles x bus passenger miles/operating cost

* Includes all fixed guideway modes, such as heavy rail, commuter rail, light rail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, exclusive busways, and HOV lanes.

FEDERAL TRANSIT ADMINISTRATION

TABLE 5

FISCAL YEAR 2009 FORMULA PROGRAMS APPORTIONMENT DATA UNIT VALUES

(Apportionment unit values are based on funding made available under the FY 2009 Continuing Resolution - P.L. 110-329)

	APPORTIONMENT DATA UNIT VALUE
Section 5307 Urbanized Area Formula Program - Bus Tier	
Urbanized Areas Over 1,000,000:	
Population	$1.39841610
Population x Density	$0.00035482
Bus Revenue Vehicle Mile	$0.17613278
Urbanized Areas Under 1,000,000:	
Population	$1.28159331
Population x Density	$0.00056074
Bus Revenue Vehicle Mile	$0.22900919
Bus Incentive (PM denotes Passenger Mile):	
Bus PM x Bus PM = Operating Cost	$0.00377591
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier	
Fixed Guideway Revenue Vehicle Mile	$0.25893392
Fixed Guideway Route Mile	$13,691
Commuter Rail Floor	$3,577,357
Fixed Guideway Incentive:	
Fixed Guideway PM x Fixed Guideway PM = Operating Cost	$0.00026752
Commuter Rail Incentive Floor	$164,257
Section 5307 Urbanized Area Formula Program - Areas Under 200,000	
Population	$2.57765050
Population x Density	$0.00128224
Section 5307 Small Transit Intensive Cities	
For Each Qualifying Performance Category	$56,826
Section 5311 Urbanized Area Formula Program - Areas Under 50,000	
Population	$1.59515476

Section 5309 Capital Program - Fixed Guideway Modernization

	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:						
Revenue Vehicle Mile	$0.01308985	-------	$0.05880084	$0.01451199	$0.00956834	$0.10753224
Route Mile	$912.86	-------	$3,365.70	$1,129.67	$744.84	$8,370.73
Other Urbanized Areas:						
Revenue Vehicle Mile	$0.07005658	$0.00247808	$0.05880084	$0.02700359	$0.02204374	$0.37160243
Route Mile	$2,046.72	$72.40	$3,365.70	$790.52	$645.32	$10,878.54

Notes:

1. Unit values for Section 5307 do not take into account Section 5340 funding added to the program.

2. The unit value for Section 5311 is based on the total nonurbanized/rural population for the States and territories. It does not take into account Section 5311 funds allocated based on land area in nonurbanized areas, or Section 5340 funding added to the program.

FEDERAL TRANSIT ADMINISTRATION

Table 6

FY 2009 Small Transit Intensive Cities Performance Data and Apportionments

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	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Alabama	Anniston, AL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Alabama	Auburn, AL	0.903	15.309	4.544	0.268	4.104	1.140	0	0
Alabama	Decatur, AL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Alabama	Dothan, AL	0.715	10.418	10.885	0.747	7.785	2.425	0	0
Alabama	Florence, AL	1.000	13.146	8.335	0.634	8.335	2.806	0	0
Alabama	Gadsden, AL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Alabama	Montgomery, AL	3.439	56.080	8.077	0.495	27.776	5.520	0	0
Alabama	Tuscaloosa, AL	2.924	33.590	2.994	0.261	8.755	1.648	0	0
Alaska	Fairbanks, AK	4.463	81.220	10.100	0.555	45.081	6.257	0	0
Arizona	Avondale, AZ	4.900	65.764	2.844	0.212	13.935	3.513	0	0
Arizona	Flagstaff, AZ	3.107	44.563	11.042	0.770	34.311	13.212	0	0
Arizona	Prescott, AZ	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Arizona	Yuma, AZ-CA	1.956	27.386	10.930	0.781	21.384	3.298	1	56,826
Arkansas	Fayetteville-Springdale, AR	2.914	36.446	5.184	0.414	15.102	8.308	0	0
Arkansas	Fort Smith, AR-OK	2.103	28.060	4.540	0.340	9.546	2.119	0	0
Arkansas	Hot Springs, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Arkansas	Jonesboro, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Arkansas	Pine Bluff, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Atascadero-El Paso de Robles (Paso Robles), CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Camarillo, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Chico, CA	3.944	55.819	17.307	1.223	68.262	13.525	2	113,652
California	Davis, CA	8.412	110.992	19.110	1.448	160.760	53.302	6	340,958
California	El Centro, CA	0.000	0.000	15.358	1.716	0.000	7.884	2	113,652
California	Fairfield, CA	2.600	48.711	17.329	0.925	45.050	9.330	2	113,652
California	Gilroy-Morgan Hill, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Hanford, CA	0.559	20.223	67.064	1.855	37.515	11.380	2	113,652
California	Hemet, CA	1.881	36.115	5.453	0.284	10.258	1.045	0	0
California	Livermore, CA	3.609	47.802	5.552	0.419	20.036	4.009	0	0
California	Lodi, CA	1.591	16.485	6.190	0.597	9.848	3.851	0	0
California	Lompoc, CA	9.137	137.500	9.238	0.614	84.409	7.107	2	113,652
California	Madera, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Manteca, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0

FEDERAL TRANSIT ADMINISTRATION

Table 6

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	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
California	Merced, CA	1.729	30.508	17.055	0.966	29.482	11.688	2	113,652
California	Napa, CA	2.935	39.789	7.531	0.556	22.104	5.610	0	0
California	Petaluma, CA	3.310	45.406	6.730	0.491	22.273	4.977	0	0
California	Porterville, CA	3.903	57.983	7.384	0.497	28.819	7.915	0	0
California	Redding, CA	3.175	49.862	10.740	0.684	34.098	7.140	0	0
California	Salinas, CA	6.720	107.059	7.108	0.446	47.765	9.553	1	56,826
California	San Luis Obispo, CA	6.482	130.848	26.869	1.331	174.162	25.255	6	340,958
California	Santa Barbara, CA	10.892	149.740	15.303	1.113	166.686	39.503	6	340,958
California	Santa Clarita, CA	12.691	235.375	15.025	0.810	190.676	15.964	6	340,958
California	Santa Cruz, CA	9.320	132.998	24.058	1.686	224.220	35.388	6	340,958
California	Santa Maria, CA	1.832	27.597	7.485	0.497	13.708	9.441	0	0
California	Seaside-Monterey-Marina, CA	6.928	109.504	17.069	1.080	118.266	20.708	6	340,958
California	Simi Valley, CA	3.591	50.736	6.312	0.447	22.666	4.277	0	0
California	Tracy, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Turlock, CA	2.706	36.599	3.634	0.269	9.832	2.576	0	0
California	Vacaville, CA	5.518	100.593	0.767	0.042	4.230	0.683	0	0
California	Vallejo, CA	3.927	62.928	10.422	0.650	40.926	7.502	0	0
California	Visalia, CA	4.865	62.174	9.777	0.765	47.564	11.811	0	0
California	Watsonville, CA	8.072	125.248	4.058	0.262	32.754	5.872	2	113,652
California	Yuba City, CA	5.788	88.300	10.539	0.691	60.998	8.481	0	0
Colorado	Boulder, CO	10.198	142.711	13.802	0.986	140.754	26.371	6	340,958
Colorado	Grand Junction, CO	4.053	62.326	8.169	0.531	33.112	7.215	0	0
Colorado	Greeley, CO	3.410	41.128	5.826	0.483	19.864	5.374	0	0
Colorado	Lafayette-Louisville, CO	6.895	96.362	8.623	0.617	59.456	11.011	1	56,826
Colorado	Longmont, CO	8.830	118.692	11.844	0.881	104.579	19.204	6	340,958
Colorado	Pueblo, CO	4.143	59.384	6.285	0.439	26.043	8.330	0	0
Connecticut	Danbury, CT-NY	29.367	765.557	33.219	1.274	975.542	41.050	6	340,958
Connecticut	Norwich-New London, CT	6.099	122.151	9.128	0.456	55.666	6.676	1	56,826
Connecticut	Waterbury, CT	28.983	676.498	27.320	1.170	791.820	38.318	6	340,958
Delaware	Dover, DE	3.151	54.055	27.928	1.628	87.989	12.117	2	113,652
Florida	Brooksville, FL	1.679	32.069	5.399	0.283	9.064	1.708	0	0
Florida	Deltona, FL	2.940	45.206	9.211	0.599	27.083	4.888	0	0

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Table 6

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State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ ~ $56,826 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Florida	Fort Walton Beach, FL	1.194	17.274	7.822	0.540	9.336	1.699	0	0
Florida	Gainesville, FL	9.985	113.962	19.087	1.672	190.579	56.272	6	340,958
Florida	Kissimmee, FL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Florida	Lady Lake, FL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Florida	Lakeland, FL	4.136	66.870	12.917	0.799	53.428	11.021	2	113,652
Florida	Leesburg-Eustis, FL	0.952	14.598	21.041	1.372	20.031	2.689	2	113,652
Florida	North Port-Punta Gorda, FL	1.135	18.609	4.259	0.260	4.833	0.630	0	0
Florida	Ocala, FL	2.405	35.355	4.214	0.287	10.136	3.209	0	0
Florida	Panama City, FL	3.016	49.818	6.984	0.423	21.063	3.797	0	0
Florida	St. Augustine, FL	1.817	34.791	8.751	0.457	15.902	2.264	0	0
Florida	Titusville, FL	6.863	222.726	18.800	0.579	129.021	4.238	4	227,305
Florida	Vero Beach-Sebastian, FL	3.287	37.789	4.585	0.399	15.070	2.732	0	0
Florida	Winter Haven, FL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Florida	Zephyrhills, FL	5.288	88.835	5.196	0.309	27.476	4.045	0	0
Georgia	Albany, GA	5.670	90.960	6.988	0.436	39.625	8.274	0	0
Georgia	Athens-Clarke County, GA	5.987	69.280	8.007	0.692	47.939	14.431	0	0
Georgia	Brunswick, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Dalton, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Gainesville, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Hinesville, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Macon, GA	4.490	64.351	8.237	0.575	36.983	7.965	0	0
Georgia	Rome, GA	7.502	97.482	10.216	0.786	76.638	11.198	2	113,652
Georgia	Valdosta, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Warner Robins, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Hawaii	Kailua (Honolulu County)-Kaneohe, HI	10.288	141.002	2.030	0.148	20.881	4.493	2	113,652
Idaho	Coeur d'Alene, ID	0.000	0.000					0	0
Idaho	Idaho Falls, ID	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Idaho	Lewiston, ID-WA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Idaho	Nampa, ID	2.886	59.439	4.939	0.240	14.256	1.336	0	0
Idaho	Pocatello, ID	3.665	48.984	10.615	0.794	38.907	7.775	1	56,826
Illinois	Alton, IL	5.029	89.697	4.172	0.234	20.983	2.818	0	0
Illinois	Bloomington-Normal, IL	4.623	66.449	10.174	0.708	47.033	12.620	0	0

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Table 6

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	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Illinois	Champaign, IL	8.179	94.407	23.290	2.018	190.479	74.875	5	284,131
Illinois	Danville, IL	4.317	75.251	8.456	0.485	36.509	8.492	0	0
Illinois	Decatur, IL	3.610	49.176	11.180	0.821	40.358	12.012	1	56,826
Illinois	DeKalb, IL	1.844	30.375	9.972	0.606	18.393	2.200	0	0
Illinois	Kankakee, IL	5.346	73.248	9.956	0.727	53.228	6.557	0	0
Illinois	Springfield, IL	2.623	32.228	9.492	0.772	24.895	8.622	1	56,826
Indiana	Anderson, IN	1.836	23.061	4.017	0.320	7.375	1.804	0	0
Indiana	Bloomington, IN	6.933	76.367	12.048	1.094	83.529	28.187	4	227,305
Indiana	Columbus, IN	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Indiana	Elkhart, IN-MI	2.029	31.853	5.667	0.361	11.498	2.412	0	0
Indiana	Kokomo, IN	1.163	11.409	11.308	1.153	13.157	2.846	1	56,826
Indiana	Lafayette, IN	10.366	116.834	11.702	1.038	121.298	37.100	5	284,131
Indiana	Michigan City, IN-MI	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Indiana	Muncie, IN	4.838	63.963	13.297	1.006	64.333	23.086	3	170,478
Indiana	Terre Haute, IN	1.228	12.582	4.859	0.474	5.966	2.880	0	0
Iowa	Ames, IA	5.611	59.612	21.594	2.033	121.172	85.048	4	227,305
Iowa	Cedar Rapids, IA	3.636	50.931	9.533	0.681	34.665	7.797	0	0
Iowa	Dubuque, IA-IL	4.019	47.976	8.715	0.730	35.027	10.450	0	0
Iowa	Iowa City, IA	5.881	66.054	21.581	1.922	126.929	69.875	4	227,305
Iowa	Sioux City, IA-NE-SD	4.076	47.842	5.771	0.492	23.524	8.972	0	0
Iowa	Waterloo, IA	1.002	16.675	8.398	0.505	8.415	4.396	0	0
Kansas	Lawrence, KS	1.968	24.446	11.591	0.933	22.811	8.972	1	56,826
Kansas	Topeka, KS	4.239	62.343	10.170	0.691	43.109	12.025	0	0
Kentucky	Bowling Green, KY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Kentucky	Owensboro, KY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Kentucky	Radcliff-Elizabethtown, KY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Alexandria, LA	5.006	76.246	7.357	0.483	36.827	9.023	0	0
Louisiana	Houma, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Lafayette, LA	8.636	119.515	4.655	0.336	40.202	8.979	2	113,652
Louisiana	Lake Charles, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Mandeville-Covington, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Monroe, LA	14.893	205.613	6.342	0.459	94.453	10.085	3	170,478

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	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Louisiana	Slidell, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Maine	Bangor, ME	4.852	65.977	10.821	0.796	52.502	13.356	1	56,826
Maine	Lewiston, ME	1.560	21.140	15.775	1.164	24.603	7.058	2	113,652
Maine	Portland, ME	6.998	87.915	9.608	0.765	67.237	13.491	1	56,826
Maryland	Aberdeen-Havre de Grace-Bel Air, MD	1.865	33.796	4.110	0.227	7.667	1.543	0	0
Maryland	Cumberland, MD--WV	5.133	83.977	11.411	0.697	58.574	6.381	0	0
Maryland	Frederick, MD	3.302	43.358	9.200	0.701	30.374	5.957	0	0
Maryland	Hagerstown, MD-WV-PA	2.705	41.215	3.992	0.262	10.795	2.892	0	0
Maryland	Salisbury, MD-DE	0.419	1.139	36.148	13.283	15.136	6.820	2	113,652
Maryland	St. Charles, MD	3.012	63.833	16.487	0.778	49.651	6.409	2	113,652
Maryland	Westminster, MD	1.105	13.582	12.300	1.001	13.593	2.254	2	113,652
Massachusetts	Leominster-Fitchburg, MA	3.323	37.703	19.053	1.679	63.303	9.007	2	113,652
Massachusetts	New Bedford, MA	3.000	36.224	6.331	0.524	18.995	6.635	0	0
Massachusetts	Pittsfield, MA	2.710	38.009	21.645	1.543	58.662	10.290	2	113,652
Michigan	Battle Creek, MI	3.220	41.351	6.590	0.513	21.222	5.822	0	0
Michigan	Bay City, MI	2.251	39.856	20.347	1.149	45.805	8.251	2	113,652
Michigan	Benton Harbor-St. Joseph, MI	1.423	18.116	7.138	0.561	10.155	2.838	0	0
Michigan	Holland, MI	1.662	22.867	8.629	0.627	14.339	2.405	0	0
Michigan	Jackson, MI	1.998	31.169	9.821	0.630	19.626	6.303	0	0
Michigan	Kalamazoo, MI	4.231	51.109	11.410	0.945	48.277	16.027	2	113,652
Michigan	Monroe, MI	2.261	26.333	9.169	0.787	20.733	6.263	1	56,826
Michigan	Muskegon, MI	2.761	39.699	5.879	0.409	16.232	4.485	0	0
Michigan	Port Huron, MI	1.192	17.807	24.070	1.611	28.690	10.777	2	113,652
Michigan	Saginaw, MI	3.693	47.356	6.140	0.479	22.675	5.653	0	0
Michigan	South Lyon-Howell-Brighton, MI	0.000	0.000	6.662	0.333	0.000	0.893	0	0
Minnesota	Duluth, MN-WI	4.968	64.819	15.600	1.196	77.509	24.340	3	170,478
Minnesota	Rochester, MN	5.852	87.754	11.971	0.798	70.062	17.347	3	170,478
Minnesota	St. Cloud, MN	4.507	61.959	16.352	1.190	73.707	22.231	3	170,478
Mississippi	Hattiesburg, MS	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Mississippi	Pascagoula, MS	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Missouri	Columbia, MO	6.456	66.757	8.472	0.819	54.689	16.829	3	170,478
Missouri	Jefferson City, MO	1.822	26.569	10.519	0.721	19.165	8.168	0	0

FEDERAL TRANSIT ADMINISTRATION

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State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ ~ $56,826 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Missouri	Joplin, MO	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Missouri	Lee's Summit, MO	1.934	29.740	0.459	0.030	0.888	0.127	0	0
Missouri	St. Joseph, MO-KS	2.172	24.336	10.121	0.903	21.982	4.850	1	56,826
Montana	Billings, MT	3.572	48.749	7.583	0.556	27.083	7.740	0	0
Montana	Great Falls, MT	1.438	18.450	9.220	0.718	13.254	7.125	0	0
Montana	Missoula, MT	4.111	58.441	10.329	0.727	42.461	10.895	0	0
N. Mariana Islands	Saipan, MP	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Nevada	Carson City, NV	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Hampshire	Dover-Rochester, NH-ME	10.957	202.964	4.616	0.249	50.582	2.861	2	113,652
New Hampshire	Manchester, NH	2.618	32.071	3.877	0.316	10.149	3.259	0	0
New Hampshire	Nashua, NH-MA	4.410	55.708	2.303	0.182	10.157	1.979	0	0
New Hampshire	Portsmouth, NH-ME	6.409	100.989	2.748	0.174	17.616	2.155	0	0
New Jersey	Hightstown, NJ	5.835	80.497	0.275	0.020	1.607	0.386	0	0
New Jersey	Vineland, NJ	1.000	15.560	7.122	0.458	7.122	1.388	0	0
New Jersey	Wildwood-North Wildwood-Cape May, NJ	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Mexico	Farmington, NM	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Mexico	Las Cruces, NM	4.060	46.081	5.854	0.516	23.766	7.568	0	0
New Mexico	Santa Fe, NM	2.752	24.242	10.214	1.160	28.110	8.385	1	56,826
New York	Binghamton, NY-PA	3.782	53.370	16.840	1.193	63.688	19.788	3	170,478
New York	Elmira, NY	3.103	60.682	15.869	0.811	49.234	10.365	2	113,652
New York	Glens Falls, NY	3.717	58.478	5.528	0.351	20.544	5.717	0	0
New York	Ithaca, NY	4.172	58.652	36.263	2.580	151.298	59.111	4	227,305
New York	Kingston, NY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New York	Middletown, NY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New York	Saratoga Springs, NY	7.781	122.538	8.049	0.511	62.628	8.861	2	113,652
New York	Utica, NY	2.680	34.305	10.446	0.816	27.997	10.312	1	56,826
North Carolina	Burlington, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Concord, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Gastonia, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Goldsboro, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Greenville, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Hickory, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0

