

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****FTA Fiscal Year 2005 Apportionments, Allocations and Program Information**

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The “Consolidated Appropriations Act, 2005”, (Public Law 108–447), signed into law by President Bush on December 8, 2004, appropriates funds for all of the surface transportation programs of the Department of Transportation for the fiscal year ending September 30, 2005. This notice provides information on the FY 2005 transit appropriations for the FTA assistance programs, program guidance and requirements, and information on several program issues important in the coming year.

FOR FURTHER INFORMATION CONTACT: For general information about this notice contact Mary Martha Churchman, Director, Office of Resource Management and State Programs, (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 and key headquarters program staff.

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I. Overview

This document apportions or allocates annual appropriations among potential program recipients. Although the

agency has received its annual appropriation, our authorizing legislation is scheduled to expire May 31, 2005. Because of this, we will show two amounts—one reflecting the annual appropriation amount and one showing the amount currently available, as limited by the 8-month authorization. In addition, the document contains important information about FTA programs and areas of emphasis for the fiscal year, including FTA's Strategic Business Plan Initiative. For each FTA program included, we have provided relevant information on its total fiscal year (FY) 2005 apportionments/allocations, requirements, period of availability, and other related information and highlights, as appropriate. A separate section of the document provides information on requirements and guidance that are applicable to all FTA programs. The document also includes a section that delineates various requirements and guidance specific to the FTA planning programs that grantees should be aware of for FY 2005.

II. FY 2005 Funding for FTA Programs*A. Funding Based on FY 2005 Appropriations Act and Extension of Authorization*

The Consolidated Appropriations Act, 2005 (Pub. L. 108–447, December 8, 2004; hereafter called the 2005 Appropriations Act) provides a combination of trust and general funds that total \$7.708 billion for FTA programs. This amount is reduced to \$7.646 billion by a government-wide across-the-board 0.80 percent rescission, as directed by Section 122 of Division J of the 2005 Appropriations Act. Table 1 of this document shows the funding for the FTA programs for the entire fiscal year, as provided for in the 2005 Appropriations Act. However, because our current program authorization, the Surface Transportation Extension Act of 2004, Part V (Pub. L. 108–310, September 30, 2004), only provides contract authority for the trust funds through May 31, 2005, we also show in Table 1 the amount of FY 2005 funds currently available for obligation for each program based on the extension of TEA–21 through May 31, 2005. The amount currently available includes all of the general funds but only a portion of the trust funds included in the total obligation limitation for FTA programs in the 2005 Appropriations Act. The percentage of the annual amount currently available varies slightly from program to program, depending on the mix of general and trust funds appropriated for the program and the

reallocation of any prior year funds to the program.

B. Apportionments and Allocations

FTA is publishing tables for each program that contain both the apportionments and allocations based on the full program levels in the 2005 Appropriations Act; and the apportionments and allocations based on FY 2005 funds currently available for the FTA program. The column labeled "Apportionment" or "Allocation" includes both trust funds (contract authority) and general funds, and reflects the total dollar amount of obligation limitation and appropriations in the 2005 Appropriations Act, once a full-year contract authority is made available. This amount is not the amount that is actually available for obligation at this time. The amount shown in the column labeled "Available Apportionment" or "Available Allocation" is available for obligation. All apportionments and allocations reflect the 0.80 percent rescission, which has been proportionately applied to the discretionary budget authority and obligation limitation, and to each program, project and activity.

C. Program Funds Set-aside for Project Management Oversight

FTA draws money from funds appropriated to the Urbanized Area Formula Program, Nonurbanized Area Formula Program, and Capital Investment Program for program oversight activities conducted by FTA. The funds are used to provide necessary oversight activities, including oversight of the construction of any major project under these statutory programs; to conduct safety, civil rights, procurement, management and financial reviews and audits; and to provide technical assistance to correct deficiencies identified in compliance reviews and audits. Project management oversight is authorized by 49 U.S.C. Section 5327. The percent of Urbanized Area Formula and Nonurbanized Area Formula funds made available for oversight is one-half percent. The percentage of Capital Investment Program funding made available for oversight was increased from three-quarters percent to one percent by Section 319 of the FY 2002 DOT Appropriations Act and continues to be drawn at the higher rate.

III. Fiscal Year 2005 Key Program Initiatives

Each year, FTA's apportionment notice draws attention to significant initiatives or focus areas for the year. Under our Strategic Business Plan

(SBP), we have several initiatives focused on improved efficiency and enhanced customer service, several of which are discussed in this section.

In addition, efforts to improve the coordination of human service program transportation have been paying handsome dividends, and a 2004 Executive Order on Coordinated Human Service Transportation is expected to further energize and focus government-wide efforts to address the complex impediments to delivering effective transportation options at the local level. We discuss this in detail in this section, as well.

Another key issue discussed in this section is Single Audit Act findings and the closure of findings. Additional information about these focus areas is available from your regional office (see the Appendix at the end of this document.)

A. Improved Customer Service

One of the four "core-accountabilities" under FTA's SBP is to reduce grant processing time. This is the third year FTA will track grant processing time, and, as in last year's SBP, the goal is to achieve an average processing time of 36 days from the date a complete application is submitted in TEAM-Web, our electronic grant-making system. Reduced grant processing time has been adopted as a core accountability for several reasons. First, it requires FTA to continually examine how we review and approve grants, and to find ways to improve our internal processes. More importantly, it reduces the amount of time a grantee must wait from the date of submission of a grant until final approval, responding to the needs of grantees to receive funds on a timely basis in order to maintain their programs.

Because tracking comparable data is key to any performance measurement, FTA uses the date on which a grant number is assigned (the date of submission) to measure how long it takes to process a grant. Inherent in this measure is an assumption that regional offices have received a complete application from the grantee. We know that this has been an area of some disagreement in years past, and that some regions have assigned grant numbers before grant applications were actually complete.

To continue to meet our efficiency goal and to ensure that we minimize the time it takes to process a grant, we provide below some information that will aid in the overall understanding of what constitutes a complete application. Of course, you can receive additional information and technical assistance

from your regional office at any time. (Complete contact information is available in the Appendix at the end of this document.)

For the regional office to be able to assign a grant number, enabling submission, the application must meet the following requirements:

1. The project is listed in a currently approved Transportation Improvement Program (TIP); Statewide Transportation Improvement Program (STIP), or Unified Planning Work Program (UPWP).
2. All eligibility issues have been resolved.
3. Required environmental findings have been made.
4. The project budget's Activity Line Items (ALI), scope, and project description meet FTA requirements.
5. Local share funding source(s) have been identified.
6. The grantee's required Civil Rights submissions are current.
7. Certifications and assurances are properly submitted.
8. Funding is available, including any flexible funds included in the budget.
9. For projects involving new construction (using New Starts or formula funds), FTA engineering staff has reviewed the project management plan and given approval.
10. When required for grants related to New Starts projects, preliminary engineering (PE) and/or final design (FD) has been approved.

11. Milestone information is complete, or FTA determines that milestone information can be finalized before the grant is ready for award.

In every appropriations act, several FTA programs include Congressional project designations. Congress earmarked over 500 transit projects for FY 2005. A significant number of project sponsors that have received Congressional designations for FY 2005 Bus and Bus-Related Facilities and JARC projects and activities and unobligated prior year designations will be first-time (new) FTA grantees or sub-recipients. With respect to new grantees, historically, the following issues have presented the most significant hurdles to successful and timely implementation of earmarked projects: (1) Grantee inability to identify eligible project activities within the scope of the earmark; (2) misunderstanding and/or lack of awareness of applicable requirements; and (3) difficulty generating the required local match.

While we provide "pre-award authority" (see section V. A of this document for a complete explanation), we do not recommend that first-time grant recipients utilize the automatic

pre-award authority to incur expenses before the grant is actually awarded by FTA. 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.

We encourage project sponsors of both Bus and JARC earmarked projects who will be first-time FTA grantees to contact their FTA regional office staff to discuss the project and relevant FTA requirements. The regional staff will assist you with identifying requirements and understanding FTA's grant application procedures, and help you develop an approvable application. (See the Appendix to this document for contact information)

B. Transportation Coordination—United We Ride

Transportation is an essential link to employment, health, and educational services. Without adequate transportation services, many older Americans, persons with disabilities, and individuals with low-incomes are often unable to access work, medical services, educational resources or recreation opportunities.

In February 2004, President Bush issued Executive Order (EO) 13330 on Human Service Transportation Coordination to improve transportation for those who are transportation disadvantaged, by improving the coordination of transportation services provided under programs in ten Federal Departments. The goals of the Executive Order are to simplify access to transportation services, reduce duplication and overlap, and improve the effectiveness of the transportation services provided. In response to the EO, the Department of Transportation, with its partners at the Department of Health and Human Services, Labor, Education, and elsewhere, launched the United We Ride (UWR) initiative. To assist States and communities in moving forward, FTA and our Federal partners introduced an initiative that includes a Framework for Action, a self-assessment tool for States and communities; the National Leadership Forum on Human Service Transportation Coordination; State Coordination Grants; and Technical Assistance.

Forty-five States have been selected to receive grants for human service transportation coordination efforts in FY 2005. The State Coordination Grants may be used to: (1) Conduct a comprehensive State assessment using the UWR Framework for Action, (2) develop a comprehensive State action plan for Coordinating Human Service Transportation, and/or (3) implement one or more of the elements identified within the Framework for Action (for those States that have not established a comprehensive State action plan). Planning teams involving regional leadership from the Federal agencies named in the EO are bringing together State teams for workshops in six of the ten U.S. Department of Transportation (U.S. DOT) regional offices this year.

C. Reporting Independent Single Audit Results

A recent audit of the FY 2004 Highway Trust Fund financial statements found that provisions of the Single Audit Act (SAA), and the related Office of Management and Budget (OMB) Circular No. A-133 had not been effectively implemented. In order to correct this weakness, FTA has determined that it is critical that key information from the grantee's audit report be reviewed on an annual basis. Therefore, we are implementing the new reporting requirements described in the June 17, 2004, Dear Colleague letter from Administrator Dorn, which is posted on the FTA Web site at: http://www.fta.dot.gov/legal/guidance/dear_colleague/2004/12128_15811_ENG_HTML.htm.