FEDERAL TRANSIT ADMINISTRATION

Table 6

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(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ ~ $56,826 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
North Carolina	High Point, NC	2.740	30.302	5.313	0.480	14.558	5.832	0	0
North Carolina	Jacksonville, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Rocky Mount, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Wilmington, NC	2.930	44.130	8.689	0.577	25.455	9.641	0	0
North Dakota	Bismarck, ND	1.075	14.585	12.354	0.910	13.275	3.960	2	113,652
North Dakota	Fargo, ND-MN	3.962	51.799	7.988	0.611	31.652	9.643	0	0
North Dakota	Grand Forks, ND-MN	0.897	12.713	10.594	0.747	9.499	5.079	0	0
Ohio	Lima, OH	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Ohio	Lorain-Elyria, OH	3.284	54.869	7.515	0.450	24.683	4.099	0	0
Ohio	Mansfield, OH	3.078	32.988	4.134	0.386	12.726	4.172	0	0
Ohio	Middletown, OH	4.714	68.374	2.785	0.192	13.128	2.651	0	0
Ohio	Newark, OH	0.903	15.199	21.883	1.300	19.762	3.800	2	113,652
Ohio	Sandusky, OH	1.272	18.078	6.831	0.481	8.687	1.714	0	0
Ohio	Springfield, OH	3.144	35.395	3.024	0.269	9.508	5.000	0	0
Ohio	Weirton, WV-Steubenville, OH-PA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Oklahoma	Lawton, OK	3.193	47.066	6.656	0.452	21.254	3.934	0	0
Oklahoma	Norman, OK	4.897	53.963	6.124	0.556	29.992	13.193	0	0
Oregon	Bend, OR	0.000	0.000	6.451	0.619	0.000	5.208	0	0
Oregon	Corvallis, OR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Oregon	Medford, OR	2.012	29.283	7.709	0.530	15.507	7.772	0	0
Pennsylvania	Altoona, PA	4.101	53.557	6.844	0.524	28.068	8.556	0	0
Pennsylvania	Erie, PA	3.200	38.303	14.459	1.208	46.262	14.239	2	113,652
Pennsylvania	Hazleton, PA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Pennsylvania	Johnstown, PA	6.997	78.071	9.675	0.867	67.689	16.564	3	170,478
Pennsylvania	Lebanon, PA	2.412	35.813	12.078	0.813	29.127	4.926	2	113,652
Pennsylvania	Monessen, PA	16.238	226.804	4.270	0.306	69.342	2.322	2	113,652
Pennsylvania	Pottstown, PA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Pennsylvania	State College, PA	8.846	108.782	19.839	1.613	175.499	87.006	6	340,958
Pennsylvania	Uniontown-Connellsville, PA	1.143	18.431	23.140	1.436	26.458	4.133	2	113,652
Pennsylvania	Williamsport, PA	6.319	101.964	14.975	0.928	94.634	21.582	4	227,305
Pennsylvania	York, PA	3.453	45.557	13.455	1.020	46.458	10.879	2	113,652
Puerto Rico	Arecibo, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0

FEDERAL TRANSIT ADMINISTRATION

Table 6

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(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ ~ $56,826 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Puerto Rico	Fajardo, PR	6.682	130.422	3.431	0.176	22.926	6.351	2	113,652
Puerto Rico	Florida-Barceloneta-Bajadero, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Puerto Rico	Guayama, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Puerto Rico	Juana Diaz, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Puerto Rico	Mayaguez, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Puerto Rico	Ponce, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Puerto Rico	San German-Cabo Rojo-Sabana Grande, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Puerto Rico	Yauco, PR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Anderson, SC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Florence, SC	2.369	55.225	44.339	1.902	105.030	7.894	3	170,478
South Carolina	Mauldin-Simpsonville, SC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Myrtle Beach, SC	1.925	26.400	7.215	0.526	13.886	2.996	0	0
South Carolina	Rock Hill, SC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Spartanburg, SC	3.220	45.838	12.164	0.854	39.168	5.255	2	113,652
South Carolina	Sumter, SC	4.387	98.246	11.723	0.524	51.436	4.254	0	0
South Dakota	Rapid City, SD	2.777	34.019	6.771	0.553	18.805	4.591	0	0
South Dakota	Sioux Falls, SD	4.183	55.243	10.158	0.769	42.492	7.484	0	0
Tennessee	Bristol, TN-Bristol, VA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Clarksville, TN-KY	3.253	49.221	9.051	0.598	29.444	5.406	0	0
Tennessee	Cleveland, TN	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Jackson, TN	3.008	40.431	11.438	0.851	34.410	7.914	1	56,826
Tennessee	Johnson City, TN	3.741	40.173	5.140	0.479	19.232	5.197	0	0
Tennessee	Kingsport, TN-VA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Morristown, TN	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Murfreesboro, TN	8.968	124.011	0.293	0.021	2.627	0.603	2	113,652
Texas	Abilene, TX	2.501	34.108	9.975	0.732	24.952	5.571	0	0
Texas	Amarillo, TX	1.858	28.848	4.857	0.313	9.025	2.289	0	0
Texas	Beaumont, TX	3.339	47.069	6.224	0.441	20.779	4.715	0	0
Texas	Brownsville, TX	15.492	183.513	6.119	0.517	94.792	10.815	3	170,478
Texas	College Station-Bryan, TX	13.459	278.354	7.394	0.358	99.516	5.714	3	170,478
Texas	Galveston, TX	1.395	15.418	12.652	1.144	17.645	20.429	3	170,478
Texas	Harlingen, TX	0.759	25.890	0.284	0.008	0.215	0.036	0	0

FEDERAL TRANSIT ADMINISTRATION

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	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Texas	Killeen, TX	1.819	31.156	10.328	0.603	18.783	3.063	0	0
Texas	Lake Jackson-Angleton, TX	1.800	35.174	1.433	0.073	2.579	0.142	0	0
Texas	Laredo, TX	6.798	70.609	11.368	1.094	77.273	24.922	3	170,478
Texas	Longview, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	McKinney, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Midland, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Odessa, TX	1.022	15.532	7.656	0.504	7.821	3.886	0	0
Texas	Port Arthur, TX	2.800	43.114	2.974	0.193	8.328	1.225	0	0
Texas	San Angelo, TX	1.355	27.653	10.047	0.492	13.617	3.578	0	0
Texas	Sherman, TX	0.000	0.000	25.862	1.061	0.000	6.297	2	113,652
Texas	Temple, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Texarkana, TX-Texarkana, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Texas City, TX	1.800	35.174	1.175	0.060	2.115	0.116	0	0
Texas	The Woodlands, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Tyler, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Victoria, TX	2.120	23.836	5.867	0.522	12.436	4.036	0	0
Texas	Waco, TX	4.279	63.979	5.655	0.378	24.196	4.149	0	0
Texas	Wichita Falls, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Utah	Logan, UT	5.271	77.939	19.253	1.302	101.478	33.613	4	227,305
Utah	St. George, UT	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Vermont	Burlington, VT	4.779	67.503	16.392	1.161	78.344	20.671	3	170,478
Virgin Islands	Virgin Islands	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Virginia	Blacksburg, VA	7.389	66.934	11.788	1.301	87.097	42.732	4	227,305
Virginia	Charlottesville, VA	5.289	72.226	16.148	1.183	85.413	19.525	3	170,478
Virginia	Danville, VA	0.933	14.283	6.331	0.414	5.908	4.266	0	0
Virginia	Fredericksburg, VA	3.628	68.571	8.479	0.449	30.761	3.140	0	0
Virginia	Harrisonburg, VA	6.771	65.167	9.514	0.989	64.426	28.346	3	170,478
Virginia	Lynchburg, VA	7.078	88.636	11.573	0.924	81.914	14.873	2	113,652
Virginia	Roanoke, VA	5.027	68.351	10.341	0.761	51.984	11.088	0	0
Virginia	Winchester, VA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Washington	Bellingham, WA	4.991	67.696	29.097	2.145	145.216	48.502	4	227,305
Washington	Bremerton, WA	4.734	90.780	33.352	1.739	157.884	28.479	4	227,305

FEDERAL TRANSIT ADMINISTRATION

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	Average for UZAs with populations 200,000 - 999,999	**6.409**	**107.800**	**11.777**	**0.772**	**89.604**	**15.553**		
Washington	Kennewick-Richland, WA	6.725	143.004	56.748	2.669	381.634	31.054	6	340,958
Washington	Longview, WA-OR	4.284	48.778	6.067	0.533	25.994	6.373	0	0
Washington	Marysville, WA	6.743	107.294	8.582	0.539	57.869	8.366	1	56,826
Washington	Mount Vernon, WA	4.184	92.347	29.906	1.355	125.125	10.965	3	170,478
Washington	Olympia-Lacey, WA	6.175	117.403	39.451	2.075	243.599	29.939	5	284,131
Washington	Wenatchee, WA	5.373	99.316	35.050	1.896	188.322	16.379	4	227,305
Washington	Yakima, WA	4.431	78.086	13.100	0.743	58.048	12.713	1	56,826
West Virginia	Charleston, WV	4.186	69.944	14.995	0.897	62.767	12.444	2	113,652
West Virginia	Huntington, WV-KY-OH	3.464	50.656	6.222	0.425	21.552	4.476	0	0
West Virginia	Morgantown, WV	1.293	21.652	17.505	1.045	22.632	13.171	2	113,652
West Virginia	Parkersburg, WV-OH	0.000	0.000	0.000	0.000	0.000	0.000	0	0
West Virginia	Wheeling, WV-OH	2.476	30.995	8.240	0.658	20.398	5.087	0	0
Wisconsin	Appleton, WI	3.322	51.022	9.681	0.630	32.160	6.293	0	0
Wisconsin	Beloit, WI-IL	3.429	53.838	6.070	0.387	20.813	5.353	0	0
Wisconsin	Eau Claire, WI	3.032	44.831	15.430	1.043	46.777	12.627	2	113,652
Wisconsin	Fond du Lac, WI	0.996	12.540	8.042	0.638	8.007	3.794	0	0
Wisconsin	Green Bay, WI	3.622	54.148	9.486	0.634	34.354	9.435	0	0
Wisconsin	Janesville, WI	3.748	57.745	7.241	0.470	27.137	7.525	0	0
Wisconsin	Kenosha, WI	5.251	76.825	10.832	0.740	56.874	15.684	1	56,826
Wisconsin	La Crosse, WI-MN	3.070	40.305	13.981	1.065	42.918	12.951	2	113,652
Wisconsin	Oshkosh, WI	3.091	48.755	16.244	1.030	50.212	16.832	3	170,478
Wisconsin	Racine, WI	4.446	56.082	9.124	0.723	40.568	11.397	0	0
Wisconsin	Sheboygan, WI	2.461	32.565	13.061	0.987	32.138	8.773	2	113,652
Wisconsin	Wausau, WI	3.614	51.849	12.441	0.867	44.964	12.942	2	113,652
Wyoming	Casper, WY	1.000	11.649	6.782	0.582	6.782	2.297	0	0
Wyoming	Cheyenne, WY	1.778	25.999	7.363	0.503	13.089	3.486	0	0
							Total	296	$16,820,536

FEDERAL TRANSIT ADMINISTRATION

TABLE 7

Prior Year Unobligated Section 5308 Clean Fuels Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
FY 2007 Unobligated Allocations				
OH/KY	E2007-CLNF-006	640	Transit Authority of Northern Kentucky-TANK Bus Replacement Project	$476,000
OH/KY	E2007-CLNF-007	641	Transit Authority of River City-New Hybrid Electric Bus	714,000
RI	E2007-CLNF-012	605	Rhode Island, Statewide Bus and Van Replacement	5,500,000
	Subtotal FY 2007 Unobligated Allocations			*$6,690,000*
FY 2008 Unobligated Allocations				
CA	D2008-CLNF-001		Alameda-Contra Costa Transit District (AC Transit) - Facility	4,000,000
CA	D2008-CLNF-002		Los Angeles County Metropolitan Transportation Authority (LACMTA) - Facility	5,500,000
CA	E2008-CLNF-001	611	San Joaquin Region Transit District,California,Hybrid Diesel-Electric Replacem	250,000
DE	E2008-CLNF-003	517	Delaware Statewide Bus and Bus Replacement (with Clean Fuel (hybrid) vehicl	1,141,483
GA	D2008-CLNF-003		Metropolitan Atlanta Rapid Transit Authority (MARTA) - Facility	4,000,000
KY	E2008-CLNF-006	640	Transit Authority of Northern Kentucky-TANK Bus Replacement Project	517,000
KY	E2008-CLNF-007	641	Transit Authority of River City-New Hybrid Electric Buses	776,000
MI	D2008-CLNF-004		Capital Area Transportation Authority (CATA) - Vehicles	1,000,000
NM	E2008-CLNF-008	612	Santa Fe,NM,Trails Bus and Bus Facilities	500,000
NV	E2008-CLNF-009	557	Lake Tahoe,NV MPO Bus Replacement	1,000,000
NY	D2008-CLNF-005		Metropolitan Suburban Bus Authority (MTA Long Island Bus) - Vehicles	3,293,000
NY	D2008-CLNF-006		Niagara Frontier Transportation Authority (NFTA) - Vehicles	2,520,000
PA	D2008-CLNF-007		Pennsylvania DOT for Centre Area Transportation Authority (CATA) - Vehicles	540,000
PA	D2008-CLNF-008		Southeastern Pennsylvania Transportation Authority (SEPTA) - Vehicles	3,000,000
RI	E2008-CLNF-012	605	Rhode Island,Statewide Bus and Van Replacement	6,200,000
TX	E2008-CLNF-014	497	City of El Paso-Sun Metro-Bus Replacements	776,000
TX	E2008-CLNF-016	638	The District,The Woodlands,TX-Bus Replacement Program	259,000
VA	D2008-CLNF-009		Hampton Roads Transit (HRT)- Facility	2,700,000
WA	D2008-CLNF-010		King County Department of Transportation - Metro Transit Division - Vehicles	2,200,000
	Subtotal FY 2008 Unobligated Allocations			*$40,172,483*
	Total Unobligated Allocations			**$ 46,862,483**

FEDERAL TRANSIT ADMINISTRATION

TABLE 8

FY 2009 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L 110-329)

STATE	AREA	APPORTIONMENT
Alaska	Anchorage, AK - Alaska Railroad	$7,134,341
Arizona	Phoenix--Mesa, AZ	1,486,501
California	Antioch, CA	1,449,789
California	Concord, CA	7,305,434
California	Lancaster--Palmdale, CA	1,165,878
California	Los Angeles--Long Beach--Santa Ana, CA	22,815,243
California	Mission Viejo, CA	855,892
California	Oxnard, CA	635,421
California	Riverside--San Bernardino, CA	2,240,874
California	Sacramento, CA	1,881,089
California	San Diego, CA	8,144,838
California	San Francisco--Oakland, CA	36,524,130
California	San Jose, CA	7,963,049
California	Stockton, CA	864,272
California	Thousand Oaks, CA	352,697
Colorado	Denver--Aurora, CO	3,233,888
Connecticut	Hartford, CT	864,881
Connecticut	Southwestern Connecticut	19,022,344
District of Columbia	Washington, DC--VA--MD	42,566,032
Florida	Jacksonville, FL	189,959
Florida	Miami, FL	10,696,680
Florida	Orlando, FL	93,287
Florida	Tampa--St. Petersburg, FL	75,374
Georgia	Atlanta, GA	14,398,540
Hawaii	Honolulu, HI	824,513
Illinois	Chicago, IL--IN	71,547,932
Illinois	Round Lake Beach-McHenry-Grayslake, IL-WI	1,274,779
Indiana	South Bend, IN--MI	436,779
Louisiana	New Orleans, LA	1,530,177
Massachusetts	Boston, MA	37,866,686
Massachusetts	Worcester, MA-CT	553,993
Maryland	Baltimore Commuter Rail	9,905,402
Maryland	Baltimore, MD	5,503,864
Michigan	Detroit, MI	328,204
Minnesota	Minneapolis--St. Paul, MN	4,814,212
Missouri	Kansas City, MO--KS	17,218
Missouri	St. Louis, MO--IL	3,402,945
North Carolina	Charlotte, NC--SC	98,980
New Jersey	Atlantic City, NJ	624,076
New Jersey	Northeastern New Jersey	45,241,755
New Jersey	Trenton, NJ	849,332
New York	Buffalo, NY	670,532
New York	New York	188,875,016
New York	Poughkeepsie-Newburgh, NY	1,202,787
Ohio	Cleveland, OH	5,932,637
Ohio	Dayton, OH	2,736,593
Oregon	Portland, OR--WA	4,359,218
Pennsylvania	Harrisburg, PA	499,152
Pennsylvania	Lancaster, PA	1,452,393
Pennsylvania	Philadelphia, PA-NJ-DE-MD	45,733,090
Pennsylvania	Pittsburgh, PA	9,473,866
Puerto Rico	San Juan, PR	1,243,363
Rhode Island	Providence, RI--MA	1,313,187
Tennessee	Chattanooga, TN--GA	43,462
Tennessee	Memphis, TN--MS--AR	224,534
Texas	Dallas--Fort Worth--Arlington, TX	4,217,743
Texas	Houston, TX	4,649,641
Utah	Salt Lake City, UT	1,258,796
Virginia	Virginia Beach, VA	649,398
Washington	Seattle, WA	16,081,151
Wisconsin	Madison, WI	382,123
Wisconsin	Milwaukee, WI	149,580
West Virginia	Morgantown, WV	574,888
	TOTAL	**$668,504,430**

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2009 FIXED GUIDEWAY MODERNIZATION PROGRAM APPORTIONMENT FORMULA

Tier 1 First $497,700,000 to the following areas:

Baltimore	$	8,372,000
Boston	$	38,948,000
Chicago/N.W. Indiana	$	78,169,000
Cleveland	$	9,509,500
New Orleans	$	1,730,588
New York	$	176,034,461
N. E. New Jersey	$	50,604,653
Philadelphia/So. New Jersey	$	58,924,764
Pittsburgh	$	13,662,463
San Francisco	$	33,989,571
SW Connecticut	$	27,755,000

Tier 2 Next $70,000,000 as follows: Tier 2(A): 50 percent is allocated to areas identified in Tier 1; Tier 2(B): 50 percent is allocated to other urbanized areas with fixed guideway tiers in operation at least seven years. Funds are allocated by the Urbanized Area Formula Program fixed guideway tier formula factors that were used to apportion funds for the fixed guideway modernization program in FY 1997.

Tier 3 Next $5,700,000 as follows: Pittsburgh 61.76%; Cleveland 10.73%; New Orleans 5.79%; and 21.72% is allocated to all other areas in Tier 2(B) by the same fixed guideway tier formula factors used in fiscal year 1997.

Tier 4 Next $186,600,000 as follows: All eligible areas using the same year fixed guideway tier formula factors used in fiscal year 1997.

Tier 5 Next $70,000,000 as follows: 65% to the 11 areas identified in Tier 1, and 35% to all other areas using the most current Urbanized Area Formula Program fixed guideway tier formula factors. Any segment that is less than 7 years old in the year of the apportionment will be deleted from the database.

Tier 6 Next $50,000,000 as follows: 60% to the 11 areas identified in Tier 1, and 40% to all other areas using the most current Urbanized Area Formula Program fixed guideway tier formula factors. Any segment less than 7 years old in the year of the apportionment will be deleted from the database.

Tier 7 Remaining amounts as follows: 50% to the 11 areas identified in Tier 1, and 50% to all other areas using the most current Urbanized Area Formula Program fixed guideway formula factors. Any segment that is less than 7 years old in the year of the apportionment will be deleted from the database.

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
FY 2006 Extended Allocations				
ID	E2006-BUSP-369	176	Boise, ID-Multimodal facility	$456,607
ID	E2006-BUSP-374	652	Valley Regional Transit, ID-Downtown Boise Multimodal	1,315,710
	Subtotal FY 2006 Extended Allocations			*$1,772,317*
FY 2007 Unobligated Allocations				
AK	E2007-BUSP-0003	422	C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK	$1,200,000
AK	E2007-BUSP-0005	541	Hoonah, AK-Intermodal Ferry Dock	476,000
AK	E2007-BUSP-0006	416	Improve marine inter-modal facilities in Ketchikan	923,800
AK	E2007-BUSP-0008	236	Juneau, Alaska-transit bus acquisition and transit center	360,000
AK	E2007-BUSP-0009	550	Juneau-Transit Bus Acquisition and Transit Center	357,000
AK	E2007-BUSP-0013	596	North Slope Borough, AK-Transit Purposes	476,000
AK	E2007-BUSP-0016	664	Wrangell, AK-Ferry Infrastructure	238,000
AL	E2007-BUSP-0017	461	Alabama Institute for Deaf and Blind-Bus project	119,000
AL	E2007-BUSP-0019	437	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	80,256
AL	E2007-BUSP-0020	469	Auburn University-Intermodal Parking Garage	952,000
AL	E2007-BUSP-0025	504	City of Montgomery, AL-Montgomery Airport Intermodal Center	952,000
AL	E2007-BUSP-0028	534	Gulf Shores, AL-Community Bases	238,000
AL	E2007-BUSP-0029	582	Mobile County, AL Commission-Bus project	119,000
AL	E2007-BUSP-0030	644	University of Alabama in Birmingham Intermodal Facility	1,666,000
AR	E2007-BUSP-0035	487	Central Arkansas Transit Authority Facility Upgrades	550,000
CA	D2007-BUSP-002		San Francisco - Urban Partnership Agreement	58,000,000
CA	E2007-BUSP-0048	76	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	401,280
CA	E2007-BUSP-0051	396	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	50,160
CA	E2007-BUSP-0052	190	Calexico, CA Purchase new buses for the Calexico Transit System	60,192
CA	E2007-BUSP-0060	17	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	200,640
CA	E2007-BUSP-0062	339	East San Diego County, California-Bus Maintenance Facility Expansion	401,280
CA	E2007-BUSP-0067	212	Glendale, CA Construction of Downtown Streetcar Project	200,640
CA	E2007-BUSP-0070	276	Long Beach Transit, Long Beach, California, for the purchase of transit vehicles and enhancement para-transit and senior transportation serv	133,760
CA	E2007-BUSP-0071	332	Long Beach, CA Park and Ride Facility	200,640
CA	E2007-BUSP-0081	6	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles	158,506
CA	E2007-BUSP-0083	566	Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus System Expansion	550,000
CA	E2007-BUSP-0086	266	Martinez, CA Inter-modal Facility Restoration	300,960
CA	E2007-BUSP-0087	285	Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	3,009,600
CA	E2007-BUSP-0088	39	Monrovia, California-Transit Village Project	601,920
CA	E2007-BUSP-0094	92	Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	160,512
CA	E2007-BUSP-0104	1216	Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center	300,960
CA	E2007-BUSP-0105	251	Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Tran	160,512
CA	E2007-BUSP-0108	189	Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service	401,280
CA	E2007-BUSP-0109	84	Sacramento, CA Construct intermodal station and related improvements	1,404,480
CA	E2007-BUSP-0112	314	San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive)	60,192
CA	E2007-BUSP-0114	127	San Fernando, CA Purchase CNG buses and related equipment and construct facilities	609,946
CA	E2007-BUSP-0118	381	San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community	827,640
CA	E2007-BUSP-0123	147	Santa Barbara, CA-Expansion of Regional Intermodal Transit Center	60,192
CA	E2007-BUSP-0124	364	Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	200,640
CA	E2007-BUSP-0128	401	South Pasadena, CA Silent Night Grade Crossing Project	180,576
CA	E2007-BUSP-0131	315	Temecula, California-Intermodal Transit Facility	100,320
CA	E2007-BUSP-0136	83	Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses	401,280
CO	E2007-BUSP-0137	449	City of Aspen, CO Bus and Bus Facilities	140,448
CO	E2007-BUSP-0138	448	City of Durango, CO Bus and Bus Facilities	50,160
CO	E2007-BUSP-0139	509	Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities	1,341,187
CO	E2007-BUSP-0140	518	Denver Regional Transit District-Bus Maintenance Facility	714,000
CO	E2007-BUSP-0141	520	Denver Regional Transit District-Denver Union Station Multimodal Renovations	476,000
CO	E2007-BUSP-0143	167	Denver, CO Denver Union Station Inter-modal Center	1,103,520
CO	E2007-BUSP-0146	188	Mountain Express, Crested Butte, CO Bus and Bus Facilities	100,320
CT	E2007-BUSP-0152	44	Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility	100,320
CT	E2007-BUSP-0153	478	Bridgeport, CT Facility Expansion/Improvement	400,000
CT	E2007-BUSP-0155	523	Downtown Middletown, CT, Transportation Infrastructure Improvement Project	2,150,000
CT	E2007-BUSP-0156	218	Enfield, Connecticut-intermodal station	601,920
CT	E2007-BUSP-0158	267	Middletown, CT Construct intermodal center	300,960
CT	E2007-BUSP-0160	269	New London, Connecticut-Intermodal Transportation Center and Streetscapes	100,320
CT	E2007-BUSP-0161	369	Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility	100,320
CT	E2007-BUSP-0162	131	Stonington and Mystic, Connecticut-Intermodal Center parking facility and Streetscape	489,562

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
CT	E2007-BUSP-0163	32	Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District)	401,280
CT	E2007-BUSP-0165	657	Waterbury, CT Bus Maintenance Facility	2,300,000
FL	E2007-BUSP-0167	470	Bay County, FL - Transit Facility	476,000
FL	E2007-BUSP-0168	297	Broward County, FL - Purchase Buses and construct bus facilities	401,280
FL	E2007-BUSP-0169	69	Broward County, FL Buses & Bus Facilities	1,304,160
FL	E2007-BUSP-0170	479	Broward County-Bus and Bus Facilities	476,000
FL	E2007-BUSP-0171	117	Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road	100,320
FL	E2007-BUSP-0172	439	Central Florida Commuter Rail intermodal facilities	1,003,200
FL	E2007-BUSP-0173	453	Central Florida Commuter Rail Intermodal Facilities	720,000
FL	E2007-BUSP-0175	498	City of Gainesville Regional Transit System-Facility Expansion	238,000
FL	E2007-BUSP-0177	23	Construct intermodal transportation & parking facility, City of Winter Park, Florida	100,320
FL	E2007-BUSP-0178	80	Flagler County, Florida-bus facility	60,192
FL	E2007-BUSP-0180	344	Gainesville, FL Bus Facility Expansion	802,560
FL	E2007-BUSP-0189	558	Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs	476,000
FL	E2007-BUSP-0192	308	Miami Dade, FL N.W. 7th Avenue Transit Hub	601,920
FL	E2007-BUSP-0193	211	Miami-Dade County, Florida-buses and bus facilities	1,203,840
FL	E2007-BUSP-0194	432	Miami-Dade County, Florida-buses and bus facilities	802,560
FL	E2007-BUSP-0195	133	Miami-Dade County, Florida-Transit Security System	599,914
FL	E2007-BUSP-0196	580	Miami-Dade Transit 7th Avenue NW Transit Hub	238,000
FL	E2007-BUSP-0197	454	Miami-Dade Transit Dadeland South Intermodal Center	480,000
FL	E2007-BUSP-0205	415	Purchase Buses and construct bus facilities in Broward County, FL	451,440
FL	E2007-BUSP-0206	420	Purchase Buses and construct bus facilities in Broward County, FL	401,280
FL	E2007-BUSP-0208	623	South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility	476,000
FL	E2007-BUSP-0210	31	St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements	200,640
FL	E2007-BUSP-0211	390	St. Lucie County, FL Purchase Buses	200,640
GA	E2007-BUSP-0214	355	Albany, GA Bus replacement	60,192
GA	E2007-BUSP-0215	255	Albany, GA Multimodal Facility	160,512
GA	E2007-BUSP-0217	247	Atlanta, GA Inter-modal Passenger Facility Improvements	401,280
GA	E2007-BUSP-0221	91	Columbus, GA Bus replacement	60,192
GA	E2007-BUSP-0222	510	Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility	405,000
GA	E2007-BUSP-0223	49	Columbus, Georgia-Buses & Bus Facilities	194,420
GA	E2007-BUSP-0224	530	Georgia Department of Transportation-Georgia Statewide Bus and Bus Facilities	1,817,644
GA	E2007-BUSP-0225	60	Georgia Statewide Bus Program	40,128
GA	E2007-BUSP-0228	406	Moultrie, GA Inter-modal facility	60,192
GA	E2007-BUSP-0230	256	Savannah, GA Bus and Bus Facilities-Chatham Area Transit	1,003,200
GA	E2007-BUSP-0232	206	Sylvester, GA Inter-modal Facility	40,128
IA	E2007-BUSP-0236	475	Black Hawk County, IA UNI Multimodal Project	714,000
ID	E2007-BUSP-0239	176	Boise, ID-Multimodal facility	902,880
ID	E2007-BUSP-0241	652	Valley Regional Transit, ID-Downtown Boise Multimodal	1,381,000
IL	E2007-BUSP-0242	433	Centralia, Illinois-South Central Mass Transit District Improvements	80,256
IL	E2007-BUSP-0243	226	Champaign, IL-Construct park and ride lot with attached daycare facility	300,960
IL	E2007-BUSP-0259	632	Springfield, IL, Multimodal Transit Terminal	1,100,000
IN	E2007-BUSP-0263	109	Bloomington, IN-Bus and transfer facility	965,078
IN	E2007-BUSP-0264	529	Gary, Indiana, Gary Airport Station Modernization and Shuttle Service Project	400,000
IN	E2007-BUSP-0266	235	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	1,003,200
IN	E2007-BUSP-0267	5	Indianapolis, IN Downtown Transit Center	2,808,960
IN	E2007-BUSP-0268	220	Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality	401,280
IN	E2007-BUSP-0271	546	Ivy Tech State College, Indiana Multimodal Center	200,000
KY	E2007-BUSP-0280	639	Transit Authority of Lexington, KY-Rehabilitation of Building for Maintenance and Administration	952,000
LA	E2007-BUSP-0281	484	Capital Area Transit System-Baton Rouge BRT	714,000
LA	E2007-BUSP-0287	170	Louisiana-Construct pedestrian walkways between Caddo St. and Milam St. along Edwards St. in Shreveport, LA	203,640
MA	E2007-BUSP-0298	59	Beverly, MA Design and Construct Beverly Deport Intermodal Transportation Center	401,280
MA	E2007-BUSP-0302	124	Haverhill, MA Design and Construct Inter-modal Transit Parking Improvements	1,123,584
MA	E2007-BUSP-0303	21	Hingham, MA Hingham Marine Intermodal Center Improvements· Enhance public transportation infrastructure/parking	1,805,760
MA	E2007-BUSP-0307	42	Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility	401,280
MA	E2007-BUSP-0308	257	Newburyport, MA Design and Construct Intermodal Facility	401,280
MA	E2007-BUSP-0310	161	Revere, MA Inter-modal transit improvements in the Wonderland station (MBTA) area	361,152
MA	E2007-BUSP-0311	88	Rockport, MA Rockport Commuter Rail Station Improvements	551,760
MA	E2007-BUSP-0312	370	Salem, MA Design and Construct Salem Intermodal Transportation Center	401,280
MA	E2007-BUSP-0313	205	Woburn, MA Construction of an 89 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square	361,152
MA	E2007-BUSP-0647		Massachusetts Bay Transportation Authority Ferry System	1,603,000
MD	E2007-BUSP-0314	122	Baltimore, MD Construct Intercity Bus Intermodal Terminal	1,003,200
MD	E2007-BUSP-0318	573	Maryland Statewide Bus Facilities and Buses	1,568,416
MD	E2007-BUSP-0320	214	Mount Rainier, MD Intermodal and Pedestrian Project	90,288
MI	E2007-BUSP-0330	319	Detroit Bus Maintenance Facility	1,805,760
MI	E2007-BUSP-0335	9	Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 buses	902,880
MN	E2007-BUSP-0349	577	Metro Transit/Metropolitan Council, MN-Bus/Bus Capital	1,714,217
MN	E2007-BUSP-0350	185	St Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor	216,160

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
MS	E2007-BUSP-0357	130	Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./DARTS transit service	30,096
MS	E2007-BUSP-0358	547	Jackson State University, MS-Busing Project	1,190,000
NC	E2007-BUSP-0362	490	Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station	2,380,000
NC	E2007-BUSP-0363	217	Charlotte, NC Construct Charlotte Multimodal Station	1,564,992
NC	E2007-BUSP-0365	228	Charlotte, North Carolina-Multimodal Station	802,560
NC	E2007-BUSP-0366	154	City of Greenville, NC Expansion Buses and Greenville Intermodal Center	715,081
NC	E2007-BUSP-0368	302	Greensboro, North Carolina-Piedmont Authority for Regional Transportation Multimodal Transportation Center	2,512,013
NC	E2007-BUSP-0369	52	Greensboro, North Carolina-Replacement buses	1,159,699
ND	E2007-BUSP-0376	595	North Dakota Department of Transportation/Statewide Bus	786,036
NE	E2007-BUSP-0378	160	Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility	401,280
NE	E2007-BUSP-0379	586	Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE	476,000
NE	E2007-BUSP-0380	587	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	952,000
NH	E2007-BUSP-0383	418	Windham, New Hampshire--Construction of Park and Ride Bus facility at Exit 3	742,368
NJ	E2007-BUSP-0386	28	Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill	200,640
NJ	E2007-BUSP-0391	38	Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop	401,280
NJ	E2007-BUSP-0399	618	South Brunswick, NJ Transit System	1,000,000
NJ	E2007-BUSP-0402	181	Trenton, NJ Development of Trenton Trolley System	200,640
NJ	E2007-BUSP-0650		Camden, NJ Ferry System	1,000,000
NM	E2007-BUSP-0405	562	Las Cruces, NM, Road Runner Bus and Bus Facilities	58,730
NY	E2007-BUSP-0416	20	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	200,640
NY	E2007-BUSP-0417	279	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	200,640
NY	E2007-BUSP-0419	338	Bronx, NY Intermodal Facility near Exit 6. of the Bronx River Parkway	50,160
NY	E2007-BUSP-0421	10	Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo	87,780
NY	E2007-BUSP-0427	192	Buffalo, NY Inter-modal Center Parking Facility	200,640
NY	E2007-BUSP-0428	245	Bus to provide York-town, New York internal circulator to provide transportation throughout the Town	37,118
NY	E2007-BUSP-0429	230	Construction of Third Bus Depot on Staten Island	2,407,680
NY	E2007-BUSP-0430	146	Cooperstown, New York-Intermodal Transit Center	1,003,200
NY	E2007-BUSP-0431	363	Corning, New York-Transportation Center	1,003,200
NY	E2007-BUSP-0432	512	Transportation Center Enhancements, Corning, NY	450,000
NY	E2007-BUSP-0434	300	Geneva, New York-Multimodal facility-Construct passenger rail center	100,320
NY	E2007-BUSP-0435	317	Jamestown, NY Rehabilitation of Intermodal Facility and associated property	141,994
NY	E2007-BUSP-0437	368	Nassau County, NY Conduct planning and engineering for transportation system (HUB)	1,404,480
NY	E2007-BUSP-0438	585	Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HUB)	1,200,000
NY	E2007-BUSP-0441	590	New York City, NY, Bronx Zoo Intermodal Facility	450,000
NY	E2007-BUSP-0444	593	New York, Improvements to Moynihan Station	1,200,000
NY	E2007-BUSP-0446	373	Niagara Frontier Transportation Authority, NY Replacement Buses	200,640
NY	E2007-BUSP-0448	379	Ramapo, NY Transportation Safety Field Bus	50,160
NY	E2007-BUSP-0449	252	Rochester, New York-Renaissance Square transit center	902,880
NY	E2007-BUSP-0450	430	Rochester, New York-Renaissance Square Transit Center	451,440
NY	E2007-BUSP-0451	607	Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction	1,400,000
NY	E2007-BUSP-0453	386	Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch	922,944
NY	E2007-BUSP-0454	353	Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport	56,179
NY	E2007-BUSP-0457	289	Town of Warwick, NY Bus Facility Warwick Transit System	110,352
NY	E2007-BUSP-0458	451	Utica, New York Transit Multimodal Facilities	1,200,000
NY	E2007-BUSP-0652		Staten Island Ferry	1,000,000
OH	E2007-BUSP-0468	89	Cincinnati, Ohio-Metro Regional Transit Hub Network Eastern Neighborhoods	185,592
OH	E2007-BUSP-0471	179	Cleveland, OH Construct passenger inter-modal center near Dock 32	172,550
OH	E2007-BUSP-0472	411	Cleveland, OH Construction of an inter-modal facility and related improvements at University Hospitals facility on Euclid Avenue	200,640
OH	E2007-BUSP-0475	198	Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility	902,880
OH	E2007-BUSP-0483	309	Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub	410,911
OH	E2007-BUSP-0484	349	Kent, OH Construct Kent State University Intermodal Facility serving students and the general public	200,640
OH	E2007-BUSP-0485	104	Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic	100,320
OH	E2007-BUSP-0487	87	Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit	40,128
OH	E2007-BUSP-0490	64	Zanesville, OH-bus system signage and shelters	16,302
OR	E2007-BUSP-0500	168	Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements	594,621
PA	E2007-BUSP-0510	456	Altoona Multimodal Transportation Facility Parking Garage	240,000
PA	E2007-BUSP-0514	481	Butler Township, PA-Cranbury Area Transit Service	626,980
PA	E2007-BUSP-0519	513	County of Lackawanna Transit System-Scranton Intermodal Transportation Center	238,000
PA	E2007-BUSP-0521	81	Easton, Pennsylvania-Design and construct Intermodal Transportation Center	401,280
PA	E2007-BUSP-0522	524	Erie, PA Metropolitan Transit Authority-Bus Acquisitions	238,000
PA	E2007-BUSP-0523	431	Erie, PA-EMTA Vehicle Acquisition	401,280
PA	E2007-BUSP-0524	331	Gettysburg, Pennsylvania-transit transfer center	180,375
PA	E2007-BUSP-0533	201	Philadelphia, PA Cruise Terminal Transportation Ctr Phila Naval Shipyard	702,240
PA	E2007-BUSP-0534	137	Philadelphia, PA Improvements to the existing Penns Landing Ferry Terminal	802,560
PA	E2007-BUSP-0535	413	Philadelphia, PA Penns Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction	220,704