Grantees should continue to work with FTA regional offices to resolve any FTA-related findings in these independent annual audits. FTA regional offices will be tracking progress in the resolution of these findings, and will contact grantees that have not complied with the requirements in a timely manner. Copies of responses to audit findings that relate to a resolution of the findings should be sent to the appropriate regional office.

Consistent with the requirements of OMB Circular No. A-133, FTA requires a grant recipient expending \$500,000 or more (previously \$300,000 or more) in Federal financial assistance to secure an independent annual audit of its financial activities. The audit report must be submitted to the Federal Clearinghouse within the earlier of 30 days after the audit report is issued, or nine months after the end of the audit period.

At the same time, grant recipients should send a copy of the Federal Clearinghouse transmittal sheet to the

appropriate FTA regional office, and if there are FTA program findings or if FTA is your point-of-contact for all DBE program issues, send FTA a copy of the entire audit report.

IV. FTA Programs

This section of the notice provides FY 2005 funding and other important program-related information for the four major FTA program areas included in the notice (transit planning and research; formula grants; capital investments; and Job Access and Reverse Commute). Of the 14 separate FTA programs contained in this notice that fall under the major program area headings, the funding for seven is apportioned by statutory formula. Funding for the other seven is allocated on a discretionary or competitive basis.

Funding and other important information for each of the 14 programs is presented immediately below. This includes program apportionments or allocations, certain program requirements, length of time FY 2005 funding is available to be committed, and other significant program information pertaining to FY 2005.

A. Metropolitan Planning Program (49 U.S.C. 5303)

Section 5303 authorizes a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan area level. State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) may receive funds for planning projects 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. For more about the Metropolitan Planning Program contact Candace Noonan, Program Manager, at (202) 366-1648.

1. Total Apportionments

The 2005 Appropriations Act provides \$59,902,515 to the Metropolitan Planning Program (49

U.S.C. 5303) after the across-the-board 0.80 percent rescission. The total amount apportioned for the Metropolitan Planning Program (to States for MPOs' use in urbanized areas (UZAs)) is \$60,628,846, as shown in the table below.

METROPOLITAN PLANNING PROGRAM

Appropriation	\$60,385,600
Rescission	(483,085)
Prior Year Funds Added	726,331
Total Apportioned	60,628,846

States' apportionments for this program are displayed in Table 2. Also displayed in Table 2 is the amount of each State's apportionments that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

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 population in the UZA, as designated by the Census Bureau. 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.

2. 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. All States have either reaffirmed or developed, in consultation with their MPOs, new allocation formulas as a result of the 2000 Census. These formulas may be changed annually, but any changes require approval by the FTA regional office before grant approval. Program guidance for the Metropolitan Planning Program is found in FTA Circular C8100.1B, Program Guidance and Application Instructions for Metropolitan Planning Program Grants, dated October 25, 1996.

3. Period of Availability

The funds apportioned in this notice under the Metropolitan Planning Program will remain available to be obligated by FTA to recipients for three fiscal years following FY 2005. Any of these apportioned funds that remain

unobligated at the close of business on September 30, 2008, will revert to FTA for reapportionment under the Metropolitan Planning Program.

4. Other Program or Apportionment Related Information and Highlights

Section VI of this document provides guidance and information specific to FTA planning programs, including the Metropolitan Planning Program. Please refer to that section for additional information relevant to this program.

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

Section 5307 authorizes Federal capital and operating assistance for transit in urbanized areas (UZAs). An UZA is an incorporated area with a population of 50,000 or more that has been designated as such by the U.S. Census Bureau. The Urbanized Area Formula Program also supports planning, in addition to that funded under the Metropolitan Planning Program described above. 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. With a few exceptions, operating assistance is not an eligible expense for UZAs with populations 200,000 or more. For more information about the Urbanized Area Formula Program contact Ken Johnson, Office of Resource Management and State Programs, at (202) 366-2053.

1. Total Apportionments

The 2005 Appropriations Act provides \$3,593,195,773 to the Urbanized Area Formula Program (49 U.S.C. 5307) after the across-the-board 0.80 percent rescission. The total amount apportioned for the Urbanized Area Formula Program is \$3,575,229,794, as shown in the table below, after the deduction for oversight (authorized by 49 U.S.C. 5327).

URBANIZED AREA FORMULA PROGRAM

Appropriation	\$3,622,173,158
Rescission	(28,977,385)
Oversight Deduction	(17,965,979)
Total Apportioned	3,575,229,794

Table 3 displays the amounts apportioned under the Urbanized Area Formula Program.¹ Also displayed in

¹ Sec. 198 of the 2005 Appropriations Act states that Norman, OK, is to be considered part of the Oklahoma City, OK, UZA for FY 2004 and 2005. This provision has an unintended impact on the apportionments for these UZAs, and also affects the apportionment of all UZAs with populations less than 1 million. FTA anticipates a correction and has

Table 3 is the amount currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V. Table 4 contains the apportionment formula for the Urbanized Area Formula Program.

Additional funds are appropriated for the Alaska Railroad for improvements to its passenger operations. The total amount allocated to the Alaska Railroad is \$4,787,094 after deduction for the 0.80 percent rescission and oversight, as shown in the table below.

ALASKA RAILROAD SET-ASIDE

Appropriation	\$4,849,950
Rescission	(38,800)
Oversight Deduction	(24,056)
Total Allocated	4,787,094

Of this amount \$3,233,450 is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V. Funding for the Alaska Railroad is based on the set-aside amount specified in the 2005 Appropriations Act. This is in lieu of apportioning funds for the Anchorage, AK UZA, under the fixed guideway tier of the section 5307 formula using data attributable to the Alaska Railroad Corporation.

2. Program Requirements

Urbanized Area Formula Program funds are apportioned based on legislative formulas. Different formulas are used for UZAs with populations of 200,000 or more and UZAs with populations less than 200,000. For UZAs 50,000 to 199,999 in population, the formula is based simply 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. See Table 4 for more detailed information about the formulas. Program guidance for the Urbanized Area Formula Program is found in FTA Circular C9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998. There are several important program requirements we highlight below.

not applied this provision. If the correction is not made, we will adjust the FY 2006 apportionments to the Norman and Oklahoma City UZAs to compensate.

a. Urbanized Area Formula Apportionments to Governors

For UZAs with populations less than 200,000 (small UZAs), the funds are apportioned to the Governor of each State for distribution. The total Urbanized Area Formula apportionment for the Governor and the amount currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V, is shown in Table 3. This table also shows the apportionment amount attributable to each small UZA within the State. The Governor may determine the allocation of funds among the small UZAs with the following exception (as further discussed in item e below): 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.

b. Transit Enhancements

For UZAs with populations 200,000 or more, TEA-21 establishes that a minimum of one-percent of a UZA's Urbanized Area Formula apportionment be spent for transit projects and project elements that qualify as transit enhancements. One percent of the Urbanized Area Formula Program apportionment in each UZA with a population of 200,000 or more has been set aside specifically for transit enhancement expenditures. Table 3 shows the amount set aside for enhancements in these areas.

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

It is the responsibility of the MPO to determine how the one-percent for transit enhancements will be allotted to transit projects. The one percent

minimum requirement does not preclude more than one percent being expended in a UZA for transit enhancements. However, items that are only eligible as enhancements—in particular, operating costs for historic facilities—may be assisted only within the one-percent funding level.

The recipient must submit a report to the appropriate FTA regional office listing the projects or elements of projects carried out with those funds during the previous fiscal year and the amount awarded. The report must be submitted with the Federal fiscal year's final quarterly progress report in TEAM-Web. The report should include the following elements: (a) Grantee name, (b) 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 codes may be found in FTA Circular 9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998, and on TEAM-Web, which can be accessed at <http://FTATEAMWeb.fta.dot.gov>.

c. Transit Security Projects

All recipients of Urbanized Area Formula funds are required to expend at least one percent of the amount the grantee receives each fiscal year on "mass transit security projects." For applicants serving a UZA with a population of 200,000 or more, only capital security projects may be funded with the one percent.

d. FY 2005 Operating Assistance

There are three transit provisions that allow FY 2005 Urbanized Area Formula funds to be used for operating assistance in a UZA with a population of 200,000 or more: (1) Language in Section 3027(c) of TEA-21, as amended, which allows the use of funds for operating assistance to certain recipients of section 5307 funds that provide service exclusively for elderly persons and persons with disabilities and operate 20 or fewer vehicles; (2) the provision of 5307(b), as amended, and extended by Section 8(n) of the Surface Transportation Extension Act of 2004, Part V, which allows transit systems in UZAs that crossed the 200,000 population threshold for the first time as a result of the 2000 Census, the flexibility to use section 5307 funds for operating assistance; and (3) the provision of 5307(b), as amended, and extended by Section 8(n) of the Surface Transportation Extension Act of 2004,

Part V, which allows funds apportioned to a 2000 Census UZA with a population of 200,000 or more to be used for operating assistance in that portion of the UZA that was nonurbanized under the 1990 Census. Each provision has its own requirements, which are described separately below.

(1) Section 3027(c)(3) of TEA-21, as previously amended, 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) of TEA-21, as amended, is \$1.4 million. Transit providers/grantees eligible under this provision have already been identified and notified.

(2) The Surface Transportation Extension Act of 2004, Part V, continues the provisions of Public Law 107-232, which allow transit systems in UZAs that, for the first time, exceeded 200,000 population according to the 2000 Census to use section 5307 funds for operating assistance. A list of the eligible 2000 Census UZAs (with populations 200,000 or more) that may use FY 2005 funds for operating assistance is provided in Table 6. The table also shows the maximum amount of the area's FY 2005 apportionment that may be used for operating assistance, and the amount of an area's apportionment currently available for obligation as operating assistance. The use of the UZA funds for operating assistance by these areas is restricted to projects carried out within the geographical or service area boundary of the affected 1990 Census small UZA.

(3) In addition, the Surface Transportation Extension Act of 2004, Part V, permits the continued use of Urbanized Area Formula Program (section 5307) funds for operating assistance in certain UZAs with a population of at least 200,000 when the qualifying UZA includes a portion that was not designated as a UZA under the 1990 Census and received assistance under section 5311 in FY 2002. The provision further stipulates that the portion not designated a UZA under the 1990 Census shall receive an amount of funds under section 5307 that is not less than the amount the portion received under section 5311 in FY 2002. Affected areas are not identified in Table 6. A grant applicant for an area eligible to receive operating assistance under this

provision that wants to make use of this provision must so indicate in the grant application. The application must identify the previously nonurbanized portion of the UZA that qualifies (*i.e.*, that portion of the area that was not designated as urbanized under the 1990 Census and received assistance under section 5311). Contact the appropriate FTA regional office for additional information and guidance if you intend to make use of this provision.