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
PA	E2007-BUSP-0536	22	Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements &	1,003,200
PA	E2007-BUSP-0537	274	Philadelphia, PA SEPTAs Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements	280,896
PA	E2007-BUSP-0538	316	Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility	802,560
PA	E2007-BUSP-0540	397	Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility	401,280
PA	E2007-BUSP-0543	424	Sharon, PA-Bus Facility Construction	100,320
PA	E2007-BUSP-0546	628	Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal	586,930
PA	E2007-BUSP-0547	642	Transit Authority of Warren County, PA-Impact Warren	238,000
PA	E2007-BUSP-0551	662	Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	714,000
PA	E2007-BUSP-0552	65	York, Pennsylvania-Rabbit Transit facilities and communications equipment	555,873
PA	E2007-BUSP-0653		Philadelphia Penn's Landing Ferry System	1,000,000
PR	E2007-BUSP-0553	128	Bayamon, Puerto Rico-bus terminal	120,384
PR	E2007-BUSP-0554	421	Bayamon, Puerto Rico-Purchase of Trolley Cars	170,544
PR	E2007-BUSP-0559	58	Yabucoca, Puerto Rico-Trolley Buses	35,112
RI	E2007-BUSP-0562	115	Rhode Island Statewide Bus Fleet	1,203,840
SC	E2007-BUSP-0564	619	South Carolina Department of Transportation-Transit Facilities Construction Program	476,000
SD	E2007-BUSP-0566	621	South Dakota Department of Transportation-Statewide Buses and Bus Facilities	431,872
TN	E2007-BUSP-0573	30	Sevier County, Tennessee-US. 441 bus rapid transit	50,160
TN	E2007-BUSP-0574	636	Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement Project	2,147,723
TX	E2007-BUSP-0576	426	Abilene, TX Vehicle replacement and facility improvements for transit system	80,256
TX	E2007-BUSP-0581	455	Carrollton, Texas Downtown Regional Multimodal Transit Hub	240,000
TX	E2007-BUSP-0585	515	Dallas Area Rapid Transit-Bus passenger Facilities	238,000
TX	E2007-BUSP-0586	336	Dallas, TX Bus Passenger Facilities	2,568,192
TX	E2007-BUSP-0590	561	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	714,000
TX	E2007-BUSP-0591	24	Roma, TX Bus Facility	105,336
UT	E2007-BUSP-0597	651	Utah Statewide Bus and Bus Facilities	1,273,777
VA	E2007-BUSP-0599	232	Alexandria, VA Royal Street Bus Garage Replacement	100,320
VA	E2007-BUSP-0603	157	Bealeton, Virginia-Intermodal Station Depot Refurbishment	55,176
VA	E2007-BUSP-0604	492	City of Alexandria, VA-City-Wide Transit Improvements	238,000
VA	E2007-BUSP-0606	494	City of Alexandria, VA-Replace Royal Street Bus Garage	714,000
VA	E2007-BUSP-0608	511	Commonwealth of Virginia-Statewide Bus Capital Program	1,465,060
VA	E2007-BUSP-0614	535	Hampton Roads Transit, VA-Southside Bus Facility	238,000
VA	E2007-BUSP-0615	391	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	401,280
VA	E2007-BUSP-0616	354	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	351,120
VA	E2007-BUSP-0617	68	Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities	652,080
VA	E2007-BUSP-0621	434	Roanoke, VA-Bus restoration in the City of Roanoke	50,160
VA	E2007-BUSP-0622	312	Roanoke, Virginia-Improve Virginian Railway Station	50,160
VA	E2007-BUSP-0623	305	Roanoke, Virginia-Intermodal Facility	40,128
VA	E2007-BUSP-0624	361	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	100,320
VT	E2007-BUSP-0625	477	Brattleborough, VT, Intermodal Center	200,000
WA	E2007-BUSP-0630	337	Island Transit, WA Operations Base Facilities Project	481,536
WA	E2007-BUSP-0633	333	Oak Harbor, WA Multimodal Facility	200,640
WA	E2007-BUSP-0638	655	Washington, King Street Transportation Center-Intercity Bus Terminal Component	60,000
WV	E2007-BUSP-0643	73	West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of P L.. 105-17	4,815,360
WY	E2007-BUSP-0645	665	Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities	420,386
	Subtotal FY 2007 Unobligated Allocations			*$197,666,184*
FY 2008 Unobligated Allocations				
AK	E2008-BUSP-0002	466	Anchorage-Transit Needs	$259,000
AK	E2008-BUSP-0003	422	C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK	1,300,000
AK	E2008-BUSP-0005	541	Hoonah, AK-Intermodal Ferry Dock	517,000
AK	E2008-BUSP-0006	416	Improve marine dry-dock in Ketchikan	3,640,000
AK	E2008-BUSP-0008	236	Juneau, Alaska-transit bus acquisition and transit center	390,000
AK	E2008-BUSP-0009	550	Juneau-Transit Bus Acquisition and Transit Center	388,000
AK	E2008-BUSP-0013	596	North Slope Borough, AK-Transit Purposes	517,000
AK	E2008-BUSP-0014	597	North Star Borough, AK-Transit Purposes	259,000
AK	E2008-BUSP-0015	616	Sitka, Alaska-Transit Needs	5,000
AK	E2008-BUSP-0016	664	Wrangell, AK-Ferry Infrastructure	259,000
AK	E2008-BUSP-0653		Statewide Bus and Bus Facilities Enhancements	367,500
AL	E2008-BUSP-0017	461	Alabama Institute for Deaf and Blind-Bus project	129,000
AL	E2008-BUSP-0019	437	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	86,944
AL	E2008-BUSP-0020	469	Auburn University-Intermodal Parking Garage	1,035,000
AL	E2008-BUSP-0025	504	City of Montgomery, AL-Montgomery Airport Intermodal Center	1,035,000
AL	E2008-BUSP-0028	534	Gulf Shores, AL-- Bus and Bus facilities	259,000
AL	E2008-BUSP-0029	582	Mobile County, AL Commission-Bus project	129,000
AL	E2008-BUSP-0030	644	University of Alabama in Birmingham Intermodal Facility	1,811,000
AL	E2008-BUSP-0034	650	US Space and Rocket Center, AL-Tramway Expansion	259,000
AL	E2008-BUSP-0654		Alabama Senior Transportation Program	686,000
AL	E2008-BUSP-0655		Birmingham Intermodal Transit Facility	392,000

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
AL	E2008-BUSP-0656		City of Mobiles Transit System	1,372,000
AL	E2008-BUSP-0657		Huntsville, AL Multimodal Dallas Branch	1,225,000
AR	E2008-BUSP-0035	487	Central Arkansas Transit Authority, Bus Acquisition	750,000
AZ	D2008-BUSP-001		City of Tucson	3,000,000
AZ	D2008-BUSP-002		Regional Public Transportation Authority, Valley Metro (Phoenix)	3,000,000
AZ	E2008-BUSP-0040	47	Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride)	217,360
AZ	E2008-BUSP-0041	346	Phoenix, AZ Construct metro bus facility in Phoenix's West Valley	1,086,800
AZ	E2008-BUSP-0042	150	Phoenix, AZ Construct regional heavy bus maintenance facility	217,360
AZ	E2008-BUSP-0043	26	Scottsdale, Arizona-Plan, design, and construct intermodal center	543,400
AZ	E2008-BUSP-0044	203	Tempe, Arizona-Construct East Valley Metro Bus Facility	1,412,840
AZ	E2008-BUSP-0659		Bus Expansion--Phoenix, Avondale, Glendale	245,000
AZ	E2008-BUSP-0660		Buses and Bus Maintenance Facility, Tucson	980,000
AZ	E2008-BUSP-0661		Construction of Intermodal Center, Scottsdale	196,000
AZ	E2008-BUSP-0662		East Valley Bus Maintenance Facility, Tempe	392,000
AZ	E2008-BUSP-0663		Main Street Bus Rapid Transit Buses, Mesa	490,000
AZ	E2008-BUSP-0664		Phoenix Regional Heavy Bus Maintenance Facility	490,000
AZ	E2008-BUSP-0665		Phoenix/Glendale West Valley Operating Facility	735,000
CA	E2008-BUSP-0046	288	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	434,720
CA	E2008-BUSP-0048	76	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	434,720
CA	E2008-BUSP-0051	396	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	54,340
CA	E2008-BUSP-0052	190	Calexico, CA Purchase new buses for the Calexico Transit System	65,208
CA	E2008-BUSP-0059	207	Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	154,922
CA	E2008-BUSP-0060	17	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	217,360
CA	E2008-BUSP-0061	11	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	202,214
CA	E2008-BUSP-0062	339	East San Diego County, California-Bus Maintenance Facility Expansion	434,720
CA	E2008-BUSP-0063	101	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	217,360
CA	E2008-BUSP-0064	222	Escondido, CA-Construct Bus Maintenance Facility	108,680
CA	E2008-BUSP-0066	260	Gardena, CA Purchase of alternative fuel buses for service expansion, on-board security system and bus facility training equipment	1,332,417
CA	E2008-BUSP-0067	212	Glendale, CA Construction of Downtown Streetcar Project	217,360
CA	E2008-BUSP-0070	276	Long Beach Transit, Long Beach, California, for the purchase of transit vehicles and enhancement para-transit and senior transportation service	144,906
CA	E2008-BUSP-0071	332	Long Beach, CA Park and Ride Facility	217,360
CA	E2008-BUSP-0076	223	Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus l	326,040
CA	E2008-BUSP-0077	307	Los Angeles, CA Improve safety, mobility and access between LATTC, Metro line and nearby bus stops on Grand Ave between Washington and 23rd	108,680
CA	E2008-BUSP-0081	6	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles	171,714
CA	E2008-BUSP-0082	567	Los Angeles, CA, Fly-Away Bus System Expansion	600,000
CA	E2008-BUSP-0083	566	Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus System Expansion	600,000
CA	E2008-BUSP-0086	266	Martinez, CA Inter-modal Facility Restoration	326,040
CA	E2008-BUSP-0087	285	Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	3,260,400
CA	E2008-BUSP-0088	39	Monrovia, California-Transit Village Project	652,080
CA	E2008-BUSP-0089	200	Montebello, CA Bus Lines Bus Fleet Replacement Project	152,152
CA	E2008-BUSP-0090	321	Monterey Park, CA Catch Basins at Transit Stop Installation	69,555
CA	E2008-BUSP-0091	191	Monterey Park, CA Safety improvements at a bus stop including creation of bus loading areas and street improvements	347,776
CA	E2008-BUSP-0092	375	Monterey, CA Purchase bus equipment	217,360
CA	E2008-BUSP-0093	43	Needles, California-El Garces Intermodal Facility	434,720
CA	E2008-BUSP-0094	92	Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	173,888
CA	E2008-BUSP-0097	173	Ontario, CA Construct Omnitrans Transcenter	217,360
CA	E2008-BUSP-0101	45	Palm Springs, California-Sunline Transit bus purchase	108,680
CA	E2008-BUSP-0102	70	Palm Springs, California-Sunline Transit· CalStrat-Weststart fuel cell bus program	217,360
CA	E2008-BUSP-0104	116	Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center	326,040
CA	E2008-BUSP-0105	251	Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Tran	173,888
CA	E2008-BUSP-0107	171	Riverside, California-RTA Advanced Traveler Information System	108,680
CA	E2008-BUSP-0108	189	Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service	434,720
CA	E2008-BUSP-0109	84	Sacramento, Improvements to the existing Sacramento Intermodal Facility (Sacramento Valley Station)	1,521,520
CA	E2008-BUSP-0110	253	San Bernardino, CA Implement Santa Fe Depot improvements in San Bernardino	108,680
CA	E2008-BUSP-0111	282	San Diego, CA Completion of San Diego Joint Transportation Operations Center (JTOC)	434,720
CA	E2008-BUSP-0112	314	San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive)	65,208
CA	E2008-BUSP-0114	127	San Fernando, CA Purchase CNG buses and related equipment and construct facilities	660,774
CA	E2008-BUSP-0118	381	San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community	896,610
CA	E2008-BUSP-0123	147	Santa Barbara, CA-Expansion of Regional Intermodal Transit Center	65,208
CA	E2008-BUSP-0124	364	Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	217,360
CA	E2008-BUSP-0128	401	South Pasadena, CA Silent Night Grade Crossing Project	195,624

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
CA	E2008-BUSP-0129	383	South San Francisco, CA Construction of Ferry Terminal at Oyster Point in South San Francisco to the San Francisco Bay Water Transit Authority	1,032,460
CA	E2008-BUSP-0131	315	Temecula, California-Intermodal Transit Facility	108,608
CA	E2008-BUSP-0132	85	Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement buses	652,080
CA	E2008-BUSP-0134	35	Union City, CA Inter-modal Station, Phase 1. Modify BART station	923,780
CA	E2008-BUSP-0135	195	Woodland Hills, CA Los Angeles Pierce College Bus Rapid Transit Station Extension	217,360
CA	E2008-BUSP-0136	83	Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses	434,720
CA	E2008-BUSP-0645		San Francisco Water Transit Authority	2,500,000
CA	E2008-BUSP-0666		Anaheim Regional Intermodal Center, Orange County	588,000
CA	E2008-BUSP-0668		Beach Cities Transit Equipment, Redondo Beach	490,000
CA	E2008-BUSP-0669		Bus Shelters for Bellflower	490,000
CA	E2008-BUSP-0671		Clean Air Bus Purchase Program, Baldwin Park	392,000
CA	E2008-BUSP-0672		Culver City Multi-Modal Light Rail Station	656,600
CA	E2008-BUSP-0673		East County Bus Maintenance Facility, El Cajon	343,000
CA	E2008-BUSP-0675		Fairfield/Vacaville Intermodal Station	196,000
CA	E2008-BUSP-0676		Foothill Transit Oriented Neighborhood	490,000
CA	E2008-BUSP-0677		Inter-County Express Bus, Orange County	490,000
CA	E2008-BUSP-0678		Los Angeles Southwest College Transit Center	392,000
CA	E2008-BUSP-0679		Monrovia Transit Village	490,000
CA	E2008-BUSP-0680		Monterey Salinas Transit Bus Financing	196,000
CA	E2008-BUSP-0682		Municipal Transit Operators Coalition (MTOC)	1,078,000
CA	E2008-BUSP-0684		Palmdale Transportation Center - Parking Lot	245,000
CA	E2008-BUSP-0685		Palo Alto Intermodal Transit Center	392,000
CA	E2008-BUSP-0687		Rio Hondo College Buses - Los Angeles	490,000
CA	E2008-BUSP-0688		Riverside and Corona Transit Centers	686,000
CA	E2008-BUSP-0689		SamTrans Revenue Collection System	490,000
CA	E2008-BUSP-0690		San Diego Balboa Park Trolleys	328,300
CA	E2008-BUSP-0691		San Joaquin Regional Transit District	735,000
CA	E2008-BUSP-0692		San Luis Rey Transit Center	245,000
CA	E2008-BUSP-0693		Santa Maria Intermodal Transit Center	490,000
CA	E2008-BUSP-0694		Street Shuttle Buses for Artesia	588,000
CA	E2008-BUSP-0695		Transit Access Passenger Integration, Los Angeles	735,000
CA	E2008-BUSP-0696		Transit Center, California State Univ, Northridge	392,000
CA	E2008-BUSP-0698		Venice/Robertson Multi-Modal Station	490,000
CA	E2008-BUSP-0699		VTA Zero Emission Bus Demonstration Program	392,000
CA	E2008-BUSP-0700		Yolo County Bus Maintenance Facility Improvements	392,000
CA	E2008-BUSP-0701		Union City Intermodal Station, Union City	392,000
CO	E2008-BUSP-0137	449	City of Aspen, CO Bus and Bus Facilities	152,152
CO	E2008-BUSP-0138	448	City of Durango, CO Bus and Bus Facilities	54,340
CO	E2008-BUSP-0139	509	Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities	4,076,713
CO	E2008-BUSP-0140	518	Denver Regional Transit District-Bus Maintenance Facility	776,000
CO	E2008-BUSP-0141	520	Denver Regional Transit District-Denver Union Station Multimodal Renovations	517,000
CO	E2008-BUSP-0142	521	Denver Regional Transit District-US 36 Corridor BRT	1,811,000
CO	E2008-BUSP-0143	167	Denver, CO Denver Union Station Inter-modal Center	1,195,480
CO	E2008-BUSP-0146	188	Mountain Express, Crested Butte, CO Bus and Bus Facilities	108,680
CO	E2008-BUSP-0148	445	Roaring Fork Transit Authority, CO Bus and Bus Facilities	163,020
CO	E2008-BUSP-0150	450	Town of Snowmass Village, CO Bus and Bus Facilities	65,208
CO	E2008-BUSP-0702		Colorado Transit Coalition Statewide Request	2,231,784
CT	E2008-BUSP-0152	44	Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility	108,680
CT	E2008-BUSP-0153	478	Bridgeport, CT Facility Expansion/Improvement	500,000
CT	E2008-BUSP-0154	90	Buses and bus related facilities throughout the State of Connecticut	1,304,160
CT	E2008-BUSP-0155	523	Downtown Middletown, CT, Transportation Infrastructure Improvement Project	2,500,000
CT	E2008-BUSP-0156	218	Enfield, Connecticut-intermodal station	652,080
CT	E2008-BUSP-0158	267	Middletown, CT Construct intermodal center	326,040
CT	E2008-BUSP-0160	269	New London, Connecticut-Intermodal Transportation Center and Streetscapes	108,680
CT	E2008-BUSP-0161	369	Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility	108,680
CT	E2008-BUSP-0162	131	Stonington and Mystic, Connecticut-Intermodal Center parking facility and Streetscape	530,358
CT	E2008-BUSP-0163	32	Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District)	434,720
CT	E2008-BUSP-0164	270	Vernon, Connecticut-Intermodal Center, Parking and Streetscapes	1,651,936
CT	E2008-BUSP-0165	657	Waterbury, CT Bus Maintenance Facility	2,800,000
CT	E2008-BUSP-0703		Bridgeport Intermodal Center	4,307,100
CT	E2008-BUSP-0704		Intermodal Center, Mansfield	490,000
CT	E2008-BUSP-0705		Norwalk Pulse Point Facility Safety Improvements	147,000
CT	E2008-BUSP-0706		Norwich Intermodal Transportation Center	1,969,800
CT	E2008-BUSP-0708		South Norwalk Intermodal Facility Phase 2	490,000
CT	E2008-BUSP-0709		West Haven Intermodal Station	588,000
DC	E2008-BUSP-0710		Union Station Intermodal Transportation Facility	490,000
DC/MD/VA	E2008-BUSP-0711		WMATA Bus and Bus Facilities	1,117,200
DE	E2008-BUSP-0713		Replacement of Fixed Route Transit Buses	656,600
FL	E2008-BUSP-0168	470	Bay County, FL - Transit Facility	517,000
FL	E2008-BUSP-0169	297	Broward County, FL - Purchase Buses and construct bus facilities	434,720

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
FL	E2008-BUSP-0170	69	Broward County, FL Buses & Bus Facilities	1,412,840
FL	E2008-BUSP-0171	479	Broward County-Bus and Bus Facilities	517,000
FL	E2008-BUSP-0172	117	Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road	108,680
FL	E2008-BUSP-0173	439	Design, engineering, right-of-way acquisition, and construction Central Florida Commuter Rail intermodal facilities	1,086,800
FL	E2008-BUSP-0174	453	Central Florida Commuter Rail Intermodal Facilities	780,000
FL	E2008-BUSP-0176	498	City of Gainesville Regional Transit System-Facility Expansion	259,000
FL	E2008-BUSP-0178	23	Design, engineering, right-of-way acquisition and construction intermodal transportation & parking facility, City of Winter Park, Florida	108,680
FL	E2008-BUSP-0179	80	Flagler County, Florida-bus facility	65,208
FL	E2008-BUSP-0181	344	Gainesville, FL Bus Facility Expansion	869,440
FL	E2008-BUSP-0184	538	Hillsborough Area Regional Transit-Bus Rapid Transit Improvements	517,000
FL	E2008-BUSP-0185	539	Hillsborough, FL, Hillsborough Area regional Transit Authority	1,000,000
FL	E2008-BUSP-0188	107	Jacksonville, FL Paratransit Vehicles	24,907
FL	E2008-BUSP-0189	558	Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs	517,000
FL	E2008-BUSP-0192	308	Miami Dade, FL N W 7th Avenue Transit Hub	652,080
FL	E2008-BUSP-0193	211	Miami-Dade County, Florida-buses and bus facilities	1,304,160
FL	E2008-BUSP-0194	432	Miami-Dade County, Florida-buses and bus facilities	869,440
FL	E2008-BUSP-0195	133	Miami-Dade County, Florida-Transit Security System	649,906
FL	E2008-BUSP-0196	580	Miami-Dade Transit 7th Avenue NW Transit Hub	259,000
FL	E2008-BUSP-0197	454	Miami-Dade Transit Dadeland South Intermodal Center	520,000
FL	E2008-BUSP-0204	600	Pinellas County Metropolitan Planning Organization-Pinellas Mobility Initiative· BRT and Guide way	259,000
FL	E2008-BUSP-0205	415	Purchase Buses and construct bus facilities in Broward County, FL	489,060
FL	E2008-BUSP-0206	420	Purchase Buses and construct bus facilities in Broward County, FL	434,720
FL	E2008-BUSP-0208	623	South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility	517,000
FL	E2008-BUSP-0210	31	St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements	217,360
FL	E2008-BUSP-0211	390	St. Lucie County, FL Purchase Buses	217,360
FL	E2008-BUSP-0212	402	Tampa, FL Establish Transit Emphasis Corridor Project	163,020
FL	E2008-BUSP-0213	148	Tampa, FL Purchase buses and construct bus facilities	489,060
FL	E2008-BUSP-0714		7th Avenue Transit Hub	490,000
FL	E2008-BUSP-0715		Basic Transit Infrastructure, Hillsborough	294,000
FL	E2008-BUSP-0716		Broward Bus Procurement	196,000
FL	E2008-BUSP-0717		Broward County Southwest Transit Facility	490,000
FL	E2008-BUSP-0718		Flagler County Bus and Bus Facilities	490,000
FL	E2008-BUSP-0719		HART Bus and Paratransit Van Acquisition	294,000
FL	E2008-BUSP-0720		Jacksonville Intermodal Center	490,000
FL	E2008-BUSP-0721		Jacksonville Transportation Authority, Bus and Bus Facilities	490,000
FL	E2008-BUSP-0722		Lakeland Area Mass Transit District, Lakeland	294,000
FL	E2008-BUSP-0723		Lower Keys Shuttle, Key West	294,000
FL	E2008-BUSP-0725		Miami Lakes Transit Program	294,000
FL	E2008-BUSP-0726		Miami-Dade Transit Bus Procurement Plan	686,000
FL	E2008-BUSP-0727		Multi-Modal Transportation Program Boca Raton	343,000
FL	E2008-BUSP-0728		North Orange/South Seminole ITS Enhanced Circulator, City of Orlando	1,149,050
FL	E2008-BUSP-0730		Pasco County Public Transportation (Bus Purchase)	294,000
FL	E2008-BUSP-0734		StarMetro Intelligent Transpo System, Tallahassee	490,000
FL	E2008-BUSP-0736		Town Center Transit Hub in Miramar	392,000
GA	E2008-BUSP-0214	355	Albany, GA Bus replacement	65,208
GA	E2008-BUSP-0215	255	Albany, GA Multimodal Facility	173,888
GA	E2008-BUSP-0216	357	Athens, GA Buses and Bus Facilities	308,651
GA	E2008-BUSP-0217	247	Atlanta, GA Inter-modal Passenger Facility Improvements	434,720
GA	E2008-BUSP-0221	91	Columbus, GA Bus replacement	65,208
GA	E2008-BUSP-0222	510	Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility	440,000
GA	E2008-BUSP-0223	49	Columbus, Georgia-Buses & Bus Facilities	210,622
GA	E2008-BUSP-0224	530	Georgia Department of Transportation-Georgia Statewide Bus and Bus Facilities	2,328,000
GA	E2008-BUSP-0225	60	Georgia Statewide Bus Program	43,472
GA	E2008-BUSP-0226	275	Jesup, Georgia-Train Depot intermodal center	217,360
GA	E2008-BUSP-0228	406	Moultrie, GA Inter-modal facility	65,208
GA	E2008-BUSP-0230	256	Savannah, GA Bus and Bus Facilities-Chatham Area Transit	1,086,800
GA	E2008-BUSP-0232	206	Sylvester, GA Inter-modal Facility	43,472
GA	E2008-BUSP-0739		Chatham County, Savannah Bus Facility	392,000
GA	E2008-BUSP-0740		City of Moultrie Intermodal Facility	343,000
HI	E2008-BUSP-0741		Honolulu Bus and Paratransit Replacement Program	196,000
HI	E2008-BUSP-0742		Public Transportation Vehicle Enhancement Project	392,000
HI	E2008-BUSP-0743		Rural Bus Program for Hawaii, Maui and Kauai Counties	1,528,800
IA	D2008-BUSP-004		University of Iowa/Cambus	1,000,000
IA	E2008-BUSP-0235	440	Ames, Iowa-Expansion of CyRide Bus Maintenance Facility	434,720
IA	E2008-BUSP-0236	475	Black Hawk County, IA UNI Multimodal Project	776,000
IA	E2008-BUSP-0744		Coralville Intermodal Facility	656,600
ID	E2008-BUSP-0239	176	Boise, ID-Multimodal facility	978,120
ID	E2008-BUSP-0240	543	Idaho Department of Transportation - Idaho Statewide ITS for Public Transportation	388,000
ID	E2008-BUSP-0241	652	Valley Regional Transit, ID-Downtown Boise Multimodal	1,500,000
ID	E2008-BUSP-0746		Idaho Transit Coalition Buses and Bus Facilities	2,697,546

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
ID	E2008-BUSP-0747		Treasure Valley Transit Facilities	282,240
IL	E2008-BUSP-0242	433	Centralia, Illinois-South Central Mass Transit District Improvements	86,944
IL	E2008-BUSP-0243	226	Champaign, IL-Construct park and ride lot with attached daycare facility	326,040
IL	E2008-BUSP-0249	296	Elgin to Rockford, Illinois-Intermodal stations along planned Metra Union Pacific West Line extension alignment, including necessary alternatives anal	108,680
IL	E2008-BUSP-0254	429	Normal, Illinois-Multimodal Transportation Center	434,720
IL	E2008-BUSP-0255	163	Normal, Illinois-Multimodal Transportation Center, including facilities for adjacent public and nonprofit uses	1,086,800
IL	E2008-BUSP-0259	632	Springfield, IL, Multimodal Transit Terminal	1,300,000
IL	E2008-BUSP-0707		Pace Bus Park-N-Ride Facility, Plainfield	245,000
IL	E2008-BUSP-0748		Berwyn Intermodal Transit Facility	392,000
IL	E2008-BUSP-0751		Downstate Illinois Replacement Buses	2,940,000
IL	E2008-BUSP-0752		Bus and Bus Facilities in Bloomington, Galesburg, Macomb, Peoria, and Rock Island	2,450,000
IL	E2008-BUSP-0753		Macomb Maintenance Facility	245,000
IL	E2008-BUSP-0756		Mobile Data Terminal/Chicago Paratransit Vehicles	196,000
IL	E2008-BUSP-0757		Mobile data terminals for Pace, Arlington Hts	392,000
IL	E2008-BUSP-0758		Multimodal Center, Normal	245,000
IN	E2008-BUSP-0263	109	Bloomington, IN-Bus and transfer facility	1,045,502
IN	E2008-BUSP-0264	529	Gary, Indiana, Gary Airport Station Modernization and Shuttle Service Project	450,000
IN	E2008-BUSP-0265	544	Indianapolis Downtown Transit Center	1,100,000
IN	E2008-BUSP-0266	235	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	1,086,800
IN	E2008-BUSP-0267	5	Indianapolis, IN Downtown Transit Center	3,043,040
IN	E2008-BUSP-0268	220	Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality	434,720
IN	E2008-BUSP-0271	546	Ivy Tech State College, Indiana Multimodal Center	250,000
IN	E2008-BUSP-0763		City of Anderson	392,000
IN	E2008-BUSP-0765		Statewide Electric Hybrid Bus Initiative by the Indiana Transit Association	1,760,000
KY	D2008-BUSP-006		Kentucky Transportation Cabinet	4,587,354
KY	E2008-BUSP-0280	639	Transit Authority of Lexington, KY-Rehabilitation of Building for Maintenance and Administration	1,035,000
KY	E2008-BUSP-0771		Bus Replacement Program, TANK, FT. Wright	245,000
KY	E2008-BUSP-0772		Fulton County Transit Authority	392,000
KY	E2008-BUSP-0773		Paducah Area Transit System	1,960,000
KY	E2008-BUSP-0775		Transit Authority of Northern Kentucky Bus Replacement Project	980,000
KY	E2008-BUSP-0776		Transportation to Wellness, Covington	196,000
KS	E2008-BUSP-0767		Bus Fleet Replacement, Topeka Metropolitan Transit	294,000
KS	E2008-BUSP-0768		Bus Replacement for Unified Government of Wyandotte County	686,000
LA	E2008-BUSP-0281	639	Capital Area Transit System-Baton Rouge BRT	776,000
LA	E2008-BUSP-0287	484	Louisiana-Construct pedestrian walkways between Caddo St. and Milam St. along Edwards St. in Shreveport, LA	220,360
LA	E2008-BUSP-0290	170	New Orleans, LA Regional Planning Commission, bus and bus facilities	108,680
LA	E2008-BUSP-0779	243	SporTran Buses for the City of Shreveport	245,000
MA	E2008-BUSP-0296	118	Attleboro, MA Construction, engineering and site improvements at the Attleboro Intermodal Center	434,720
MA	E2008-BUSP-0298	59	Beverly, MA Design and Construct Beverly Deport Intermodal Transportation Center	434,720
MA	E2008-BUSP-0299	273	Boston, MA Harbor Park Pavilion & Inter-modal Station	271,700
MA	E2008-BUSP-0302	124	Haverhill, MA Design and Construct Inter-modal Transit Parking Improvements	1,217,216
MA	E2008-BUSP-0303	21	Hingham, MA Hingham Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking	1,956,240
MA	E2008-BUSP-0307	42	Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility	434,720
MA	E2008-BUSP-0308	257	Newburyport, MA Design and Construct Intermodal Facility	434,720
MA	E2008-BUSP-0310	161	Revere, MA Inter-modal transit improvements in the Wonderland station (MBTA) area	391,248
MA	E2008-BUSP-0311	88	Rockport, MA Rockport Commuter Rail Station Improvements	597,740
MA	E2008-BUSP-0312	370	Salem, MA Design and Construct Salem Intermodal Transportation Center	434,720
MA	E2008-BUSP-0313	205	Woburn, MA Construction of an 89 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square	391,248
MA	E2008-BUSP-0646		Massachusetts Bay Transportation Authority Ferry System	2,500,000
MA	E2008-BUSP-0780		Attleboro Intermodal Center, Attleboro	490,000
MA	E2008-BUSP-0782		Bus Fleet Replacement Project, WRTA, Worcester	196,000
MA	E2008-BUSP-0783		Commonwealth Avenue Green Line Station	656,600
MA	E2008-BUSP-0784		Construction of Amesbury Bus Facility	245,000
MA	E2008-BUSP-0787		Intermodal Stations in Salem and Beverly	245,000
MA	E2008-BUSP-0788		MART Bus Commuter Facilities	735,000
MA	E2008-BUSP-0789		MART Commuter Parking and Facilities	735,000
MA	E2008-BUSP-0790		MBTA Commuter Rail Station Improvements, Melrose	686,000
MA	E2008-BUSP-0791		Merrimack Valley RTA Buses	392,000
MA	E2008-BUSP-0792		Newton Rapid Transit Handicap Accessibility	392,000
MA/GA/CA	E2008-BUSP-0953		Fuel Cell Bus Program	9,550,000
MD	E2008-BUSP-0314	122	Baltimore, MD Construct Intercity Bus Intermodal Terminal	1,086,800
MD	E2008-BUSP-0315	303	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	1,086,800
MD	E2008-BUSP-0316	542	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	200,000
MD	E2008-BUSP-0318	573	Maryland Statewide Bus Facilities and Buses	6,500,000
MD	E2008-BUSP-0319	224	Montgomery County, MD Wheaton CBD Intermodal Access Program	108,680
MD	E2008-BUSP-0320	214	Mount Rainier, MD Intermodal and Pedestrian Project	97,812
MD	E2008-BUSP-0323	629	Southern Maryland Commuter Initiative	3,000,000
MD	E2008-BUSP-0793		Bi-County Transit Center, Langley Park	818,300
MD	E2008-BUSP-0794		Central MD Transit Operations Facility, Anne Arundel County	656,600

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
MD	E2008-BUSP-0795		Maryland Statewide Bus and Bus Facility Program	735,000
MD	E2008-BUSP-0796		Southern Maryland Commuter Bus Park and Ride Lots	1,274,000
MI	E2008-BUSP-0327	204	Boysville of Michigan Transportation System	730,330
MI	E2008-BUSP-0329	319	Detroit Bus Maintenance Facility	1,956,240
MI	E2008-BUSP-0330	522	Detroit Department of Transportation Bus Replacement	2,200,000
MI	E2008-BUSP-0331	2	Detroit Fare Collection System	869,440
MI	E2008-BUSP-0332	156	Detroit Replacement Buses	1,086,800
MI	E2008-BUSP-0333	320	Detroit, MI Bus Replacement	1,630,200
MI	E2008-BUSP-0334	9	Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 buses	978,120
MI	E2008-BUSP-0341	572	Marquette County, Michigan Transit Authority Bus passenger facility	300,000
MI	E2008-BUSP-0342	581	Michigan Department of Transportation (MDOT) Bus Replacement	439,832
MI	E2008-BUSP-0344	601	Port Huron, Michigan, Blue Water Area Transportation Commission, Bus Maintenance Facility	1,500,000
MI	E2008-BUSP-0798		1st District Bus Replacement and Facilities	1,602,438
MI	E2008-BUSP-0800		Ann Arbor Transportation Authority Transit Center	735,000
MI	E2008-BUSP-0803		Bus Component Overhaul, Detroit	245,000
MI	E2008-BUSP-0804		Bus Maintenance Facility, Detroit	735,000
MI	E2008-BUSP-0813		Midland Dial-a-Ride (Midland County)	40,220
MI	E2008-BUSP-0815		Replacement Buses, Detroit	245,000
MI	E2008-BUSP-0345		Suburban Mobility Authority for Regional Transportation (SMART) Bus Maintenance Facility	2,000,000
MN	E2008-BUSP-0346	40	Duluth, MN Downtown Duluth Area Transit facility improvements	434,720
MN	E2008-BUSP-0347	177	Fond du Lac Reservation, MN Purchase buses	32,604
MN	E2008-BUSP-0348	577	Metro Transit/Metropolitan Council, MN-Bus/Bus Capital	2,457,000
MN	E2008-BUSP-0349	185	St. Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor	326,040
MN	E2008-BUSP-0350	342	St. Paul, MN Union Depot Multi Modal Transit Facility	434,720
MN	E2008-BUSP-0819		Albert Lea Transit Facility Rehabilitation	294,000
MN	E2008-BUSP-0820		Greater Minnesota Transit Bus and Bus Facilities	454,000
MN	E2008-BUSP-0822		Transit Bus Facilities, Duluth	392,000
MN	E2008-BUSP-0823		Union Depot Multi-Modal Hub, St. Paul	656,600
MN	E2008-BUSP-0824		White Earth Tribal Nation SMART Transit and Buses	392,000
MO	E2008-BUSP-0351	473	Bi-State Development Agency-St Louis Bridge Repair/Reconstruction, for any activity eligible under section 5309	1,293,000
MO	E2008-BUSP-0352	474	Bi-State Development Agency-St. Louis Metro Bus Fare Collection Program	4,139,000
MO	E2008-BUSP-0353	345	Kansas City, MO Bus Transit Infrastructure	217,360
MO	E2008-BUSP-0354	598	OATS, Incorporated, MO-ITS Information and Billing System and Bus Facilities	2,920,672
MO	E2008-BUSP-0355	624	Southeast Missouri Transportation Service-Bus Project	225,023
MO	E2008-BUSP-0826		Forest Park Circulator/I-64 Closure Alleviation	735,000
MO	E2008-BUSP-0827		Franklin County Transit	172,480
MO	E2008-BUSP-0828		Kansas City Area Transportation Authority Bus Replacement (KCATA)	735,000
MO	E2008-BUSP-0829		Southeast Missouri Transportation Service (SMTS)	735,000
MO	E2008-BUSP-0830		St. Louis Metro Bus & Paratransit Rolling Stock	490,000
MS	E2008-BUSP-0356	130	Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc /DARTS transit service	32,604
MS	E2008-BUSP-0357	547	Jackson State University, MS-Busing Project	1,293,000
MS	E2008-BUSP-0832		Coast Transit Authority Bus	2,940,000
MS	E2008-BUSP-0834		LOU Public Transit System, Oxford	857,500
MT	E2008-BUSP-0358	129	Bozeman, Montana-Vehicular Parking Facility	869,440
MT	E2008-BUSP-0359	476	Bozeman, MT, Intermodal and parking facility	175,000
MT	E2008-BUSP-0360	584	Montana Department of Transportation-Statewide Bus Facilities and Buses	776,000
MT	E2008-BUSP-0835		Bus and Bus Facilities	656,600
MT	E2008-BUSP-0836		CSKT Reservation Transportation Program	229,810
NC	D2008-BUSP-010		Chapel Hill Transit	3,000,000
NC	D2008-BUSP-012		Durham Area Transit Authority	3,000,000
NC	E2008-BUSP-0361	490	Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station	2,587,000
NC	E2008-BUSP-0362	217	Charlotte, NC Construct Charlotte Multimodal Station	1,695,408
NC	E2008-BUSP-0364	228	Charlotte, North Carolina-Multimodal Station	869,440
NC	E2008-BUSP-0365	154	City of Greenville, NC Expansion Buses and Greenville Intermodal Center	774,671
NC	E2008-BUSP-0367	302	Greensboro, North Carolina-Piedmont Authority for Regional Transportation Multimodal Transportation Center	2,721,347
NC	E2008-BUSP-0371	594	North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities	3,770,606
NC	E2008-BUSP-0373	134	Town of Chapel Hill, NC Park and Ride Lot	326,040
NC	E2008-BUSP-0837		Asheville Replacement Buses, Asheville	294,000
NC	E2008-BUSP-0838		North Carolina Statewide Bus and Bus Facilities	1,101,270
NC	E2008-BUSP-0840		Intermodal Transportation Facility, Winston-Salem	392,000
ND	E2008-BUSP-0375	595	North Dakota Department of Transportation/Statewide Bus	679,500
ND	E2008-BUSP-0841		North Dakota Statewide Transit	1,134,330
NE	E2008-BUSP-0377	160	Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility	434,720
NE	E2008-BUSP-0378	586	Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE	517,000
NE	E2008-BUSP-0379	587	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	1,035,000
NE	E2008-BUSP-0380	240	Nebraska-statewide transit vehicles, facilities, and related equipment	869,440
NH	D2008-BUSP-013		New Hampshire Department of Transportation	1,772,800
NH	E2008-BUSP-0382	418	Windham, New Hampshire--Construction of Park and Ride Bus facility at Exit 3	804,232
NH	E2008-BUSP-0843		I-89 Park and Ride/Bus Terminal	490,000