Unless one of the exceptions noted above applies, the use of FY 2005 Urbanized Area Formula Program funds for operating assistance is available only

to small UZAs (those with populations less than 200,000). For these areas, there is no limitation on the amount of the State apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50.

e. Designated Transportation Management Areas (TMA)

Guidance for setting the boundaries of TMAs is contained in the joint transportation planning regulations codified at 23 CFR part 450 and 49 CFR part 613. In some cases, the TMA planning boundaries 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.
Pittsburgh, PA	Monessen, PA; Weirton, WV–Steubenville, OH–PA (PA portion); Uniontown-Cannelsville, PA.
Seattle, WA	Bremerton, WA.
Washington, DC–VA–MD	Frederick, MD.

The MPO must notify the Associate Administrator for Program Management, Federal Transit Administration, 400 Seventh Street, SW., 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.

f. Urbanized Area Formula Funds Used for Highway Purposes

Funds apportioned to a TMA are eligible for transfer to FHWA for highway projects. 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 FTA 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.

3. Period of Availability

The Urbanized Area Formula Program funds apportioned in this notice, as well as the set-aside for the Alaska Railroad, will remain available to be obligated by

FTA to recipients until September 30, 2008. Any of these apportioned funds that remain unobligated at the close of business on September 30, 2008, will revert to FTA for reapportionment under the Urbanized Area Formula Program.

4. Data Used to Generate Apportionments and Dollar Unit Values

Population and population density statistics from the 2000 Census and (when applicable) validated mileage and transit service data from transit providers’ 2003 National Transit Database (NTD) Report Year were used to calculate a UZA’s FY 2005 Urbanized Area Formula apportionment.

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 2005 are displayed in Table 5. To replicate a UZA’s apportionment, multiply the dollar unit value by the appropriate formula factor, *i.e.*, the population, population × (times) population density, and (when applicable) data from the NTD (*i.e.*, route miles, vehicle revenue miles, passenger miles, and operating cost.)

C. Clean Fuels Formula Program (49 U.S.C. 5308)

FTA’s authorizing legislation, TEA-21, established the Clean Fuels Formula Grant Program to support the goals of the Clean Air Act. This program has a two-fold purpose. First, the program is intended to assist non-attainment and maintenance areas in achieving or maintaining air quality attainment status. Second, the program seeks to support emerging clean fuel and advanced propulsion technologies for transit buses, and to create markets for these technologies. No funds were provided for this program in the 2005 Appropriations Act. For more information about this program contact Nancy Grubb, Office of Resource Management and State Programs, at (202) 366–2053.

D. 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. For more information about Fixed Guideway Modernization contact Ken Johnson, Office of Resource Management and State Programs, at (202) 366–2053.

1. Total Apportionments

The 2005 Appropriations Act provides \$1,204,684,800 to the Fixed Guideway Modernization Program after the across-the-board 0.80 percent rescission. The total amount apportioned for the Fixed Guideway Modernization Program is \$1,192,637,952, after the deduction for oversight, as shown in the table below.

FIXED GUIDEWAY MODERNIZATION PROGRAM

Appropriation	\$1,214,400,000
Rescission	(9,715,200)
Oversight Deduction	(12,046,848)
Total Apportioned	1,192,637,952

The FY 2005 Fixed Guideway Modernization Program apportionments to eligible areas are displayed in Table 7. Also Displayed in Table 7 is the amount of each area's apportionment that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

2. 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 at least 200,000) 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. Program guidance for Fixed Guideway Modernization is found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998.

3. Period of Availability

The funds apportioned in this notice under the Fixed Guideway Modernization Program will remain available to be obligated by FTA to recipients for three fiscal years following FY 2005. Any of these apportioned funds that remain

unobligated at the close of business on September 30, 2008, will revert to FTA for reapportionment under the Fixed Guideway Modernization Program.

4. Other Program or Apportionment Related Information and Highlights

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/or 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. Table 8 contains information regarding the Fixed Guideway Modernization apportionment 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.

E. 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 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. For more information about Bus and Bus-Related Facilities contact Ryan Hammon, Office of Resource Management and State Programs, at (202) 366–2053.

1. Total Allocations

The 2005 Appropriations Act provides \$719,200,000 for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities, after the across-the-board 0.80 percent rescission. This amount includes funds transferred from the Clean Fuels Program as described below. The total amount allocated for Bus and Bus-Related Facilities is \$712,008,000, as shown in the following table.

BUS AND BUS-RELATED

Appropriation	\$725,000,000
Rescission	(5,800,000)
Oversight Deduction	(7,192,000)
Total Allocation	712,008,000

* Includes \$50 million transferred from Clean Fuels.

TEA-21 authorized a \$100 million Clean Fuels Formula Program under 49 U.S.C. 5308 (described in section IV.C above). The program is authorized to be funded with \$50 million from the Bus and Bus-Related Facilities category of the Capital Investment Program and \$50 million from the Formula Grants Programs. However, the 2005 Appropriations Act directs FTA to transfer the Clean Fuels formula portion to, and merge it with, funding provided for the Bus and Bus-Related category of the Capital Investment Program. The \$100 million from the Clean Fuels program, both capital and formula portion, is included in the total appropriations amount in the Bus and Bus-Related Facilities table above and the 0.80 percent across-the-board rescission has been applied to the entire amount. In FY 2005, Congress did not make available for bus and bus-related facilities any funds reallocated from projects in previous appropriations acts. Instead, prior year reallocated bus and bus facilities funds were made available to the New Starts program.

Table 9 displays the allocation of the FY 2005 Bus and Bus-Related Facilities funds by State and project. Each project allocation has been adjusted proportionally from the amount designated in the conference report accompanying the 2005 Appropriations Act to account for the across the board rescission, the amount deducted for oversight, and the shortfall between the amount designated for projects and the amount made available to the program. Also displayed in Table 9 is the amount of each Bus and Bus-Related Facilities project allocation that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

2. Program Requirements

The Conference Report to FTA's 2005 Appropriation Act lists 440 discrete projects for funding under Bus and Bus-Related Facilities. The 2005 Appropriations Act includes Section 125 that contains language making these designated projects eligible under the program "notwithstanding any other provision of law." The Consolidated Appropriations Act 2004, included a similar provision in Section 547. This

language makes the bus projects designated in FYs 2005 and 2004 eligible for the designated purpose. However, if you want to apply to use funds designated under the bus program in any year for project activities outside the scope of the project designation included in report language, you must submit your request for reprogramming to the House and Senate Committees on Appropriations for resolution. FTA will not reprogram Congressionally-designated projects without direction from the Appropriations Committees.

Unless the law provides otherwise, projects designated prior to FY 2004 must conform to the eligibility requirements of the Bus and Bus-Related Facilities program. Requests for reprogramming of funding for projects designated prior to FY 2004 that are found not to be consistent with the statutory intent of the program should also be directed to the House and Senate Committees on Appropriations. Program guidance for Bus and Bus-Related Facilities is found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998.

3. Period of Availability

The 2005 Appropriations Act includes a provision requiring that FY 2005 Bus and Bus-Related Facilities funds not obligated for their original purpose as of September 30, 2007, be made available for other projects under 49 U.S.C. 5309. Certain Bus and Bus-Related Facilities projects identified in previous years but not obligated were extended for one year in the reports accompanying the 2005 Appropriations Act. These project funds will lapse September 30, 2005, if they are not obligated in a grant before then. A list of these extended projects included in the Conference report and the amounts that remain unobligated as of September 30, 2004, can be found in Table 10. However, two projects in the Conference report are not included, pending clarification of Congressional intent to reallocate the balance to the New Starts program. FTA is seeking clarification from Congress regarding Congressional intent to extend other projects that are listed in the House or Senate report but not listed in the Conference Report.

4. Other Program or Allocation Related Information and Highlights

Prior year unobligated balances for Bus and Bus-Related allocations in the amount of \$791,171,631 remain available for obligation in FY 2005. This includes \$758,522,868 in fiscal years 2003 and 2004 unobligated allocations, and \$32,648,763 for fiscal years 1998–

2002 unobligated allocations that were extended in the FY 2005 Conference Report. These unobligated amounts are displayed in Table 10. Included with the FY 2004 carryover projects in Table 10 is one project that was transferred from the Job Access and Reverse Commute (JARC) program to the Bus program by Section 531 of the 2005 Appropriations Act.

F. 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. For more information about New Starts contact Sean Libberton, Office of Planning and Environment, at (202) 366–4033.

1. Total Allocations

The 2005 Appropriations Act provides \$1,437,829,600 to New Starts after the across-the-board 0.80 percent rescission. The total amount allocated for New Starts is \$1,449,596,996, as shown in the table below.

NEW STARTS

Appropriation	\$1,449,425,000
Rescission	(11,595,400)
Oversight Deduction	(14,378,296)
Reallocated Prior Year Funds	a/26,145,692
Total Allocation	1,449,596,996

^a Includes reallocated prior year New Starts and Bus funds.

The amount reallocated to New Starts includes \$3,591,548 in FY 2001 funds and \$22,554,144 in FY 2002 funds under the Capital Investment Grants account, in accordance with language in the 2005 Appropriations Act. FTA is in the process of clarifying with Congress the projects from which these funds are

to be derived and we will publish the complete list as soon as possible.

The final allocation for each New Starts project is listed in Table 11. Each project allocation has been adjusted proportionally from the amount designated in the 2005 Appropriations Act to account for the across-the-board rescission and the amount deducted for oversight. Table 11 also shows \$11,016,268 as unallocated. Following notification to Congress, FTA will reallocate these funds among certain projects on the list. Also displayed in Table 11 is the amount of each New Starts project allocation that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

2. Program 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. Program guidance for New Starts is found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998; and C5200.1A, Full Funding Grant Agreement Guidance, dated December 5, 2002.

3. Period of Availability

The 2005 Appropriations Act includes a provision requiring that FY 2005 New Starts and Bus and Bus-Related funds not obligated for their original purpose as of September 30, 2007, shall be made available for other projects under 49 U.S.C. 5309.