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
NJ	E2008-BUSP-0384	86	Burlington County, NJ-BurLink and Burlington County Transportation System vehicles and equipment	869,440
NJ	E2008-BUSP-0385	28	Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill	217,360
NJ	E2008-BUSP-0386	12	Hoboken, NJ Rehabilitation of Hoboken Inter-modal Terminal	825,968
NJ	E2008-BUSP-0388	389	Lakewood, NJ-Ocean County Bus service and parking facilities	652,080
NJ	E2008-BUSP-0389	138	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City	869,440
NJ	E2008-BUSP-0390	38	Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop	434,720
NJ	E2008-BUSP-0391	209	Morristown, New Jersey-Intermodal Historic Station	217,360
NJ	E2008-BUSP-0394	328	New Jersey Transit Community Shuttle Buses	108,680
NJ	E2008-BUSP-0395	13	Newark, NJ Penn Station Intermodal Improvements including the rehabilitation of boarding areas	217,360
NJ	E2008-BUSP-0397	393	South Amboy, NJ Construction of improvements to facilities at South Amboy Station under S Amboy, NJ Regional Intermodal Initiative	1,738,880
NJ	E2008-BUSP-0398	618	South Brunswick, NJ Transit System	1,000,000
NJ	E2008-BUSP-0399	643	Trenton Intermodal Station	4,000,000
NJ	E2008-BUSP-0400	61	Trenton, New Jersey-Trenton Train Station Rehabilitation	326,040
NJ	E2008-BUSP-0401	181	Trenton, NJ Development of Trenton Trolley System	217,360
NJ	E2008-BUSP-0402	62	Trenton, NJ Reconstruction and rehabilitation of the Trenton Train Station	1,521,520
NJ	E2008-BUSP-0649		Camden, NJ Ferry System	1,000,000
NJ	E2008-BUSP-0844		Bus Shuttle Project for Seniors, Irvington	392,000
NJ	E2008-BUSP-0845		Hudson County Intermodal Station Pedestrian Bridge	294,000
NJ	E2008-BUSP-0846		Lakewood Multimodal Facility, Phase I	1,313,200
NJ	E2008-BUSP-0847		Morris County Intermodel Park and Ride	490,000
NJ	E2008-BUSP-0848		Newark Penn Station Intermodel Improvement	1,313,200
NJ	E2008-BUSP-0849		Northern New Jersey Intermodal Stations & Park-N-Ride	196,000
NJ	E2008-BUSP-0850		Northwest NJ Intermodal Transit Improvements	588,000
NJ	E2008-BUSP-0851		Passaic/Bergen Intermodal Facilities	490,000
NJ	E2008-BUSP-0852		South Amboy Intermodal Transportation Initiative	490,000
NJ	E2008-BUSP-0853		West Orange Township Senior Citizen & Handicap Shuttle Bus	196,000
NM	E2008-BUSP-0404	562	Las Cruces, NM, Road Runner Bus and Bus Facilities	300,000
NM	E2008-BUSP-0855		Bus and Bus Facilities, City of Roswell	294,000
NM	E2008-BUSP-0856		Bus and Bus Facilities, Grant County	984,900
NM	E2008-BUSP-0857		Fleet and Capital Items Los Alamos County Transit System	588,000
NM	E2008-BUSP-0858		New Mexico Commuter Rail, Santa Fe/Bernalillo Intermodal Facility	1,082,900
NM	E2008-BUSP-0859		Para-Transit Van Replacement, Las Cruces	146,700
NM	E2008-BUSP-1000	460	Mid-Region Council of Governments 0, Mexico, public transportation buses, bus-related equipment and facilities, and intermodal terminals in Albuquerque	500,000
NV	E2008-BUSP-0866		Statewide Bus and Bus Facilities	735,000
NY	D2008-BUSP-016		New York Metropolitan Transportation Authority, New York City Transit	7,000,000
NY	E2008-BUSP-0412	74	Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5. Corridor.	217,360
NY	E2008-BUSP-0413	463	Albany-Schenectady, NY, Bus Rapid Transit Improvements in NY Route 5	1,200,000
NY	E2008-BUSP-0414	271	Bronx, NY Botanical Garden metro North Rail station Intermodal Facility	217,360
NY	E2008-BUSP-0415	20	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	217,360
NY	E2008-BUSP-0416	279	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	217,360
NY	E2008-BUSP-0418	338	Bronx, NY Intermodal Facility near Exit 6. of the Bronx River Parkway	54,340
NY	E2008-BUSP-0420	10	Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo	95,095
NY	E2008-BUSP-0421	197	Brooklyn, NY Construct a multi-modal transportation facility	304,304
NY	E2008-BUSP-0422	408	Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Center	217,360
NY	E2008-BUSP-0423	41	Brooklyn, NY New Urban Center-Broadway Junction Intermodal Center	208,666
NY	E2008-BUSP-0426	192	Buffalo, NY Inter-modal Center Parking Facility	217,360
NY	E2008-BUSP-0427	245	Bus to provide York-town, New York internal circulator to provide transportation throughout the Town	40,212
NY	E2008-BUSP-0428	230	Construction of Third Bus Depot on Staten Island	2,608,320
NY	E2008-BUSP-0429	146	Cooperstown, New York-Intermodal Transit Center	1,086,800
NY	E2008-BUSP-0430	363	Corning, New York-Transportation Center	1,086,800
NY	E2008-BUSP-0431	512	Transportation Center Enhancements, Corning, NY	550,000
NY	E2008-BUSP-0433	300	Geneva, New York-Multimodal facility-Construct passenger rail center	108,680
NY	E2008-BUSP-0434	317	Jamestown, NY Rehabilitation of Intermodal Facility and associated property	434,720
NY	E2008-BUSP-0435	343	Kings County, NY Construct a multi-modal transportation facility	217,360
NY	E2008-BUSP-0436	368	Nassau County, NY Conduct planning and engineering for transportation system (HUB)	1,521,520
NY	E2008-BUSP-0437	585	Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HUB)	1,300,000
NY	E2008-BUSP-0439	376	New York City, NY Purchase Handicapped-Accessible Livery Vehicles	217,360
NY	E2008-BUSP-0440	590	New York City, NY, Bronx Zoo Intermodal Facility	550,000
NY	E2008-BUSP-0441	591	New York City, NY, Enhance Transportation Facilities Near W. 65th Street and Broadway	550,000
NY	E2008-BUSP-0443	593	New York, Improvements to Moynihan Station	1,300,000
NY	E2008-BUSP-0445	373	Niagara Frontier Transportation Authority, NY Replacement Buses	217,360
NY	E2008-BUSP-0447	379	Ramapo, NY Transportation Safety Field Bus	54,340
NY	E2008-BUSP-0448	252	Rochester, New York-Renaissance Square transit center	978,120
NY	E2008-BUSP-0449	430	Rochester, New York-Renaissance Square Transit Center	489,060
NY	E2008-BUSP-0450	607	Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction	1,600,000

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
NY	E2008-BUSP-0451	609	Rockland County, NY Express Bus	800,000
NY	E2008-BUSP-0452	386	Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch	999,856
NY	E2008-BUSP-0453	353	Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport	60,831
NY	E2008-BUSP-0454	635	Syracuse, New York, Syracuse University Connective Corridor Transit Project	1,100,000
NY	E2008-BUSP-0456	289	Town of Warwick, NY Bus Facility Warwick Transit System	119,548
NY	E2008-BUSP-0457	451	Utica, New York Transit Multimodal Facilities	1,300,000
NY	E2008-BUSP-0651	666	Staten Island Ferry	1,000,000
NY	E2008-BUSP-0868		Bronx Zoo Intermodal Transportation Facility	588,000
NY	E2008-BUSP-0869		Bus Replacement/Service Expansion, Suffolk Co.	245,000
NY	E2008-BUSP-0870		Central New York Regional Transportation Authority	1,568,000
NY	E2008-BUSP-0871		City of Poughkeepsie Transit Hub	764,400
NY	E2008-BUSP-0872		CNYRTA Transit Garage - Oneida County, Utica	392,000
NY	E2008-BUSP-0873		Intermodal Transit Center, Port Chester	686,000
NY	E2008-BUSP-0874		Jamaica Intermodal Facilities, Jamaica	490,000
NY	E2008-BUSP-0875		Lincoln Center Corridor Redevelopment Project	490,000
NY	E2008-BUSP-0877		Nassau County Hub	1,528,800
NY	E2008-BUSP-0878		NFTA, Purchase Hybrid Buses	294,000
NY	E2008-BUSP-0879		Preliminary Design of a Saratoga Bus Facility	245,000
NY	E2008-BUSP-0880		Replacement Buses for the Westchester County Bee-Line Bus Systems	764,400
NY	E2008-BUSP-1001		New York City, NY rehabilitation of subway stations to include passenger access improvements including escalators or installation of infrastructure for	50,000
OH	E2008-BUSP-0467	89	Cincinnati, Ohio-Metro Regional Transit Hub Network Eastern Neighborhoods	201,058
OH	E2008-BUSP-0470	179	Cleveland, OH Construct passenger inter-modal center near Dock 32	186,930
OH	E2008-BUSP-0471	411	Cleveland, OH Construction of an inter-modal facility and related improvements at University Hospitals facility on Euclid Avenue	217,360
OH	E2008-BUSP-0474	198	Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility	978,120
OH	E2008-BUSP-0478	292	Cuyahoga County, Ohio-Ohio Department of Transportation transit improvements	32,604
OH	E2008-BUSP-0482	309	Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub	445,153
OH	E2008-BUSP-0483	349	Kent, OH Construct Kent State University Intermodal Facility serving students and the general public	217,360
OH	E2008-BUSP-0484	104	Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic	108,680
OH	E2008-BUSP-0486	87	Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit	43,472
OH	E2008-BUSP-0487	385	Springfield, OH-City of Springfield Bus Transfer Station and Associated Parking	54,340
OH	E2008-BUSP-0489	64	Zanesville, OH-bus system signage and shelters	17,661
OH	E2008-BUSP-0881		Bus Purchase, Portage Area Transit, Kent	490,000
OH	E2008-BUSP-0882		Central Ohio Transit Authority Bus Replacement	588,000
OH	E2008-BUSP-0883		Greater Dayton RTA Bus Replacement	490,000
OH	E2008-BUSP-0884		Kent State Geauga, Regional Transit Shelter	441,000
OH	E2008-BUSP-0885		Kent State Multimodal Transportation Facility	196,000
OH	E2008-BUSP-0886		Senior Transportation Connection	1,197,560
OH	E2008-BUSP-0888		West Price Hill Park and Ride	196,000
OR	D2008-BUSP-018		Lane Transit District (Eugene)	1,000,000
OR	E2008-BUSP-0496	159	Eugene, OR Lane Transit District, Vehicle Replacement	225,662
OR	E2008-BUSP-0499	168	Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements	644,172
OR	E2008-BUSP-0506	216	Wilsonville, OR South Metro Area Rapid Transit, bus and bus facilities	54,340
PA	E2008-BUSP-0509	456	Altoona Multimodal Transportation Facility Parking Garage	260,000
PA	E2008-BUSP-0510	465	AMTRAN Altoona, PA-Buses and Transit System Improvements	776,000
PA	E2008-BUSP-0512	471	Beaver County, PA Transit Authority Bus Replacement/ Related Equipment Replacement	259,000
PA	E2008-BUSP-0513	481	Butler Township, PA-Cranbury Area Transit Service	905,000
PA	E2008-BUSP-0515	482	Cambria County, PA Transit Authority-Bus Replacements	776,000
PA	E2008-BUSP-0518	513	County of Lackawanna Transit System-Scranton Intermodal Transportation Center	259,000
PA	E2008-BUSP-0520	81	Easton, Pennsylvania-Design and construct Intermodal Transportation Center	434,720
PA	E2008-BUSP-0521	524	Erie, PA Metropolitan Transit Authority-Bus Acquisitions	259,000
PA	E2008-BUSP-0522	431	Erie, PA-EMTA Vehicle Acquisition	434,720
PA	E2008-BUSP-0523	331	Gettysburg, Pennsylvania-transit transfer center	195,407
PA	E2008-BUSP-0524	458	Hershey, Pennsylvania Intermodal Center and Parking Garage	65,000
PA	E2008-BUSP-0527	37	Lancaster, PA-bus replacement	206,492
PA	E2008-BUSP-0528	559	Lancaster, PA-Intermodal Project	181,000
PA	E2008-BUSP-0530	583	Monroe Township, PA-Clarion County Buses	136,654
PA	E2008-BUSP-0532	201	Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard	760,760
PA	E2008-BUSP-0533	137	Philadelphia, PA Improvements to the existing Penns Landing Ferry Terminal	869,440
PA	E2008-BUSP-0534	413	Philadelphia, PA Penns Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction	239,096
PA	E2008-BUSP-0535	22	Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements &	1,086,800
PA	E2008-BUSP-0536	274	Philadelphia, PA SEPTAs Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements	304,304
PA	E2008-BUSP-0537	316	Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility	869,440
PA	E2008-BUSP-0539	397	Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility	434,720
PA	E2008-BUSP-0542	424	Sharon, PA-Bus Facility Construction	108,680
PA	E2008-BUSP-0545	628	Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal	776,000
PA	E2008-BUSP-0546	642	Transit Authority of Warren County, PA-Impact Warren	259,000
PA	E2008-BUSP-0548	660	Westmoreland County Transit Authority, PA-Bus Replacement	259,000
PA	E2008-BUSP-0550	662	Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	776,000

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
PA	E2008-BUSP-0551	65	York, Pennsylvania-Rabbit Transit facilities and communications equipment	602,196
PA	E2008-BUSP-0652		Philadelphia Penn's Landing Ferry Terminal	1,000,000
PA	E2008-BUSP-0893		69th Street Terminal Parking Facility, Upper Darby Township	490,000
PA	E2008-BUSP-0894		Advanced CNG Buses Fleet Replacement - CATA	735,000
PA	E2008-BUSP-0895		Altoona, PA Intermodal Transportation Center	328,300
PA	E2008-BUSP-0896		Bethlehem Transit Transfer Center	490,000
PA	E2008-BUSP-0898		Church Street Transportation Center	2,352,000
PA	E2008-BUSP-0899		Expansion of the Scranton Electric Trolley System	196,000
PA	E2008-BUSP-0900		Franklin Street Station Intermodal, Reading	1,225,000
PA	E2008-BUSP-0904		Replacement Buses, Centre Area Transportation Authority (CATA)	686,000
PA	E2008-BUSP-0906		SEPTA Interoperability Communications Initiative	656,600
PA	E2008-BUSP-0907		Vehicle Replacement - DuFAST	588,000
PA	E2008-BUSP-0908		Union Station Intermodal Trade and Transit Center	392,000
PR	E2008-BUSP-0552	128	Bayamon, Puerto Rico-bus terminal	130,416
PR	E2008-BUSP-0553	421	Bayamon, Puerto Rico-Purchase of Trolley Cars	184,756
PR	E2008-BUSP-0556	152	San Juan, Puerto Rico Metropolitan Bus Authority -- -bus security equipment	652,080
PR	E2008-BUSP-0557	71	San Juan, Puerto Rico Metropolitan Bus Authority	217,360
PR	E2008-BUSP-0558	58	Yabucoca, Puerto Rico-Trolley Buses	38,038
RI	E2008-BUSP-0560	115	Rhode Island Statewide Bus Fleet	1,304,160
RI	E2008-BUSP-0909		Rhode Island Public Transit Authority Intelligent Transportation Systems	1,341,522
SC	E2008-BUSP-0562	533	Greensville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvements	39,790
SC	E2008-BUSP-0563	619	South Carolina Department of Transportation-Transit Facilities Construction Program	517,000
SC	E2008-BUSP-0564	620	South Carolina Department of Transportation-Vehicle Acquisition Program	2,069,000
SC	E2008-BUSP-0910		Columbia Transit Facility	735,000
SD	D2008-BUSP-020		Prairie Hills Transit (Spearfish)	1,598,000
SD	E2008-BUSP-0565	621	South Dakota Department of Transportation-Statewide Buses and Bus Facilities	2,215,000
TN	E2008-BUSP-0566	237	Knoxville, Tennessee-Central Station Transit Center	2,217,072
TN	E2008-BUSP-0567	554	Knoxville, TN-Central Station	647,000
TN	E2008-BUSP-0572	30	Sevier County, Tennessee-U.S 441 bus rapid transit	54,340
TN	E2008-BUSP-0573	636	Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement Project	3,104,000
TN	E2008-BUSP-0912		Memphis Area Transit Authority	490,000
TN	E2008-BUSP-0913		MTSU Intermodal Transportation Hub	196,000
TN	E2008-BUSP-0914		Tennessee DOT, Bus and Bus Facilities Replacement	3,880,242
TX	D2008-BUSP-023		Texas Department of Transportation	11,628,120
TX	D2008-BUSP-024		VIA Metropolitan Transit Authority (San Antonio)	2,000,000
TX	E2008-BUSP-0575	426	Abilene, TX Vehicle replacement and facility improvements for transit system	86,944
TX	E2008-BUSP-0578	153	Bryan, TX The District-Bryan Intermodal Transit Terminal and Parking Facility	652,080
TX	E2008-BUSP-0579	485	Capital Metropolitan Transportation Authority, TX-Bus Replacements	2,587,000
TX	E2008-BUSP-0580	455	Carrollton, Texas Downtown Regional Multimodal Transit Hub	260,000
TX	E2008-BUSP-0581	506	City of Round Rock, TX-Downtown Intermodal Transportation Terminal	259,000
TX	E2008-BUSP-0582	111	Construct West Houston and Fort Bend County, Texas-bus transit corridor	434,720
TX	E2008-BUSP-0584	515	Dallas Area Rapid Transit-Bus passenger Facilities	259,000
TX	E2008-BUSP-0585	336	Dallas, TX Bus Passenger Facilities	2,782,208
TX	E2008-BUSP-0586	196	Design Downtown Carrollton, Texas Regional Multi-Modal Transit Hub Station	434,720
TX	E2008-BUSP-0588	536	Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal	259,000
TX	E2008-BUSP-0589	561	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	776,000
TX	E2008-BUSP-0590	24	Roma, TX Bus Facility	114,114
TX	E2008-BUSP-0915		Abilene Paratransit Vehicle Replacement	431,200
TX	E2008-BUSP-0917		Capital Metropolitan Transportation Authority, Austin	254,800
TX	E2008-BUSP-0918		City of El Paso Paratransit Van Replacement	490,000
TX	E2008-BUSP-0919		City of El Paso, Neighborhood Circulator	392,000
TX	E2008-BUSP-0921		Concho Valley Multi-modal Terminal Building	245,000
TX	E2008-BUSP-0923		Fort Bend County Sienna Plantation Park and Ride	294,000
TX	E2008-BUSP-0925		Greater Southeast District Transit Facility	196,000
TX	E2008-BUSP-0926		Houston Downtown Clean Fuel Transit Initiative	1,470,000
TX	E2008-BUSP-0928		Rio Metro Intercity Transit, Hidalgo County	490,000
TX	E2008-BUSP-0929		The Woodlands Capital Cost of Contracting	294,000
TX	E2008-BUSP-0930		Urban Commuter Rail Circulator Vehicles	245,000
UT	E2008-BUSP-0596	651	Utah Statewide Bus and Bus Facilities	923,749
VA	D2008-BUSP-026		Transportation District Commission of Hampton Roads	2,000,000
VA	E2008-BUSP-0597	409	Alexandria, VA Eisenhower Avenue Inter-modal Station improvements, including purchase of buses and construction of bus shelters	543,400
VA	E2008-BUSP-0598	232	Alexandria, VA Royal Street Bus Garage Replacement	108,680
VA	E2008-BUSP-0601	359	Arlington County, VA Pentagon City Multimodal Improvements	434,720
VA	E2008-BUSP-0602	157	Bealeton, Virginia-Intermodal Station Depot Refurbishment	59,774
VA	E2008-BUSP-0603	492	City of Alexandria, VA-City-Wide Transit Improvements	259,000
VA	E2008-BUSP-0604	493	City of Alexandria, VA-Potomac Yard Transit Improvements	259,000
VA	E2008-BUSP-0605	494	City of Alexandria, VA-Replace Royal Street Bus Garage	776,000
VA	E2008-BUSP-0606	495	City of Alexandria, VA-Valley Pedestrian & Transit	259,000
VA	E2008-BUSP-0607	511	Commonwealth of Virginia-Statewide Bus Capital Program	3,880,000
VA	E2008-BUSP-0608	15	Fairfax County, VA Richmond Highway (U.S. Route1) Public Transportation Improvements	434,720
VA	E2008-BUSP-0609	525	Fairfax County, Virginia-Richmond Highway Initiative	517,000
VA	E2008-BUSP-0610	281	Falls Church, VA Falls Church Intermodal Transportation Center	434,720