Capital Investment Program funds for New Starts projects identified as having been extended for one year in the FY 2005 Conference Report accompanying the 2005 Appropriations Act will lapse September 30, 2005. A list of these extended projects and the amounts that remained unobligated as of September 30, 2004, appears in Table 12.

4. Other Program or Apportionment Related Information and Highlights

Prior year unobligated allocations for New Starts in the amount of \$479,244,898 remain available for obligation in FY 2005. This amount includes \$408,126,399 in fiscal years 2003 and 2004 unobligated allocations, and \$71,118,499 for fiscal years 2000, 2001 and 2002 unobligated allocations that are extended in the FY 2005 Conference Report. These unobligated amounts are displayed in Table 12. Information on pre-award authority for

New Starts projects is detailed in section V below.

G. Elderly and Persons With Disabilities Program (49 U.S.C. 5310)

This program (49 U.S.C. 5310) provides formula funding to States for capital projects to assist private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the public transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. The State (or State-designated agency) 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 Persons with Disabilities Program contact Sue Masselink, Office of Resource Management and State Programs, at (202) 366–2053.

1. Total Apportionments

The 2005 Appropriations Act provides \$94,526,689 to the Elderly and Persons with Disabilities Program (49 U.S.C. 5310) after the across-the-board 0.80 percent rescission, which is the total amount apportioned for the program, as shown in the table below.

ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

Appropriation	95,289,001
Rescission	(762,312)
Total Apportioned	94,526,689

The FY 2005 Elderly and Persons with Disabilities Program apportionments to the States are displayed in Table 13. Also displayed in Table 13 is the amount of a State's apportionment currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

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.

2. Program Requirements

The funds provide capital assistance for transportation for elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by a contract, lease, or other arrangement.

While the assistance is intended primarily for private non-profit organizations, public bodies that coordinate services for the elderly and persons 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. Program guidance for the Elderly and Persons with Disabilities Program is found in FTA Circular C9070.1E, The Elderly and Persons with Disabilities Program Guidance and Application Instructions, dated October 1, 1998.

3. Period of Availability

Funds allocated to States under the Elderly and Persons with Disabilities Program in this notice must be obligated by September 30, 2005. Any funding that remains unobligated as of that date will revert to FTA for reapportionment among the States under the Elderly and Persons with Disabilities Program. FTA extended the period of availability for FY 2004 funds through March 31, 2005, because full year funding was not available for obligation until late in the fiscal year. If TEA-21 has not been extended through the end of FY 2005 when the current extension through May 31, 2005 expires, FTA will consider extending the availability of FY 2005 Section 5310 funds.

4. Other Program or Apportionment Related Information and Highlights

These funds may be transferred by the Governor to supplement Urbanized Area Formula or Nonurbanized Area Formula capital funds during the last 90 days of the fiscal year.

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

This program provides formula funding to States for the purpose of supporting public transportation in areas of less than 50,000 population. Funding may be used for capital, operating, State administration, and project administration expenses. 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. For more information

about the Nonurbanized Area Formula Program contact Lorna Wilson, Office of Resource Management and State Programs, at (202) 366–2053.

1. Total Apportionments

The 2005 Appropriations Act provides \$250,889,588 to the Nonurbanized Area Formula Program (49 U.S.C. 5311) after across-the-board 0.80 percent rescission. The total amount apportioned for the Nonurbanized Area Formula Program is \$249,635,140, after the deduction for oversight, as shown in the table below.

NONURBANIZED AREA FORMULA PROGRAM

Appropriation	252,912,891
Rescission	(2,023,303)
Oversight Deduction	(1,254,448)
Total Apportioned	249,635,140

The FY 2005 Nonurbanized Area Formula apportionments to the States are displayed in Table 14. Also displayed in Table 14 is the amount of each State's apportionment that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

2. Program Requirements

The Nonurbanized Area Formula Program provides capital, operating and administrative assistance for areas under 50,000 in population. Funds are apportioned in proportion to each State's nonurbanized population. Each State must spend no less than 15 percent of its FY 2005 Nonurbanized Area Formula apportionment for the development and support of intercity bus transportation, unless the Governor certifies to the Secretary that the intercity bus service needs of the State are being adequately met. Program guidance for the Nonurbanized Area Formula Program is found in C9040.1E, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, dated October 1, 1998.

3. Period of Availability

Funds apportioned to nonurbanized areas under the Nonurbanized Area Formula Program will remain available for two fiscal years following FY 2005. Any funds that remain unobligated at the close of business on September 30, 2007, will revert to FTA for allocation among the States under the Nonurbanized Area Formula Program.

4. Other Program or Apportionment Related Information and Highlights

Given the ongoing changes in the intercity bus industry, FTA encourages States to consult with intercity bus operators and communities affected by loss of service when evaluating the intercity bus needs of the State.

The dollar unit value shown for the Nonurbanized Area Formula Program in Table 5 of this notice may be multiplied by the States nonurbanized population to replicate FTA's calculation of each State's apportionment.

I. Rural Transit Assistance Program (49 U.S.C. 5311(b)(2))

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 Transit Assistance Program (RTAP) contact Lorna Wilson, Office of Resource Management and State Programs, at (202) 366-2053.

1. Total Apportionments

The 2005 Appropriations Act provides \$5,208,000 to RTAP (49 U.S.C. 5311(b)(2)) after the across-the-board 0.80 percent rescission, which is the total amount apportioned for RTAP, as shown in the table below.

EMSP:

EMSP:	
Appropriation	5,250,000
Rescission	(42,000)
Total Apportioned	5,208,000

The FY 2005 RTAP allocations to the States are displayed in Table 14. Also displayed in Table 14 is the amount of each State's allocation that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V. Funds are allocated to the States by an administrative formula consisting of a \$65,000 floor for each State (\$10,000 for territories), with the balance allocated based on nonurbanized population in the 2000 Census.

2. Program Requirements

The funds are allocated to the States 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.

3. Period of Availability

Funds apportioned to nonurbanized areas under RTAP will remain available for two fiscal years following FY 2005. Any funds that remain unobligated at the close of business on September 30, 2007, will revert to FTA for allocation among the States under the RTAP.

4. Other Program or Apportionment Related Information and Highlights

FTA also supports RTAP activities at the national level with the National Planning and Research Program (NPRP). The National RTAP activities support the States in their provision of training and technical assistance. Congress did not designate any NPRP funds for the National RTAP in the Conference Report accompanying the Consolidated Appropriations Act, 2005. FTA will, however, consider the National RTAP among projects to be funded from the limited available NPRP funds.

J. Statewide Planning and Research Program (49 U.S.C. 5313(b))

This program provides financial assistance to States for Statewide planning and other technical assistance activities (including supplementing the technical assistance program provided through the Metropolitan Planning Formula Program), planning support for nonurbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development. For more about the Statewide Planning and Research Program contact Candace Noonan, Program Manager, at (202) 366-1626.

1. Total Apportionments

The 2005 Appropriations Act provides \$12,513,485 to the Statewide Planning and Research Program (49 U.S.C. 5313(b)) after the across-the-board 0.80 percent rescission. The total amount apportioned for the Statewide Planning and Research Program (SPRP) is \$12,659,599, as shown in the table below.

STATEWIDE PLANNING AND RESEARCH PROGRAM

Appropriation	12,614,400
Rescission	(100,915)
Prior Year Funds Added	146,114
Total Apportioned	12,659,599

State apportionments for this program are displayed in Table 2. Also displayed in Table 2 is the amount of each State's apportionment that is currently available for obligation, in accordance

with the Surface Transportation Extension Act of 2004, Part V. Funds are allocated by a formula that is based on information received from the latest decennial census, and the State's UZA population as compared to the UZA population of all States. However, a State must receive at least 0.5 percent of the amount apportioned under this program.

2. Program Requirements

Statewide Planning and Research funds are apportioned to States by statutory formula to provide funds for Statewide Planning and Research Programs. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, management training, and cooperative research. 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 Statewide Planning and Research Program is found in FTA Circular C8200.1, Program Guidance and Application Instructions for State Planning and Research Program Grants, dated December 27, 2001.

3. Period of Availability

The funds apportioned in this notice under the Statewide Planning and Research Program will remain available to be obligated by FTA to recipients for three fiscal years following FY 2005. Any of these apportioned funds that remain unobligated at the close of business on September 30, 2008, will revert to FTA for reapportionment under the program.

4. Other Program or Apportionment Related Information and Highlights

Section VI of this document provides various guidance and information specific to FTA planning programs, including the Statewide Planning and Research Program. Refer to that section for additional information relevant to this program.

K. National Planning and Research Program (49 U.S.C. 5314)

Through funding under this program, FTA seeks to deliver solutions that improve public transportation. FTA's Strategic Research Goals are to increase transit ridership, improve capital and operating efficiencies, improve safety and emergency preparedness, and to protect the environment and promote energy independence. For more about the National Planning and Research Program contact Bruce Robinson, Office

of Research, Demonstration and Innovation, at (202) 366–4209.

1. Total Apportionments

The 2005 Appropriations Act provides \$37,200,000 for the National Planning and Research Program after the across-the-board 0.80 percent rescission. Of this amount \$20,892,622 is allocated for specific activities, after applicable reductions for the Small Business Innovation Research program.

NATIONAL PLANNING AND RESEARCH PROGRAM

Appropriation	37,500,000
Rescission	(300,000)
Total Apportioned	37,200,000

All research and research and development projects are subject to a 2.6% reduction for the Small Business Innovative Research Program. This determination is made by FTA based on the proposed statement of work. The project allocations are listed in Table 15, along with the amount that is currently available for obligation, in accordance with the Surface Transportation Extension Act of 2004, Part V.

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.

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.

L. Job Access and Reverse Commute Program

The Job Access and Reverse Commute (JARC) Program provides funding for transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those that transport welfare recipients and low-income individuals, including economically disadvantaged persons with disabilities, in urban, suburban, or rural areas to and from jobs and activities related to their employment.

Reverse Commute projects provide transportation services for the general public from urban, suburban, and rural areas to suburban employment opportunities. A total of up to \$10,000,000 from the appropriation may be used for Reverse Commute Projects. For more information about the JARC program contact Gregory D. Brown, Office of Resource Management and States Program, at (202) 366–2053.

1. Total Apportionments

The 2005 Appropriations Act provides \$124,000,000 for the Job Access and Reverse Commute (JARC) Program after the across-the-board 0.80 percent rescission. The total amount allocated to JARC projects is \$123,702,400, as shown in the table below.

JOB ACCESS AND REVERSE COMMUTE

Appropriation	\$125,000,000
Rescission	(1,000,000)
Tech. Asst. Takedown	(297,600)
Total Allocation	123,702,400

JARC project allocations designated in the Conference Report are included in this notice as Table 16. The amounts designated in the report have been adjusted to reflect the rescission, and the \$297,600 set-aside for technical assistance and evaluation of the program.

2. Program Requirements

Although TEA–21 requires that JARC project selections be made through a national competition based on statutorily specified criteria, the 2005 Appropriations Act overrides the requirement for competitive selection by directing FTA to award grants for the JARC designations included in the Conference report language upon receipt of an application. The Federal share for JARC projects, both capital and operating assistance, is 50 percent of net project cost. Planning is not an eligible activity.

Unless statutorily directed otherwise, FTA will honor the discretionary project designations included in Conference Report language for JARC, to the extent that the projects meet the statutory intent of the program. Section 125 of the 2005 Appropriations Act, made the JARC funds designated to projects in FY 2005 available upon FTA's receipt of an application. Section 547 in the Consolidated Appropriations Act, 2004, provided likewise for JARC projects designated in FY 2004. Requests for reprogramming of funding must be directed to the House and Senate

Committees on Appropriations for resolution.

3. Period of Availability

Funds for JARC projects competitively selected by FTA remain available for two fiscal years following the fiscal year of selection. No projects competitively selected in previous fiscal years remain available for obligation in FY 2005. Congressional allocations of JARC projects remain available to the designated entity unless reallocated by Congress. Congress did not reallocate unobligated Congressional allocations for JARC projects from fiscal years 2002 in the 2005 Appropriations Act, so they remain available for obligation. Projects designated prior to FY 2002 were reallocated in prior years.

4. Other Program or Apportionment Related Information and Highlights

Prior year unobligated balances for JARC allocations in the amount of \$119,748,937 remain available for obligation in FY 2005. These balances include Congressional allocations from fiscal years 2002, 2003 and 2004. These unobligated amounts are displayed in Table 17.

M. Over-the-Road Bus Accessibility Program

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 Resource Management and States Program, at (202) 366–2053.

1. Total Allocation

The 2005 Appropriations Act provides \$6,894,400 for the Over-the-Road Bus Accessibility (OTRB) Program after the across-the-board 0.80 percent rescission, which is the total amount allocable for OTRB, as shown in the table below.

OVER-THE-ROAD BUS ACCESSIBILITY PROGRAM

Appropriation	\$6,950,000
Rescission	(55,600)
Total Allocation	6,894,400

Of this amount, \$5,239,744 is allocable to providers of intercity fixed-

route service, and \$1,654,666 to other providers of over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service. The total amount of \$4,656,832 is currently available for obligation in accordance with the Surface Transportation Extension Act of 2004, Part V. This includes \$3,539,192 for intercity fixed-route service and \$1,117,640 for other over-the-road bus services.

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. The FY 2004 notice was published November 24, 2003, and is available at http://www.fta.dot.gov/legal/federal_register/2004/12174_12199_ENG_HTML.htm.

Assistance is available to operators of buses used substantially or exclusively in intercity, fixed route, over-the-road bus 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.

3. Period of Availability

Funds are available until expended.

4. Other Program or Apportionment Related Information and Highlights

A **Federal Register** notice providing program guidance and application procedures for FY 2005 will be published at a later date and synopsized at www.grants.gov. A **Federal Register** notice of FY 2004 project selections was published November 16, 2004, and is available at http://www.fta.dot.gov/legal/federal_register/2004/12174_16182_ENG_HTML.htm.

V. FTA Program Guidance and Requirements

A. Automatic Pre-Award Authority to Incur Project Costs

This information incorporates and elaborates on guidance previously provided in the FTA Fiscal Years 2002—2004 Apportionments and Allocations Notices, which can be found on the FTA Web site at http://www.fta.dot.gov/25_ENG_HTML.htm.

1. Policy

FTA provides blanket, or automatic, pre-award authority to certain program areas described below. This pre-award

authority allows grantees to incur project costs prior to grant approval and retain their eligibility 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 automatic pre-award spending authority permits a grantee to incur costs on an eligible transit capital or planning project without prejudice to possible future Federal participation in the cost of the project or projects. Prior to exercising pre-award authority, grantees must comply with the conditions and Federal requirements outlined in paragraphs 2 and 3 below. Failure to do so will render an otherwise eligible project ineligible for FTA financial assistance. 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.

In the June 24, 1998 **Federal Register** Notice on TEA-21, pre-award authority was extended to all formula funds and flexible funds that would be apportioned during the authorization period of TEA-21, 1998–2003. In the February 11, 2004 **Federal Register** Notice of FY 2004 Apportionments and Allocations, FTA extended pre-award authority to grantees for project costs to be reimbursed by formula funds and flexible funds to be appropriated in FY 2005. In this notice, FTA is extending this pre-award authority for formula funds and flexible funds that will be appropriated in FY 2006. Pre-award authority for operating and planning projects under the formula grant programs is not limited to the authorization period. In addition, automatic pre-award authority for section 5303 and 5313(b) has been granted through FY 2006. Pre-award authority also applies to section 5309 Capital Investment Bus and Bus-Related allocations and JARC allocations identified in this and previous notices. For such section 5309 Capital Investment Bus and Bus-Related and JARC projects, the date that costs may be incurred is the date that the appropriation bill in which they are contained was enacted. In the February 11, 2004 notice FTA extended pre-award authority to Section 330 projects, and, in this notice, FTA is also extending comparable pre-award authority 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 and Section 117 projects in the 2005 Appropriations Act. We strongly encourage any prospective applicant that does not have a relationship with FTA to review Federal grant requirements with the FTA regional office before incurring costs.

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 projects not specified in this or previous notices. Before an applicant may incur costs for Capital Investment New Starts projects, Bus and Bus-Related projects, or any other projects not listed in this notice or previous notices, 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 V.B below.

In using pre-award authority for FY 2006 formula funds, grantees are cautioned that reauthorization may result in changes in program structure, administrative requirements, or funding availability. As with all pre-award authority, activities must be conducted in compliance with Federal requirements in order to retain eligibility for future reimbursement. New grantees are encouraged to contact the appropriate FTA regional office before incurring costs, in order to ensure that requirements are met so that expenses remain eligible.

2. 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 project(s) 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(s).

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 for the project(s) or project amendment(s).

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.

3. 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. For example, the requirement that a project be included in a locally adopted 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. For planning projects, the project must be included in a locally-approved Planning Work Program that has been coordinated with the State. Compliance with the National Environmental Policy Act (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 finalizing the design, 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. The conformity requirements of the Clean Air Act, 40 CFR Part 93, if applicable, must also be fully met before the project may be advanced into implementation under pre-award authority with non-Federal funds.

In addition, Federal procurement procedures, as well as the whole range of applicable Federal requirements (*e.g.*, Buy America, Davis-Bacon Act), 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 and Final Design*

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 Preliminary Engineering (PE) and into Final Design (FD). In accordance with section 5309(e), 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.

FTA's rationale for providing this pre-award authority was described in the FY 2003 Apportionments and Allocations Notice published in the **Federal Register** on March 12, 2003, (68 FR 1106 *et seq.*). The FY 2003 Notice may be found on the FTA Web site at <http://www.fta.dot.gov/library/legal/federalregister/2003/fr31203.pdf>. 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.

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 entitled 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 automatic pre-award authority for costs incurred to comply with NEPA regulations and to conduct NEPA-related activities for a proposed New 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 preliminary engineering activities beyond those necessary for NEPA compliance. 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 granted. 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 section V.B below.

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 funds not covered under a full funding grant agreement, or for section 5309 Bus and Bus-Related funds not yet appropriated by Congress. At the end of an authorization period, LONPs may be issued for formula funds beyond the life of the current authorization or FTA's extension of automatic pre-award authority.

2. Conditions and Federal Requirements

The conditions for pre-award authority specified in V.A.2 above apply to all LONPs. The Environmental,

Planning and Other Federal Requirements described in V.A.3, also apply to all LONPs. Because project implementation activities may not be initiated prior to NEPA completion, FTA will normally 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. As a prerequisite to FTA approval of an LONP for a New Starts project, FTA will require project sponsors to demonstrate project worthiness and readiness. Projects will be assessed based upon the criteria considered in the New Start evaluation process. Specifically, upon the request for 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.
- c. Data that indicates that the project will maintain its ability to receive a "Recommended" rating.
- 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 2005 Annual List of Certifications and Assurances

On October 26, 2004, the Federal Fiscal Year 2005 Annual List of Certifications and Assurances was published in the **Federal Register**. The 2005 Annual List contains the following changes to the previous year's **Federal Register** publication:

- (1) In the preface to the certifications and assurances, a paragraph has been added to explain that not all certifications and assurances will apply to all Applicants; and that the certifications and assurances are pre-award requirements and do not

encompass all Federal requirements that may apply to the Applicant and its project.

(2) Certification 13(A)(1)(j) is amended to state that in the case of an Applicant serving in a UZA with a population of 200,000 or more, only capital security projects may be financed with the one percent of the UZA formula funds set aside by 49 U.S.C. 5307(d)(1)(J) for security projects.

(3) The Affirmation of the Applicant has been edited to clarify that the criminal fraud provisions of 18 U.S.C. 1001 apply to all certifications, assurances, agreements, and other submissions to FTA.

The 2005 Annual List is accessible on the Internet at www.fta.dot.gov. Any questions regarding this document may be addressed to the appropriate Regional Office or to Pat Simpich, in the FTA Office of Program Management, at (202) 366-1662.

D. FHWA Funds Used for Transit Purposes

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA-21 have expanded modal choice in transportation funding by including substantial flexibility to transfer funds between FTA and FHWA program funding categories.

1. Transfer Process

The process for transferring flexible formula funds between FTA and FHWA programs is described below. For information on the transfer of funds between FTA and FHWA planning programs, contact the FTA/FHWA staff identified in VI.D below.

Transfer from FHWA to FTA. FHWA funds designated for use in transit capital projects must be derived from the metropolitan and statewide planning and programming process, and 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, Federal aid apportionment category (*i.e.*, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Interstate Substitute, or congressional earmark), and should include a description of the project as contained in the STIP.