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

Prior Year Unobligated Section 5309 Bus and Bus Related Facilities Allocations

State	Earmark ID	SAFETEA-LU Project No.	Project Location and Description	Unobligated Allocation
VA	E2008-BUSP-0613	535	Hampton Roads Transit, VA-Southside Bus Facility	259,000
VA	E2008-BUSP-0614	391	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	434,720
VA	E2008-BUSP-0615	354	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	380,380
VA	E2008-BUSP-0616	68	Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities	706,420
VA	E2008-BUSP-0620	434	Roanoke, VA-Bus restoration in the City of Roanoke	54,340
VA	E2008-BUSP-0621	312	Roanoke, Virginia-Improve Virginian Railway Station	54,340
VA	E2008-BUSP-0622	305	Roanoke, Virginia-Intermodal Facility	43,472
VA	E2008-BUSP-0623	361	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	108,680
VA	E2008-BUSP-0935		HRT Southside Bus Facility Replacement, Norfolk	686,000
VA	E2008-BUSP-0936		PRTC Bus Facilities	980,000
VA	E2008-BUSP-0937		Southside Bus Facility Replacement in Hampton Roads	1,176,000
VA	E2008-BUSP-0938		WMATA Bus Safety Initiative	196,000
VI	E2008-BUSP-0939		VITRAN Purchase USVI	392,000
VT	E2008-BUSP-0624	477	Brattleborough, VT, Intermodal Center	200,000
VT	E2008-BUSP-0626	633	State of Vermont Buses, Facilities and Equipment	256,587
VT	E2008-BUSP-0940		Bennington Multi-Modal Facility	328,300
VT	E2008-BUSP-0941		Bus Replacement for Rural Community Transportation of St Johnsbury	328,300
VT	E2008-BUSP-0943		Vans for Vermont Senior Centers	196,000
VT	E2008-BUSP-0944		Vermont Statewide Buses, Facilities and Equipment	656,600
WA	E2008-BUSP-0629	337	Island Transit, WA Operations Base Facilities Project	521,664
WA	E2008-BUSP-0632	333	Oak Harbor, WA Multimodal Facility	217,360
WA	E2008-BUSP-0633	613	Seattle, WA Multimodal Terminal Redevelopment & Expansion	1,000,000
WA	E2008-BUSP-0634	113	Snohomish County, WA Community Transit bus purchases and facility enhancement	652,080
WA	E2008-BUSP-0636	654	Washington Southworth Terminal Redevelopment	1,350,000
WA	E2008-BUSP-0637	655	Washington, King Street Transportation Center-Intercity Bus Terminal Component	70,000
WA	E2008-BUSP-0949		C-TRAN Vehicle Replacement	480,200
WA	E2008-BUSP-0950		Everett Transit Vehicle Replacement	588,000
WA	E2008-BUSP-0952		Hybrid Bus Program	294,000
WA	E2008-BUSP-0955		Intercity Transit Multimodal Facility Olympia	343,000
WA	E2008-BUSP-0958		Link Transit Vehicle Replacement	539,000
WA	E2008-BUSP-0961		Pierce Transit Peninsula Park & Ride	1,029,000
WA	E2008-BUSP-0962		Port Angles International Gateway Project	343,000
WA	E2008-BUSP-0963		Pullman Transit Maintenance Facility Expansion	784,000
WA	E2008-BUSP-0965		Spokane Transit Smart Bus Technology Modernization	686,000
WA	E2008-BUSP-0966		University Place Intermodal Transit Facility	735,000
WI	E2008-BUSP-0638	350	Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers	978,120
WI	E2008-BUSP-0639	100	State of Wisconsin buses and bus facilities	3,553,836
WI	E2008-BUSP-0640	452	Design, engineering, right-of-way acquisition, and construction State of Wisconsin Transit Intermodal Facilities	1,300,000
WI	E2008-BUSP-0641	663	Wisconsin, Statewide Buses and Bus Facilities	650,000
WI	E2008-BUSP-0968		Janesville City Transit System	735,000
WI	E2008-BUSP-0970		Wisconsin Statewide Bus and Bus Facilities	1,220,412
WV	E2008-BUSP-0642	73	West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of P.L.. 105-17	5,216,640
WY	E2008-BUSP-0644	665	Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities	776,000
	Subtotal FY 2008 Unobligated Allocations			*$465,593,451*
	Total Unobligated Allocations			**$665,031,952**

FEDERAL TRANSIT ADMINISTRATION

TABLE 11

FY 2009 SECTION 5309 NEW STARTS ALLOCATIONS

(Allocation amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

STATE	EARMARK ID	PROJECT LOCATION AND DESCRIPTION	ALLOCATION
AZ	E2009-NWST-001	Phoenix-Central Phoenix East Valley Corridor	37,555,472
CA	E2009-NWST-002	Los Angeles - East Side (FFGA)	33,382,642
CO	E2009-NWST-003	Denver- Southeast Corridor LRT	1,020,898
DC	E2009-NWST-004	Washington,DC-Largo Metrorail Extension	14,604,906
IL	E2009-NWST-005	Chicago-Ravenswood	16,691,321
MN	E2009-NWST-006	Minneapolis-Northstar Corridor Rail	22,950,566
NJ	E2009-NWST-007	Northern NJ- Hudson-Bergen LRT- MOS-2	1,092,821
NY	E2009-NWST-008	New York - East Side Access	89,715,849
NY	E2009-NWST-009	New York-Second Avenue Subway MOS	71,453,458
OR	E2009-NWST-010	Portland-South Corridor I-205/Portland Mall LRT	33,382,642
PA	E2009-NWST-011	Pittsburgh-North Shore LRT	664,176
TX	E2009-NWST-012	Dallas-Northwest Southeast LRT MOS	35,990,660
UT	E2009-NWST-013	Salt Lake-Weber County to Salt Lake City Commuter Rail	33,382,642
VA	E2009-NWST-014	Norfolk-Norfolk LRT	9,806,151
WA	E2009-NWST-015	Seattle-Central Link LRT-Initial Segment	28,558,268
TOTAL ALLOCATION			**$430,252,472**

FEDERAL TRANSIT ADMINISTRATION

TABLE 12

Prior Year Unobligated Section 5309 New Starts Allocations

State	Earmark ID	Project Location and Description	Unobligated Allocation
FY 2007 Unobligated Allocations			
IL	D2007-NWST-012	Union-Pacific West Line Extension	$1,255,978
CA	D2007-NWST-030	Oakland Airport Connector (Public-Private Partnership Pilot Program)	24,999,999
CO	D2007-NWST-009	West Corridor LRT	35,000,000
AK/HI	D2007-NWST-002	Alaska and Hawaii Ferry	1,456,406
	Subtotal FY 2007 Unobligated Allocations		*$62,712,383*
FY 2008 Unobligated Allocations			
AK	E2008-NWST-001	Denali Commission	$5,000,000
AK, HI	E2008-NWST-002	Alaska and Hawaii ferry projects	14,400,000
CA	E2008-NWST-004	AC Transit BRT Corridor - Alameda County	490,000
CA	E2008-NWST-006	Metro Rapid Bus System Gap Closure	16,347,380
CA	E2008-NWST-008	Rapid Transit (BRT) project, Livermore	2,940,000
CA	E2008-NWST-010	Smart EIS and PE	1,960,000
CA	E2008-NWST-011	South Sacramento Corridor, Phase 2	4,410,000
CA	E2008-NWST-012	Telegraph Ave./International Blvd./E 14th St. BRT Corridor Improvements	1,960,000
CO	E2008-NWST-015	West Corridor LRT Project	39,200,000
CT	E2008-NWST-016	New Britain-Hartford Busway	3,271,632
FL	E2008-NWST-018	JTA Bus Rapid Transit	9,329,600
FL	E2008-NWST-019	Metrorail Orange Line Expansion	1,960,000
HI	E2008-NWST-020	Honolulu High Capacity Transit Corridor	15,190,000
IL	E2008-NWST-021	METRA Connects Southeast Service	7,227,500
IL	E2008-NWST-022	METRA Star Line	7,227,500
IL	E2008-NWST-023	Metra Union Pacific Northwest Line	7,227,500
IL	E2008-NWST-024	Metra Union Pacific West Line	7,227,500
KS	E2008-NWST-027	State Avenue BRT Corridor, Wyandotte County	1,470,000
MA	E2008-NWST-029	MBTA Fitchburg to Boston Rail Corridor Project	5,880,000
MA	E2008-NWST-030	North Shore Corridor and Blue Line Extension	1,960,000
MS	E2008-NWST-033	I-69 Mississippi HOV/BRT	7,546,000
NJ	E2008-NWST-036	Monmouth-Ocean-Middlesex County Passenger Rail	980,000
NJ	E2008-NWST-038	Trans-Hudson Midtown Corridor	14,700,000
OR	E2008-NWST-042	Lane Transit District, Pioneer Parkway EmX BRT Corridor	14,504,000
PA	E2008-NWST-044	Bus Rapid Transit, Cumberland County	294,000
PA	E2008-NWST-045	CORRIDORone Regional Rail Project	10,976,000
RI	E2008-NWST-047	Pawtucket/Central Falls Commuter Rail Station	1,960,000
RI	E2008-NWST-048	South County Commuter Rail Wickford Junction Station	12,269,449
TX	E2008-NWST-049	DCTA Fixed Guideway/Engineering	245,000
TX	E2008-NWST-050	Galveston Rail Trolley	1,960,000
TX	E2008-NWST-051	North Corridor, Houston and Southeast Corridor	19,600,000
UT	E2008-NWST-055	Provo Orem BRT	4,018,000
VA	E2008-NWST-059	Route 1 BRT, Potomac Yard - Crystal City, Alexandria and Arlington	980,000
VA	E2008-NWST-060	Virginia Railway Express Extension - Gainesville/Haymarket, VA	490,000
VA	E2008-NWST-061	VRE Rolling Stock	3,920,000
WA	E2008-NWST-063	Pacific Highway South BRT. King County	13,794,480
	Subtotal FY 2008 Unobligated Allocations		*$262,915,541*
	Total Unobligated Allocations		**$325,627,924**

FEDERAL TRANSIT ADMINISTRATION

TABLE 13

FY 2009 SECTION 5310 SPECIAL NEEDS FOR ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

STATE	APPORTIONMENT
Alabama	$948,032
Alaska	124,488
American Samoa	27,693
Arizona	990,921
Arkansas	608,797
California	5,797,448
Colorado	688,622
Connecticut	669,383
Delaware	193,611
District of Columbia	166,651
Florida	3,697,197
Georgia	1,385,199
Guam	73,531
Hawaii	269,151
Idaho	256,651
Illinois	2,140,042
Indiana	1,125,050
Iowa	578,736
Kansas	518,496
Kentucky	873,760
Louisiana	869,904
Maine	304,076
Maryland	925,063
Massachusetts	1,229,262
Michigan	1,779,735
Minnesota	814,978
Mississippi	610,545
Missouri	1,074,318
Montana	212,927
N. Mariana Islands	28,251
Nebraska	342,980
Nevada	419,917
New Hampshire	257,930
New Jersey	1,564,391
New Mexico	378,984
New York	3,713,291
North Carolina	1,549,638
North Dakota	167,684
Ohio	2,081,733
Oklahoma	718,303
Oregon	665,622
Pennsylvania	2,457,884
Puerto Rico	835,650
Rhode Island	261,089
South Carolina	825,561
South Dakota	185,215
Tennessee	1,151,618
Texas	3,439,370
Utah	340,411
Vermont	157,687
Virgin Islands	69,571
Virginia	1,214,716
Washington	1,032,682
West Virginia	458,186
Wisconsin	942,806
Wyoming	134,150
TOTAL	**$54,349,587**

FEDERAL TRANSIT ADMINISTRATION

TABLE 14

FY 2009 SECTION 5311 AND SECTION 5340 NONURBANIZED APPORTIONMENTS AND SECTION 5311(b)(3) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) APPORTIONMENTS

(Apportionment amount is based on funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

(Note In accordance with language in the SAFETEA-LU conference report apportionments for Section 5311 and Section 5340 were combined to show a single amount The State's apportionment under the column heading "Section 5311 and 5340 Apportionment" includes Section 5311 and Growing States funds)

STATE	SECTIONS 5311 AND 5340 APPORTIONMENT	SECTION 5311(b)(3) APPORTIONMENT
Alabama	$5,397,105	$77,326
Alaska	2,462,941	34,838
American Samoa	92,314	5,430
Arizona	3,840,969	52,041
Arkansas	4,116,144	63,669
California	9,237,151	103,847
Colorado	3,388,074	49,398
Connecticut	1,101,006	38,932
Delaware	513,138	32,933
Florida	5,537,949	77,452
Georgia	6,967,099	90,535
Guam	249,522	7,351
Hawaii	798,552	35,357
Idaho	2,370,836	41,554
Illinois	5,764,877	80,792
Indiana	5,528,643	80,551
Iowa	4,121,697	63,647
Kansas	3,817,136	57,127
Kentucky	5,222,780	76,718
Louisiana	4,130,048	66,047
Maine	2,208,333	46,889
Maryland	2,022,540	47,639
Massachusetts	1,419,268	42,023
Michigan	7,036,140	94,151
Minnesota	5,176,555	71,452
Mississippi	4,690,811	70,605
Missouri	5,629,629	77,300
Montana	3,058,594	41,118
N. Mariana Islands	14,211	4,449
Nebraska	2,665,395	45,809
Nevada	1,992,720	34,300
New Hampshire	1,422,006	41,432
New Jersey	1,318,743	40,971
New Mexico	3,327,224	46,805
New York	7,132,357	96,357
North Carolina	8,969,626	112,445
North Dakota	1,616,718	36,062
Ohio	8,125,201	107,587
Oklahoma	4,600,500	66,710
Oregon	3,971,344	56,431
Pennsylvania	8,227,335	108,143
Puerto Rico	571,203	34,496
Rhode Island	236,116	30,325
South Carolina	4,510,072	70,082
South Dakota	2,000,286	38,995
Tennessee	5,755,313	81,635
Texas	13,726,498	147,267
Utah	1,961,090	37,514
Vermont	1,069,583	37,876
Virginia	5,047,660	74,555
Washington	3,882,417	59,288
West Virginia	2,736,253	53,437
Wisconsin	5,477,023	77,628
Wyoming	1,890,317	35,204
TOTAL	**$208,147,062**	**$3,202,525**

FEDERAL TRANSIT ADMINISTRATION
TABLE 15

Prior Year Unobligated Section 5311(c) Tribal Transit Program Competitive Allocations

State	Earmark ID	Project Location and Description	Unobligated Allocation
FY 2007 Unobligated Allocations			
AK	D2007-TRTR-001	Asa Carsarmiut Tribal Council	$165,366
AK	D2007-TRTR-017	Healy Lake Village	25,000
AK	D2007-TRTR-021	Kenaitze Indian Tribe	25,000
AK	D2007-TRTR-034	Northway Village	25,000
IA	D2007-TRTR-046	Sac and Fox Tribe of the Mississippi in Iowa	24,963
ME	D2007-TRTR-018	Houlton Band of Maliseet Indians	57,017
MI	D2007-TRTR-025	Little Traverse Bay Bands of Odawa Indians	25,000
MN	D2007-TRTR-014	Grand Portage Band of Chippewa Indians	60,000
MN	D2007-TRTR-041	Red Lake Band of Chippewa Indians	200,000
MS	D2007-TRTR-030	Mississippi Band of Choctaw Indians	25,000
MT	D2007-TRTR-006	Confederated Salish and Kootenai Tribes	250,000
MT	D2007-TRTR-013	Fort Belknap Indian Community	218,000
MT	D2007-TRTR-056	The Blackfeet Tribe	107,820
NC	D2007-TRTR-012	Eastern Band of Cherokee Nations	172,900
NE	D2007-TRTR-036	Omaha Tribe of Nebraska	25,000
NE	D2007-TRTR-038	Ponca Tribe Nebraska	216,500
NM	D2007-TRTR-063	Walatowa Pueblo of Jemez	25,000
OK	D2007-TRTR-045	Sac and Fox Nation	25,000
OK	D2007-TRTR-059	The Miami Tribe of Oklahoma	154,760
OK	D2007-TRTR-003	Choctaw Nation of Oklahoma	158,000
OK	D2007-TRTR-045	Sac and Fox Nation	25,000
OK	D2007-TRTR-059	The Miami Tribe of Oklahoma	154,760
SC	D2007-TRTR-002	Catawba Indian Nation	225,000
SD	D2007-TRTR-026	Lower Brule Sioux Tribe call	150,000
SD	D2007-TRTR-035	Oglala Sioux Tribe	150,000
SD	D2007-TRTR-044	Rosebud Sioux Tribe	25,000
WI	D2007-TRTR-024	Lac Courte Oreilles Tribe	161,632
	Total Unobligated Allocations		**$2,876,718**

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2009 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
200,000 or more in Population	$40,257,360
50,000-199,999 in Population	13,419,120
Nonurbanized	13,419,120
National Total	$67,095,600

Amounts Apportioned to Urbanized Areas 200,000 or more in Population:

Aguadilla--Isabela--San Sebastian, PR	$260,725
Akron, OH	122,217
Albany, NY	113,359
Albuquerque, NM	160,252
Allentown--Bethlehem, PA--NJ	106,286
Anchorage, AK	41,237
Ann Arbor, MI	59,547
Antioch, CA	41,616
Asheville, NC	56,013
Atlanta, GA	659,625
Atlantic City, NJ	47,697
Augusta-Richmond County, GA--SC	94,039
Austin, TX	199,449
Bakersfield, CA	156,317
Baltimore, MD	427,800
Barnstable Town, MA	36,893
Baton Rouge, LA	144,734
Birmingham, AL	174,903
Boise City, ID	47,767
Bonita Springs--Naples, FL	36,009
Boston, MA--NH--RI	674,795
Bridgeport--Stamford, CT--NY	127,948
Buffalo, NY	238,020
Canton, OH	55,447
Cape Coral, FL	72,451
Charleston--North Charleston, SC	107,911
Charlotte, NC--SC	136,519
Chattanooga, TN--GA	82,947
Chicago, IL--IN	1,737,669
Cincinnati, OH--KY--IN	284,465
Cleveland, OH	381,830
Colorado Springs, CO	83,229
Columbia, SC	94,140
Columbus, GA--AL	73,265
Columbus, OH	239,612
Concord, CA	49,422
Corpus Christi, TX	98,481
Dallas--Fort Worth--Arlington, TX	976,154
Davenport, IA--IL	61,837
Dayton, OH	149,076

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2009 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Daytona Beach--Port Orange, FL	67,061
Denton--Lewisville, TX	40,913
Denver--Aurora, CO	343,058
Des Moines, IA	62,583
Detroit, MI	827,540
Durham, NC	74,878
El Paso, TX--NM	314,704
Eugene, OR	65,325
Evansville, IN--KY	48,790
Fayetteville, NC	74,694
Flint, MI	101,768
Fort Collins, CO	42,124
Fort Wayne, IN	59,038
Fresno, CA	235,639
Grand Rapids, MI	101,797
Greensboro, NC	56,841
Greenville, SC	76,032
Gulfport--Biloxi, MS	57,326
Harrisburg, PA	58,129
Hartford, CT	154,541
Honolulu, HI	145,408
Houston. TX	1,093,262
Huntsville, AL	44,745
Indianapolis, IN	227,362
Indio--Cathedral City--Palm Springs, CA	82,352
Jackson, MS	92,426
Jacksonville, FL	194,316
Kansas City, MO--KS	255,662
Knoxville, TN	103,363
Lancaster, PA	53,620
Lancaster--Palmdale, CA	80,425
Lansing, MI	74,036
Las Vegas, NV	300,125
Lexington-Fayette, KY	61,433
Lincoln, NE	46,139
Little Rock, AR	95,082
Los Angeles--Long Beach--Santa Ana, CA	3,933,572
Louisville, KY--IN	197,913
Lubbock, TX	70,305
Madison, WI	65,909
McAllen, TX	327,825
Memphis, TN--MS--AR	286,068
Miami, FL	1,374,567
Milwaukee, WI	287,989
Minneapolis--St. Paul, MN	350,601
Mission Viejo, CA	54,400
Mobile, AL	113,154
Modesto, CA	101,405
Nashville-Davidson, TN	163,762
New Haven, CT	98,373