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 and an equal amount of cash

to FTA. All FHWA CMAQ, STP, and Congressionally earmarked funds for transit projects in the Appropriations Act or Conference Report 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).

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 funds, but are assigned a distinct identifying code for tracking purposes. The funds may be used 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. FTA and FHWA have issued guidance on project eligibility under the CMAQ program in a Notice at 65 FR 9040 *et seq.* (February 23, 2000). In accordance with 23 U.S.C. 104(k), all FTA requirements except local share are applicable to transferred funds; FHWA local share requirements apply to funds transferred from FHWA to FTA. Transferred funds should be combined with regular FTA funds in a single annual grant application.

In the event that transferred funds are not obligated for the intended purpose within the period of availability of the program to which they were transferred, they become available to the Governor for any eligible capital transit project.

Transfers from FTA to FHWA. The Metropolitan Planning Organization (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 contained in the Governor's approved State Transportation Improvement Program. The MPO must certify that: (1) The funds are not needed for capital investments required by the Americans with Disabilities Act; (2) notice and opportunity for comment and appeal has been provided to affected transit providers; and (3) local funds used for non-Federal match are eligible to provide assistance for either highway or transit projects. The FTA Regional Administrator reviews and concurs in the request, then forwards the approval 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.

For information regarding these procedures, please contact Kristen D. Clarke, FTA Budget Office, at (202) 366-1686; or James V. Lunetta, FHWA Finance Division, at (202) 366-2845.

2. Matching Share for FHWA Transfers

The provisions 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 three 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.

3. 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 Federal Highway Administration (FHWA) funding sources. In FY 2004, Section 115 similarly included transit projects among projects designated to receive funding from certain FHWA sources. Some of these FY 2002–2004 designations for transit projects have not yet been obligated. The 2005 Appropriations Act also includes a new set of designations under Section 117, 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. However, because these are FHWA funds, FTA cannot carry over unobligated balances remaining at the end of the fiscal year. Instead FHWA re-allots carryover 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

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 submitted on or after October 1, 2003. The Office of Management and Budget (OMB) published this requirement in the **Federal Register** on June 27, 2003 at 68 FR 38402 *et seq.* On August 4, 2003, FTA issued a Dear Colleague letter including instructions on how to obtain a DUNS number; the letter can be accessed at http://www.fta.dot.gov/legal/guidance/dear_colleague/2003/178_12145_ENG_HTML.htm. 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>.

All applications for FTA funds should be submitted to the appropriate FTA regional office. FTA utilizes TEAM-Web, an Internet-accessible electronic grant application system, and all applications are filed electronically. FTA has provided exceptions to the requirement for electronic filing of applications for certain new, non-traditional grantees in the JARC and OTRB programs, as well as to a few grantees that have not successfully connected to or accessed TEAM-Web.

In FY 2005, FTA is committed to maintaining the average number of days required to process a completed grant application at 36 days or fewer, while continuing to process at least 80 percent of grants within 60 days of receipt of a completed application by the

appropriate Regional Office. In FY 2004, FTA achieved this goal, with an average processing time of 30 days and 91 percent of grants obligated within 60 days of submission of a completed application.

In order for an application to be considered complete and for FTA to assign a grant number, enabling submission in TEAM-Web, the requirements listed in III.A of this document must be met. During FY 2005, any grantee applying for funds available under an extension of TEA-21 before the full year's apportionment becomes available is encouraged to include contingency items for the remainder of the funds, so that the entire project can be certified by DOL at the time of the initial application. The FTA circulars contain more information regarding application contents. State applicants for section 5311 funds are reminded that they must certify to DOL that all subrecipients have agreed to the standard labor protection warranty for section 5311, and must provide DOL with specified related information for each grant.

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 \$1 million, to the House and Senate appropriations committees.

F. Payments

Once a grant has been awarded and executed, funds can be drawn down. On October 6, 2004, FTA implemented its new web-based payment system called "ECHO-Web". ECHO-Web is 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. Each grantee may have three people with a user profile (before, there was only one ECHO ID). The new system has been improved with encryption and software applications that meet current computer security standards and regulations.

FTA's former payment system that required FTA grantees enter draw-down requests through an outdated modem connection, has been retired. Grantees that have not submitted the registration package necessary for set-up under ECHO Web should contact the appropriate FTA regional office.

G. Oversight

FTA conducts periodic oversight reviews to assess grantee compliance with Federal requirements. Each UZA grantee is reviewed every three years (a triennial review). States are reviewed periodically for their management of the

section 5310 and 5311 programs. Other more detailed reviews are scheduled based on an annual grantee risk assessment.

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 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: 4220.1E, Third Party Contracting Requirements, dated June 19, 2003; and C5010.1C, Grant Management Guidelines, dated October 1, 1998. The FY 2005 Annual List of Certifications and Assurances is also posted on the FTA Web site. Other documents on the FTA Web site of particular interest to public transit providers and others include the annual Statistical Summaries of FTA Grant Assistance Programs and the National Transit Database Profiles. 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 on the Department's Web site at http://osdbu.dot.gov/business/DBE/49cfrpart26_final_rule.html.

VI. Guidance and Information Specific to FTA Planning Programs

A. Census 2000 Planning and Programming Requirements Deadline

The 2000 Census made changes, among other things, to the number and location of UZAs. These UZA designations are used by FTA to apportion funds. Each UZA must have an MPO in place to program Federal funding for highway and transit projects. MPOs must submit updates to their planning area boundaries, based on the 2000 Census.

FY 2005 is a critical year to complete a number of planning and programming items that resulted from the designation of new and revised UZAs by the 2000 Census. Subsequent designation by the U.S. DOT of new TMAs also requires completion of other items. These items, which must be completed in order to receive Federal funding, include the following:

1. New TMAs (27) were identified by the U.S. DOT on July 8, 2002. Federal

Certification of these new TMAs must be completed by July 8, 2005. Congestion Management Systems are required for these TMAs.

2. Seventy-six new UZAs were identified by the 2000 Census. Per FTA and FHWA guidance, these new UZAs must have an existing or new MPO in place with an adopted plan, TIP, and planning boundary maps no later than October 1, 2005 in order to continue to receive Federal funds.

3. Some new UZAs will require air quality conformity findings. Failure to have a plan and TIP with a conformity finding will result in a conformity lapse.

4. Existing MPOs must update their planning area boundaries (area expected to be urbanized in the next 20 years) based on the 2000 Census. Previously published guidance requires MPOs to update and send the new boundaries to the FTA regional office and the FHWA Division Office no later than the next scheduled plan update after October 1, 2002, or by October 1, 2005, whichever occurs first.

B. Local Match Waiver for Specified Planning Activities

Job Access and Reverse Commute Planning. Federal, State and local welfare reform initiatives may require the development of new and innovative public and other transportation services to ensure that former welfare recipients have adequate mobility for reaching employment opportunities. In recognition of the key role that transportation plays in ensuring the success of welfare-to-work initiatives, FTA and FHWA permit the waiver of the local match requirement for JARC planning activities undertaken with both FTA and FHWA Metropolitan Planning Program and State Planning and Research Program funds. FTA and FHWA will support requests for waivers if they are included in Metropolitan Unified Planning Work Programs and State Planning and Research Programs and meet all other requirements.

C. Planning Emphasis Areas for FY 2005

The FTA and FHWA identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration in Statewide and metropolitan (Unified) planning work programs proposed for FTA and FHWA funding. The FY 2005 PEAs are proposed for consideration in the development of unified planning work programs (UPWPs) and State Planning and Research (SP&R) programs during FY 2005, even though the UPWP might not be approved until early in FY 2006.

FTA and FHWA provide technical assistance and informational support for

the PEAs through the Transportation Planning Capacity Building Program (TPCB), which can be accessed at <http://www.planning.dot.gov/>. The TPCB is available to respond to requests and provide opportunities for peer exchange of innovative practices in these emphasis areas throughout the year. Requests for information and technical support through the TPCB can be made by accessing the Web site noted above. In addition, training courses that address these PEAs in a variety of planning contexts are available through the National Transit Institute (NTI) and the National Highway Institute (NHI). Information on course offerings is available at the TPCB Web site noted above and at the NTI and NHI Web sites: www.ntionline.com/ and www.nhi.fhwa.dot.gov/default.asp.

For FY 2005, six key planning themes have been identified: (1) Consideration of safety and security in the transportation planning process; (2) linkage of the planning and NEPA processes; (3) consideration of management and operations within planning processes; (4) State DOT consultation with non-metropolitan local officials; (5) enhancement of the technical capacity of planning processes; and 6) coordination of human service transportation.

1. Consideration of Safety and Security in the Transportation Planning Process. TEA-21 included safety and security as factors to consider in the development of plans and programs, in recognition of the importance of safety and security of transportation systems as a national priority. TEA-21 calls for transportation projects and strategies that "increase the safety and security of transportation systems." This entails communication and collaboration among safety professionals, the enforcement community, and transportation planners in order to successfully integrate safety and security into all stages of the transportation planning process.

Information is available at <http://www.tfhrc.gov/pubrds/pubrds.htm> describing the tools and strategies associated with the implementation of safety conscious planning within Statewide and metropolitan transportation planning processes, including resources targeted to States and MPOs. A training course titled "Safety Conscious Planning" is available through NTI (see Web site above) with additional information available from TPCB Web site and FHWA and FTA, as follows: www.fhwa.dot.gov/planning/scp/index.htm and <http://transitsafety.volpe.dot.gov/>.

2. Linking the Planning and NEPA Processes. FHWA and FTA are developing guidance on the appropriate use of planning results during a NEPA review. This guidance will be derived from a study of NEPA case law that synthesizes what the Federal courts have said about the role of MPO and statewide planning in FHWA's and FTA's NEPA decision-making. The guidance will be posted on the Web site for the Transportation Planning Capacity Building Program at <http://www.planning.dot.gov> as soon as it is available.

A series of facilitated workshops entitled "Linking Planning and NEPA" were delivered in FY 2004, with another series to be delivered in FY 2005. These workshops are described at the NTI and NHI Web sites noted above.

3. Consideration of Management and Operations within Planning Processes. TEA-21 challenged FHWA and FTA to move beyond traditional capital programs for improving the movement of people and goods—focusing on the need to improve the way transportation systems are managed and operated. Discussion papers on the topic are available at www.plan4operations.dot.gov. In addition, an NHI training course on the topic is scheduled to be available in the second quarter of FY 2005. Also, "Getting More by Working Together—Opportunities for Linking Planning and Operations", a reference guide for use by State DOT's, MPO's, and Transit Operators on opportunities for linking planning and operations, will be released in FY 2005.

4. State DOT Consultation With Non-Metropolitan Local Officials. On January 23, 2003, FTA and FHWA issued a Final Rule on consultation, followed by a technical correction on February 14, 2003, which can be accessed at <http://www.fta.dot.gov/library/legal/federalregister/2003/fr12303.html> and <http://www.fta.dot.gov/library/legal/federalregister/2003/fr21403.html>. This final rule amended the 1993 Joint FTA/FHWA Planning regulation published in the **Federal Register**, Volume 58, No. 207, on October 28, 1993. By February 24, 2004, each State was required to have a documented process(es) that implements consultation with non-metropolitan local officials in the Statewide transportation planning process and development of the Statewide Transportation Improvement Program (STIP), to be separate and discrete from the State's public involvement process. By February 24, 2006 and every five years thereafter, States must review and solicit comments (for a minimum of 60 days)

from non-metropolitan local officials and other interested parties on the effectiveness of the existing consultation process(es) and proposed modifications. As part of this requirement, a "specific request for comments shall be directed to the State association of counties, State municipal league, regional planning agencies, or directly to non-metropolitan local officials." In the meantime, FHWA and FTA will be using the Statewide planning findings that accompany approvals of the STIP as the primary mechanism for tracking and monitoring State progress in implementing and later reviewing and refining these processes.

5. Enhancing the Technical Capacity of Planning Processes. Reliable information on current and projected usage and performance of transportation systems is critical to the ability of planning processes to supply credible information to decision-makers to support preparation of plans and programs that respond to each locality's unique needs and policy issues. If this expertise is found to be lacking, the responsible agencies within metropolitan and Statewide planning processes are encouraged to devote appropriate resources to enhance and maintain their technical capacity. Training courses on this topic are available through NTI and NIH, with additional information available through the TPCB Web site and the Travel Model Improvement Program, which can be accessed at <http://tmip.fhwa.dot.gov/>.

6. Coordination of Human Service Transportation. The importance of coordinating human service transportation and the supporting United We Ride initiative were described earlier in this publication (see III.B—Transportation Coordination—United We Ride). This initiative supports Federal, State, and local agencies working together to ensure that transportation services are seamless, comprehensive and accessible to all citizens.

For further information on these PEAs, contact Candace Noonan, FTA Office of Planning and Environment, (202) 366-1648, or John Humeston, FHWA Office of Planning, (404) 562-3667.

D. Consolidated Planning Grants

Since FY 1997, FTA and FHWA have offered States the option of participating in a pilot Consolidated Planning Grant (CPG) program. This streamlined fund drawdown process eliminates the need to monitor individual fund sources, if several have been used, and ensures that

the oldest funds will always be used first.

Under the CPG, States can report metropolitan planning 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. Additionally, for States with an FHWA Metropolitan Planning (PL) fund-matching ratio greater than 80 percent, the State (through FTA) can request a waiver of the 20 percent local share requirement in order that all FTA funds used for metropolitan planning in a CPG can be granted at the higher FHWA rate.

For some States, this Federal match rate can exceed 90 percent. In FY 2005, the CPG program was expanded to allow the transfer of FTA planning funds to FHWA in addition to the current process whereby FHWA funds for planning are transferred to FTA. For planning projects funded through a CPG, the State DOT requests the transfer of funds in a letter to the FHWA Division Office (if transferring funds to FTA) or to the FTA regional office (if transferring funds to FHWA).

States interested in transferring planning funds between FTA and FHWA should contact the FTA regional

office or FHWA Division Office for more detailed procedures.

For further information on participating in the CPG Pilot, contact Candace Noonan, Planning Oversight Division, FTA, at (202) 366-1648, or Anthony Solury, Office of Planning and Environment, FHWA, at (202) 366-5003. Information concerning participation in the CPG program can be found on the FTA Web site at http://www.fta.dot.gov/224_6039_ENG_HTML.htm.

Jennifer L. Dorn,
Administrator.

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Appendix**FTA Regional Offices****Functional Directory**

FTA Program	FTA Headquarters Contact
Metropolitan Planning Program	Candace Noonan, (202) 366-1648
Urbanized Area Formula Program	Ken Johnson, (202) 366-2053
Clean Fuels Formula Program	Nancy Grubb, (202) 366-2053
Capital Investment Programs Fixed Guideway Modernization New Starts Bus and Bus-Related Facilities	Ken Johnson, (202) 366-2053 Sean Libberton, (202) 366-4033 Ryan Hammon, (202) 366-2053
Elderly and Persons with Disabilities Program	Sue Masselink, (202) 366-2053
Nonurbanized Area Formula Program	Lorna Wilson, (202) 366-2053
Rural Transit Assistance Program	Lorna Wilson, (202) 366-2053
Statewide Planning and Research Program	Candace Noonan, (202) 366-1648
National Planning and Research Program	Bruce Robinson, (202) 366-4200
Job Access and Reverse Commute Program	Gregory D. Brown, (202) 366-2053
Over-the-Road Bus Accessibility Program	Blenda Younger, (202) 366-2053
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.	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, and the Virgin Islands
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	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, and Tennessee
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	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
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	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
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	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

FEDERAL TRANSIT ADMINISTRATION

TABLE 1

(Appropriation amounts include a 0.80 percent reduction directed by Section 122 of Division J of the Consolidated Appropriations Act, 2005, P. L. 108-447)

FY 2005 APPROPRIATIONS, APPORTIONMENTS, AND AVAILABLE FUNDING FOR GRANT PROGRAMS

SOURCE OF FUNDS	APPROPRIATION & APPORTIONMENT	AVAILABLE FUNDING
TRANSIT PLANNING AND RESEARCH PROGRAMS		
Section 5303 Metropolitan Planning Program	\$59,902,515	\$42,075,804
Reapportioned Funds Added	726,331	726,331
Total Apportioned	<u>\$60,628,846</u>	<u>\$42,802,135</u>
Section 5313(b) State Planning and Research Program	\$12,513,485	\$8,789,530
Reapportioned Funds Added	146,114	146,114
Total Apportioned	<u>\$12,659,599</u>	<u>\$8,935,644</u>
Section 5311(b)(2) Rural Transit Assistance Program (RTAP)	\$5,208,000	\$3,349,182
Total Apportioned	<u>\$5,208,000</u>	<u>\$3,349,182</u>
Section 5314 National Planning and Research Program	\$37,200,000	\$23,922,727
FORMULA GRANTS PROGRAM		
Alaska Railroad (Section 5307)	\$3,950,317,600 a/	\$2,668,247,437 a/
Less Oversight (one-half percent)	4,811,150	3,249,698
Total Available	<u>(24,056)</u>	<u>(16,248)</u>
	<u>4,787,094</u>	<u>3,233,450</u>
Section 5308 Clean Fuels Formula Program	0 a/	0 a/
Over-the-Road Bus Accessibility Program	6,894,400	4,656,832
Section 5307 Urbanized Area Formula Program		
91.23% of Total Available for Sections 5307, 5311, and 5310	\$3,593,195,773	\$2,427,029,009
Less Oversight (one-half percent)	<u>(17,965,979)</u>	<u>(12,135,145)</u>
Total Apportioned	<u>\$3,575,229,794</u>	<u>\$2,414,893,864</u>
Section 5311 Nonurbanized Area Formula Program		
6.37% of Total Available for Sections 5307, 5311, and 5310	\$250,889,588	\$169,463,716
Less Oversight (one-half percent)	<u>(1,254,448)</u>	<u>(847,319)</u>
Total Apportioned	<u>\$249,635,140</u>	<u>\$168,616,397</u>
Section 5310 Elderly and Persons with Disabilities Formula Program		
2.4% of Total Available for Sections 5307, 5311, and 5310	\$94,526,689	\$63,848,182
Total Apportioned	<u>\$94,526,689</u>	<u>\$63,848,182</u>
CAPITAL INVESTMENT PROGRAM		
Section 5309 Fixed Guideway Modernization	\$3,361,714,400	\$2,188,476,564
Less Oversight (one percent)	1,204,684,800	\$783,808,867
Total Apportioned	<u>(12,046,848)</u>	<u>(7,838,089)</u>
	<u>\$1,192,637,952</u>	<u>\$775,970,778</u>
Section 5309 Bus and Bus-Related		
Less Oversight (one percent)	\$719,200,000 b/	\$469,166,901 b/
Total Allocated	<u>(7,192,000)</u>	<u>(4,691,669)</u>
	<u>\$712,008,000</u>	<u>\$464,475,232</u>
Section 5309 New Starts		
Less Oversight (one percent)	\$1,437,829,600	\$935,500,796
Reallocated Funds Added	<u>(14,378,296)</u>	<u>(9,355,008)</u>
Total Allocated	<u>26,145,692 c/</u>	<u>26,145,692 c/</u>
	<u>\$1,449,596,996</u>	<u>\$952,291,480</u>
JOB ACCESS AND REVERSE COMMUTE PROGRAM (Section 3037, TEA-21)		
	\$124,000,000	\$95,500,000
TOTAL APPROPRIATION (Above Grant Programs)	\$7,550,856,000	\$5,030,361,244
TOTAL APPORTIONMENT/ALLOCATION (Above Grant Programs)	\$7,525,012,510	\$5,022,495,903

a/ The Consolidated Appropriations Act, 2005 transfers funds appropriated for the Clean Fuels Formula Program to the Section 5309 Bus and Bus-Related Facilities category.

b/ Includes funds transferred from the Clean Fuels Program.

c/ Includes \$3,591,548 in reallocated funds from New Starts projects funded under P.L. 106-346; and \$22,554,144 in reallocated funds from Bus projects funded under P.L. 107-87.