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2009 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
New Orleans, LA	366,937
New York--Newark, NY--NJ--CT	4,446,201
Ogden--Layton, UT	69,084
Oklahoma City, OK	208,756
Omaha, NE--IA	126,730
Orlando, FL	269,823
Oxnard, CA	91,395
Palm Bay--Melbourne, FL	79,857
Pensacola, FL--AL	87,463
Peoria, IL	58,276
Philadelphia, PA--NJ--DE--MD	1,069,377
Phoenix--Mesa, AZ	705,955
Pittsburgh, PA	370,876
Port St. Lucie, FL	65,865
Portland, OR--WA	320,170
Poughkeepsie--Newburgh, NY	67,898
Providence, RI--MA	270,303
Provo--Orem, UT	81,374
Raleigh, NC	82,364
Reading, PA	53,300
Reno, NV	66,500
Richmond, VA	159,655
Riverside--San Bernardino, CA	503,692
Rochester, NY	148,497
Rockford, IL	54,727
Round Lake Beach--McHenry--Grayslake, IL--WI	22,674
Sacramento, CA	361,320
Salem, OR	100,557
Salt Lake City, UT	158,929
San Antonio, TX	422,786
San Diego, CA	688,130
San Francisco--Oakland, CA	614,189
San Jose, CA	226,733
San Juan, PR	1,559,757
Santa Rosa, CA	51,665
Sarasota--Bradenton, FL	110,112
Savannah, GA	66,083
Scranton, PA	94,704
Seattle, WA	472,364
Shreveport, LA	98,162
South Bend, IN--MI	59,921
Spokane, WA--ID	87,770
Springfield, MA--CT	135,603
Springfield, MO	58,267
St. Louis, MO--IL	419,157
Stockton, CA	129,269
Syracuse, NY	100,362
Tallahassee, FL	65,119
Tampa--St. Petersburg, FL	480,361
Temecula--Murrieta, CA	42,792

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2009 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Thousand Oaks, CA	23,130
Toledo, OH--MI	123,863
Trenton, NJ	48,642
Tucson, AZ	216,799
Tulsa, OK	140,117
Victorville--Hesperia--Apple Valley, CA	64,235
Virginia Beach, VA	303,262
Washington, DC--VA--MD	585,470
Wichita, KS	89,343
Winston-Salem, NC	64,946
Worcester, MA--CT	88,073
Youngstown, OH--PA	107,536
TOTAL	$40,257,360

Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population

Alabama	$375,505
Alaska	16,921
Arizona	135,353
Arkansas	241,363
California	1,397,865
Colorado	225,063
Connecticut	137,232
Delaware	23,096
Florida	782,258
Georgia	428,545
Hawaii	25,367
Idaho	145,239
Illinois	308,570
Indiana	330,267
Iowa	198,548
Kansas	90,821
Kentucky	123,466
Louisiana	389,816
Maine	118,548
Maryland	147,426
Massachusetts	126,002
Michigan	418,106
Minnesota	113,455
Mississippi	69,950
Missouri	139,873
Montana	107,191
N. Mariana Islands	38,895
Nebraska	7,152
Nevada	18,519
New Hampshire	107,473
New Jersey	68,820
New Mexico	132,879
New York	252,107

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2009 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
North Carolina	428,210
North Dakota	81,305
Ohio	314,705
Oklahoma	85,227
Oregon	108,885
Pennsylvania	412,314
Puerto Rico	1,262,894
South Carolina	240,823
South Dakota	60,870
Tennessee	279,881
Texas	1,505,431
Utah	61,958
Vermont	32,132
Virginia	286,112
Washington	372,365
West Virginia	255,022
Wisconsin	341,404
Wyoming	47,891
TOTAL	$13,419,120

Amounts Apportioned to State Governors for Nonurbanized Areas Less than 50,000 in Population

Alabama	$449,145
Alaska	43,746
American Samoa	40,362
Arizona	241,480
Arkansas	338,661
California	683,551
Colorado	127,016
Connecticut	32,729
Delaware	29,825
Florida	387,687
Georgia	531,945
Guam	40,417
Hawaii	53,392
Idaho	115,921
Illinois	302,466
Indiana	270,651
Iowa	193,091
Kansas	192,340
Kentucky	489,453
Louisiana	419,015
Maine	129,446
Maryland	83,513
Massachusetts	52,179
Michigan	360,132
Minnesota	230,496
Mississippi	485,481
Missouri	394,932

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2009 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Montana	116,880
N. Mariana Islands	22,963
Nebraska	119,924
Nevada	35,977
New Hampshire	56,065
New Jersey	44,562
New Mexico	226,186
New York	430,355
North Carolina	676,571
North Dakota	61,798
Ohio	460,540
Oklahoma	364,417
Oregon	184,503
Pennsylvania	489,113
Puerto Rico	173,958
Rhode Island	7,656
South Carolina	375,018
South Dakota	92,711
Tennessee	437,184
Texas	1,070,630
Utah	65,952
Vermont	59,641
Virgin Islands	40,578
Virginia	314,645
Washington	226,806
West Virginia	265,074
Wisconsin	228,857
Wyoming	51,484
TOTAL	$13,419,120

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

Prior Year Unobligated Section 5316 JARC Allocations

State	Earmark ID	Project Description	Unobligated Allocation
FY 2002 Unobligated Allocations			
CA	E2002-JARC-008	Del Norte County, California	$73,400
NY	E2002-JARC-054	Columbia County, New York	100,000
VA	E2002-JARC-082	Winchester, Virginia	1,000,000
	Subtotal FY 2002 Unobligated Allocations		*$1,173,400*
FY 2003 Unobligated Allocations			
OH	E2003-JARC-078	STEP-UP Job Access Project Dayton	$123,834
NY	E2003-JARC-065	Chemung County Transit	74,300
NY	E2003-JARC-066	Columbia County	99,067
	Subtotal FY 2003 Unobligated Allocations		*$297,201*
FY 2004 Unobligated Allocations			
AK	E2004-JARC-000	Craig Transit Service JARC Program	$49,563
NY	E2004-JARC-070	Ulster County Area Transit Rural Feeder Service	49,563
VA	E2004-JARC-101	Virginia Beach Paratransit Services	198,252
SD	E2004-JARC-083	Cheyenne River Sioux Tribe Public Bus System	247,815
NY	E2004-JARC-050	New Jersey Community Development Corporation Transportation Opportunity Center	297,378
CA	E2004-JARC-013	City of Irwindale Senior Transportation Services	64,432
CA	E2004-JARC-014	Guaranteed Ride Home Santal Clarita	396,504
MD	E2004-JARC-040	VoxLinx Voice-Enabled Transit Trip Planner	1,288,638
TN	E2204-JARC-087	Monroe County Job Access and Reverse Commute Program	99,126
	Subtotal FY 2004 Unobligated Allocations		*$2,691,271*
FY 2005 Unobligated Allocations			
OH	E2005-JARC-066	Western Reserve Transit Job Access Program, Ohio	$79,734
GA	E2005-JARC-026	Dooly-Crisp Unified Transportation System, Georgia	198,236
MI	E2005-JARC-042	DCC Community Health & Safety Transport Project, Michigan	297,354
PA	E2005-JARC-071	Philadelphia Unemployment Project (PUP), Pennsylvania	306,772
WI	E2005-JARC-095	Wisconsin Statewide JARC	2,747,662
	Subtotal FY 2005 Unobligated Allocations		*$3,629,758*
	Total Unobligated Allocations		**$7,791,630**

FEDERAL TRANSIT ADMINISTRATION

TABLE 18

FY 2009 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
UZAs 200,000 or more in Population	$22,580,250
UZAs 50,000-199,999 in Population	7,526,750
Nonurbanized	7,526,750
National Total	$37,633,750

Amounts Apportioned to Urbanized Areas 200,000 or more in Population:

Aguadilla--Isabela--San Sebastian, PR	$58,588
Akron, OH	75,581
Albany, NY	72,649
Albuquerque, NM	84,899
Allentown--Bethlehem, PA--NJ	72,488
Anchorage, AK	24,223
Ann Arbor, MI	28,528
Antioch, CA	28,156
Asheville, NC	36,015
Atlanta, GA	413,029
Atlantic City, NJ	34,302
Augusta-Richmond County, GA--SC	50,252
Austin, TX	92,382
Bakersfield, CA	60,901
Baltimore. MD	295,234
Barnstable Town, MA	36,671
Baton Rouge, LA	65,193
Birmingham, AL	100,792
Boise City, ID	29,711
Bonita Springs--Naples, FL	34,005
Boston, MA--NH--RI	522,063
Bridgeport--Stamford, CT--NY	110,422
Buffalo, NY	140,336
Canton, OH	34,561
Cape Coral, FL	54,503
Charleston--North Charleston, SC	60,318
Charlotte, NC--SC	89,710
Chattanooga, TN--GA	53,180
Chicago, IL--IN	1,060,090
Cincinnati, OH--KY--IN	187,076
Cleveland, OH	239,952
Colorado Springs, CO	50,508
Columbia, SC	53,858
Columbus, GA--AL	37,044
Columbus, OH	133,537
Concord, CA	56,580
Corpus Christi, TX	43,151
Dallas--Fort Worth--Arlington, TX	526,811
Davenport, IA--IL	34,249

FEDERAL TRANSIT ADMINISTRATION

TABLE 18

FY 2009 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Dayton, OH	93,910
Daytona Beach--Port Orange, FL	44,901
Denton--Lewisville, TX	24,240
Denver--Aurora, CO	236,112
Des Moines, IA	43,032
Detroit, MI	553,817
Durham, NC	33,364
El Paso, TX--NM	94,121
Eugene, OR	29,359
Evansville, IN--KY	31,857
Fayetteville, NC	36,282
Flint, MI	56,349
Fort Collins, CO	20,022
Fort Wayne, IN	35,230
Fresno, CA	84,904
Grand Rapids, MI	62,334
Greensboro, NC	35,059
Greenville, SC	45,658
Gulfport--Biloxi, MS	33,994
Harrisburg, PA	42,846
Hartford, CT	114,736
Honolulu, HI	92,605
Houston, TX	491,784
Huntsville, AL	26,010
Indianapolis, IN	160,213
Indio--Cathedral City--Palm Springs, CA	41,526
Jackson, MS	41,009
Jacksonville, FL	126,883
Kansas City, MO--KS	173,248
Knoxville, TN	61,910
Lancaster, PA	39,355
Lancaster--Palmdale, CA	35,012
Lansing, MI	36,387
Las Vegas, NV	198,411
Lexington-Fayette, KY	32,199
Lincoln, NE	23,915
Little Rock, AR	53,908
Los Angeles--Long Beach--Santa Ana, CA	1,681,436
Louisville, KY--IN	125,672
Lubbock, TX	27,652
Madison, WI	31,803
McAllen, TX	76,072
Memphis, TN--MS--AR	142,222
Miami, FL	779,468
Milwaukee, WI	164,560
Minneapolis--St. Paul, MN	243,652
Mission Viejo, CA	50,304
Mobile, AL	54,145

FEDERAL TRANSIT ADMINISTRATION

TABLE 18

FY 2009 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Modesto, CA	48,850
Nashville-Davidson, TN	100,569
New Haven, CT	69,927
New Orleans, LA	160,779
New York--Newark, NY--NJ--CT	2,655,582
Ogden--Layton, UT	42,793
Oklahoma City, OK	109,639
Omaha, NE--IA	70,261
Orlando, FL	163,222
Oxnard, CA	47,576
Palm Bay--Melbourne, FL	62,249
Pensacola, FL--AL	48,349
Peoria, IL	32,208
Philadelphia, PA--NJ--DE--MD	697,524
Phoenix--Mesa, AZ	379,732
Pittsburgh, PA	231,287
Port St. Lucie, FL	47,592
Portland, OR--WA	196,093
Poughkeepsie--Newburgh, NY	42,357
Providence, RI--MA	177,099
Provo--Orem, UT	24,099
Raleigh, NC	50,647
Reading, PA	32,593
Reno, NV	42,458
Richmond, VA	106,086
Riverside--San Bernardino, CA	210,004
Rochester, NY	89,292
Rockford, IL	36,088
Round Lake Beach--McHenry--Grayslake, IL--WI	21,527
Sacramento, CA	196,533
Salem, OR	28,524
Salt Lake City, UT	101,975
San Antonio, TX	194,785
San Diego, CA	336,528
San Francisco--Oakland, CA	441,480
San Jose, CA	185,585
San Juan, PR	421,504
Santa Rosa, CA	37,211
Sarasota--Bradenton, FL	93,602
Savannah, GA	32,840
Scranton, PA	63,636
Seattle, WA	334,066
Shreveport, LA	41,446
South Bend, IN--MI	37,726
Spokane, WA--ID	47,456
Springfield, MA--CT	88,562
Springfield, MO	28,699
St. Louis, MO--IL	264,707

FEDERAL TRANSIT ADMINISTRATION

TABLE 18

FY 2009 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Stockton, CA	50,493
Syracuse, NY	53,416
Tallahassee, FL	19,867
Tampa--St. Petersburg, FL	348,702
Temecula--Murrieta, CA	27,512
Thousand Oaks, CA	21,358
Toledo, OH--MI	71,256
Trenton, NJ	37,069
Tucson, AZ	103,767
Tulsa, OK	78,681
Victorville--Hesperia--Apple Valley, CA	29,412
Virginia Beach, VA	174,116
Washington, DC--VA--MD	428,019
Wichita, KS	54,957
Winston-Salem, NC	38,919
Worcester, MA--CT	62,277
Youngstown, OH--PA	62,046
TOTAL	**$22,580,250**

Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population

Alabama	$198,406
Alaska	9,287
Arizona	64,291
Arkansas	132,516
California	770,513
Colorado	127,783
Connecticut	122,352
Delaware	15,201
Florida	577,865
Georgia	209,239
Hawaii	21,663
Idaho	75,292
Illinois	170,443
Indiana	193,460
Iowa	112,710
Kansas	53,119
Kentucky	72,576
Louisiana	204,099
Maine	82,959
Maryland	131,769
Massachusetts	89,659
Michigan	279,158
Minnesota	66,239
Mississippi	32,158
Missouri	78,697
Montana	54,764
N. Mariana Islands	11,798

FEDERAL TRANSIT ADMINISTRATION

TABLE 18

FY 2009 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Nebraska	3,285
Nevada	14,970
New Hampshire	102,846
New Jersey	54,802
New Mexico	58,566
New York	153,111
North Carolina	310,380
North Dakota	47,079
Ohio	212,667
Oklahoma	36,322
Oregon	55,623
Pennsylvania	250,211
Puerto Rico	337,121
South Carolina	171,841
South Dakota	41,450
Tennessee	175,383
Texas	661,884
Utah	23,559
Vermont	19,716
Virginia	172,331
Washington	238,633
West Virginia	150,373
Wisconsin	246,541
Wyoming	30,040
TOTAL	**$7,526,750**

Amounts Apportioned to State Governors for Nonurbanized Areas Less than 50,000 in Population

Alabama	$255,130
Alaska	20,702
American Samoa	3,631
Arizona	108,709
Arkansas	183,932
California	316,454
Colorado	71,325
Connecticut	34,091
Delaware	21,938
Florida	245,802
Georgia	290,648
Guam	10,594
Hawaii	30,058
Idaho	49,567
Illinois	194,023
Indiana	212,697
Iowa	126,293
Kansas	109,987
Kentucky	266,858
Louisiana	178,785

FEDERAL TRANSIT ADMINISTRATION

TABLE 18

FY 2009 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based funding made available under the Continuing Appropriations Resolution, 2009 - P.L. 110-329)

URBANIZED AREA/STATE	APPORTIONMENT
Maine	81,170
Maryland	71,671
Massachusetts	45,123
Michigan	254,659
Minnesota	145,525
Mississippi	216,731
Missouri	210,848
Montana	48,466
N. Mariana Islands	349
Nebraska	63,532
Nevada	26,324
New Hampshire	54,957
New Jersey	34,333
New Mexico	82,859
New York	265,143
North Carolina	414,842
North Dakota	29,252
Ohio	305,541
Oklahoma	185,501
Oregon	125,069
Pennsylvania	307,467
Puerto Rico	38,641
Rhode Island	8,034
South Carolina	210,786
South Dakota	38,634
Tennessee	271,563
Texas	516,442
Utah	30,189
Vermont	37,652
Virgin Islands	7,321
Virginia	212,287
Washington	126,727
West Virginia	137,882
Wisconsin	164,684
Wyoming	25,322
TOTAL	**$7,526,750**

FEDERAL TRANSIT ADMINISTRATION

TABLE 19

Prior Year Unobligated Section 5339 Alternatives Analysis Allocations

State	Earmark ID	Project Location and Description	Unobligated Allocation
FY 2006 Unobligated Allocations			
CA	D2006-ALTA-004	San Jose - BRT treatments to increase ridership	480,000
	Subtotal FY 2006 Unobligated Allocations		*$480,000*

State	Earmark ID	Project Location and Description	Unobligated Allocation
FY 2007 Unobligated Allocations			
CA	E2007-ALTA-001	San Gabriel Valley-Gold Line Foothill Extension Corridor Study	1,250,000
IL	E2007-ALTA-002	Metra BNSF Naperville to Aurora Corridor Study	1,250,000
MS	E2007-ALTA-006	Madison-Ridgeland Transportation Commission, Mississippi, Madison LRT Corridor Study	350,000
NC	E2007-ALTA-007	Piedmont Authority Regional Transportation East-West Corridor Study	1,000,000
NJ	E2007-ALTA-008	Trans-Hudson Midtown Corridor Study	1,500,000
NJ	E2007-ALTA-010	New Jersey Transit Midtown Project Study	2,500,000
OK	D2007-ALTA-018	Tulsa to Broken Arrow	137,600
SC	E2007-ALTA-014	South Carolina Department of Transportation Light Rail Study	300,000
TN	E2007-ALTA-015	Sevierville County Transportation Board, Sevier County BRT Study	500,000
WI	D2007-ALTA-026	Madison - Madison Area	200,000
	Subtotal FY 2007 Unobligated Allocations		*$8,987,600*
FY 2008 Unobligated Allocations			
CA	E2008-ALTA-004	Bus Rapid Transit Alternative Analysis, San Jose	245,000
CA	E2008-ALTA-005	Red Car Trolley Engineering Study	98,000
CT	E2008-ALTA-012	Southeastern Connecticut Bus Rapid Transit System	1,313,200
FL	E2008-ALTA-013	Bus Rapid Transit Improvements, Broward County	686,000
FL	E2008-ALTA-014	Downtown Orlando East-West Circulator System, Orlando	686,000
FL	E2008-ALTA-015	Downtown Transit Circulator, Fort Lauderdale	656,600
FL	E2008-ALTA-017	Miami-Dade County Metrorail Orange Line Expansion	1,372,000
GA	E2008-ALTA-018	I-285 Bus Rapid Transit Project, Atlanta	490,000
IA	E2008-ALTA-019	DART Alternative Analysis Design, Des Moines	245,000
IL	E2008-ALTA-011	Illinois Valley Commuter Rail, Ottawa	245,000
NC	E2008-ALTA-023	Charlotte Rapid Transit Extension-Northeast Corridor LRT Project	2,695,000
NJ	E2008-ALTA-021	Northern Branch Rail Service Restoration	490,000
OH	E2008-ALTA-024	West Shore Corridor Alternative Analysis	343,000
PA	E2008-ALTA-026	East West Corridor Rapid Transit, Allegheny County	980,000
PA	E2008-ALTA-027	Northwest New Jersey/Northeast Pennsylvania Commuter Rail Service	1,313,200
PA	E2008-ALTA-028	Philadelphia Navy Yard Transit Extension Study	392,000
VA	E2008-ALTA-029	Commuter Rail Station at Carmel Church	490,000
VA	E2008-ALTA-030	I-66 Bus Rapid Transit Study	980,000
WA	E2008-ALTA-031	Spokane Streetcar Study, Spokane	294,000
	Subtotal FY 2008 Unobligated Allocations		*$14,014,000*
	Total Unobligated Allocations		**$23,481,600**

The SAFETEA-LU Technical Corrections Act, 2008 rescinded FY 2006 and FY 2007 funding for the Middle Rio Grande Coalition of Governments, Albuquerque to Santa Fe Corridor Study in the amount of $500,000 each year.

The SAFETEA-LU Technical Corrections Act, 2008 made funding for the FY 2006 and FY 2007 Lane County, Oregon Bus Rapid Transit Phase II Corridor Study available to all phases of the project All funding has been obligated.

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