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

**REVISED FY 2005 SECTION 5303 METROPOLITAN PLANNING PROGRAM
AND SECTION 5313(b) STATE PLANNING AND RESEARCH PROGRAM APPORTIONMENTS**

STATE	SECTION 5303 APPORTIONMENT	SECTION 5313(b) APPORTIONMENT	AVAILABLE SECTION 5303 APPORTIONMENT	AVAILABLE SECTION 5313(b) APPORTIONMENT
Alabama	458,936	119,785	323,995	84,549
Alaska	242,515	63,298	171,209	44,678
Arizona	1,212,515	241,159	855,999	170,220
Arkansas	242,515	63,298	171,209	44,678
California	9,537,983	1,852,405	6,733,528	1,307,505
Colorado	908,627	198,261	641,463	139,941
Connecticut	673,472	175,771	475,451	124,066
Delaware	242,515	63,298	171,209	44,678
District of Columbia	242,515	63,298	171,209	44,678
Florida	3,962,125	831,193	2,797,140	586,689
Georgia	1,562,731	309,157	1,103,241	218,215
Hawaii	242,515	63,298	171,209	44,678
Idaho	242,515	63,298	171,209	44,678
Illinois	3,362,266	600,865	2,373,659	424,114
Indiana	913,413	210,477	644,842	148,563
Iowa	263,556	68,790	186,063	48,555
Kansas	308,161	74,531	217,552	52,607
Kentucky	384,610	96,679	271,523	68,240
Louisiana	600,869	156,464	424,195	110,438
Maine	242,515	63,298	171,209	44,678
Maryland	1,359,025	265,181	959,430	187,175
Massachusetts	1,785,593	347,724	1,260,574	245,437
Michigan	1,994,602	405,941	1,408,129	286,529
Minnesota	851,214	167,333	600,931	118,110
Mississippi	242,515	63,298	171,209	44,678
Missouri	897,823	190,713	633,836	134,613
Montana	242,515	63,298	171,209	44,678
Nebraska	242,515	63,298	171,209	44,678
Nevada	443,875	103,439	313,362	73,011
New Hampshire	242,515	63,298	171,209	44,678
New Jersey	2,812,565	478,459	1,985,586	337,715
New Mexico	242,515	63,298	171,209	44,678
New York	5,360,835	956,735	3,784,588	675,302
North Carolina	889,137	232,070	627,704	163,804
North Dakota	242,515	63,298	171,209	44,678
Ohio	1,929,419	451,154	1,362,111	318,442
Oklahoma	350,758	91,550	247,625	64,620
Oregon	539,572	121,940	380,922	86,070
Pennsylvania	2,490,895	506,672	1,758,497	357,629
Puerto Rico	1,006,038	214,534	176,907	44,678
Rhode Island	250,587	63,298	710,232	151,427
South Carolina	443,005	115,627	312,748	81,614
South Dakota	242,515	63,298	171,209	44,678
Tennessee	700,913	182,943	494,823	129,128
Texas	4,450,610	913,001	3,141,997	644,432
Utah	413,277	107,868	291,761	76,137
Vermont	242,515	63,298	171,209	44,678
Virginia	1,375,904	290,841	971,336	205,287
Washington	1,292,422	265,573	912,411	187,452
West Virginia	242,515	63,298	171,209	44,678
Wisconsin	718,758	175,400	507,421	123,804
Wyoming	242,515	63,298	171,209	44,678
TOTAL	\$60,628,846	\$12,659,599	\$42,802,135	\$8,935,644

FEDERAL TRANSIT ADMINISTRATION

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TABLE 3

FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT		AVAILABLE ONE PERCENT TRANSIT ENHANCEMENT	
		APPORTIONMENT		AVAILABLE APPORTIONMENT
OVER 1,000,000 IN POPULATION	\$26,109,900	\$2,610,990,233	\$17,635,969	\$1,763,596,947
200,000-1,000,000 IN POPULATION	6,223,256	622,324,938	4,203,501	420,350,226
50,000-200,000 IN POPULATION	0	341,914,623	0	230,946,691
NATIONAL TOTAL	\$32,333,156	\$3,575,229,794	\$21,839,470	\$2,414,893,864

*Amounts Appportioned to Urbanized Areas
1,000,000 and Over in Population:*

Atlanta, GA	\$552,579	\$55,257,893	\$373,240	\$37,324,020
Baltimore, MD	379,412	37,941,247	256,275	25,627,467
Boston, MA--NH--RI	1,018,229	101,822,913	687,764	68,776,426
Chicago, IL--IN	2,162,048	216,204,840	1,460,359	146,035,855
Cincinnati, OH--KY--IN	164,575	16,457,470	111,162	11,116,221
Cleveland, OH	264,288	26,428,824	178,514	17,851,385
Columbus, OH	106,063	10,606,272	71,640	7,164,021
Dallas--Fort Worth--Arlington, TX	578,422	57,842,239	390,696	39,069,620
Denver--Aurora, CO	358,704	35,870,444	242,287	24,228,740
Detroit, MI	367,510	36,751,002	248,235	24,823,515
Houston, TX	581,293	58,129,338	392,635	39,263,541
Indianapolis, IN	99,280	9,928,040	67,059	6,705,908
Kansas City, MO--KS	116,909	11,690,941	78,967	7,896,662
Las Vegas, NV	172,145	17,214,502	116,276	11,627,559
Los Angeles--Long Beach--Santa Ana, CA	2,387,916	238,791,646	1,612,921	161,292,144
Miami, FL	831,892	83,189,152	561,902	56,190,227
Milwaukee, WI	197,410	19,740,955	133,341	13,334,055
Minneapolis--St. Paul, MN	415,736	41,573,569	280,809	28,080,924
New Orleans, LA	162,484	16,248,394	109,750	10,975,000
New York--Newark, NY--NJ--CT	6,929,352	692,935,228	4,680,441	468,044,064
Orlando, FL	164,635	16,463,523	111,203	11,120,309
Philadelphia, PA--NJ--DE--MD	1,192,133	119,213,336	805,228	80,522,811
Phoenix--Mesa, AZ	371,305	37,130,533	250,799	25,079,870
Pittsburgh, PA	326,682	32,668,172	220,658	22,065,762
Portland, OR--WA	328,250	32,825,008	221,717	22,171,697
Providence, RI--MA	192,098	19,209,823	129,753	12,975,301
Riverside--San Bernardino, CA	232,094	23,209,365	156,768	15,676,798
Sacramento, CA	168,399	16,839,851	113,745	11,374,501
San Antonio, TX	200,289	20,028,907	135,286	13,528,553
San Diego, CA	490,379	49,037,880	331,227	33,122,704
San Francisco--Oakland, CA	1,216,184	121,618,434	821,473	82,147,338
San Jose, CA	365,085	36,508,493	246,597	24,659,712
San Juan, PR	293,440	29,343,997	198,204	19,820,443
Seattle, WA	795,148	79,514,768	537,084	53,708,359
St. Louis, MO--IL	279,421	27,942,101	188,735	18,873,530
Tampa--St. Petersburg, FL	194,818	19,481,781	131,590	13,158,996
Virginia Beach, VA	145,795	14,579,539	98,478	9,847,769
Washington, DC--VA--MD	1,307,498	130,749,813	883,151	88,315,140
TOTAL	\$26,109,900	\$2,610,990,233	\$17,635,969	\$1,763,596,947

Note: The amount listed for transit enhancement is included in the apportionment amount for the urbanized area.

FEDERAL TRANSIT ADMINISTRATION

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TABLE 3

FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT		AVAILABLE ONE PERCENT TRANSIT ENHANCEMENT		AVAILABLE APPORTIONMENT	
		APPORTIONMENT		APPORTIONMENT		
<i>Amounts Appportioned to Urbanized Areas 200,000 to 1,000,000 in population</i>						
Aguadilla--Isabela--San Sebastian, PR	\$12,824	\$1,282,399	\$8,662	\$866,198		
Akron, OH	62,529	6,252,934	42,236	4,223,553		
Albany, NY	75,224	7,522,423	50,810	5,081,031		
Albuquerque, NM	67,127	6,712,683	45,341	4,534,091		
Allentown--Bethlehem, PA--NJ	65,074	6,507,419	43,954	4,395,445		
Anchorage, AK	34,767	3,476,667	23,483	2,348,319		
Ann Arbor, MI	41,945	4,194,529	28,332	2,833,200		
Antioch, CA	55,434	5,543,393	37,443	3,744,293		
Asheville, NC	14,259	1,425,916	9,631	963,137		
Atlantic City, NJ	71,932	7,193,237	48,587	4,858,682		
Augusta-Richmond County, GA--SC	20,019	2,001,897	13,522	1,352,184		
Austin, TX	163,578	16,357,838	110,489	11,048,924		
Bakersfield, CA	52,853	5,285,279	35,699	3,569,949		
Barnstable Town, MA	31,114	3,111,360	21,016	2,101,572		
Baton Rouge, LA	41,865	4,186,516	28,278	2,827,788		
Birmingham, AL	52,702	5,270,241	35,598	3,559,791		
Boise City, ID	22,347	2,234,730	15,095	1,509,452		
Bonita Springs--Naples, FL	11,190	1,118,966	7,558	755,807		
Bridgeport--Stamford, CT--NY	163,408	16,340,779	110,374	11,037,401		
Buffalo, NY	119,545	11,954,489	80,747	8,074,676		
Canton, OH	34,388	3,438,810	23,227	2,322,749		
Cape Coral, FL	34,939	3,493,851	23,599	2,359,927		
Charleston--North Charleston, SC	37,700	3,770,033	25,465	2,546,474		
Charlotte, NC--SC	122,379	12,237,903	82,661	8,266,108		
Chattanooga, TN--GA	27,271	2,727,063	18,420	1,841,998		
Colorado Springs, CO	46,927	4,692,698	31,697	3,169,689		
Columbia, SC	33,782	3,378,185	22,818	2,281,800		
Columbus, GA--AL	18,272	1,827,165	12,342	1,234,161		
Concord, CA	191,524	19,152,401	129,365	12,936,515		
Corpus Christi, TX	42,623	4,262,281	28,790	2,878,964		
Davenport, IA--IL	33,934	3,393,377	22,921	2,292,061		
Dayton, OH	140,653	14,065,316	95,004	9,500,437		
Daytona Beach--Port Orange, FL	33,761	3,376,075	22,804	2,280,374		
Denton--Lewisville, TX	19,785	1,978,536	13,364	1,336,405		
Des Moines, IA	48,357	4,835,708	32,663	3,266,285		
Durham, NC	52,925	5,292,454	35,748	3,574,795		
El Paso, TX--NM	98,622	9,862,161	66,614	6,661,410		
Eugene, OR	40,911	4,091,087	27,633	2,763,330		
Evansville, IN--KY	18,101	1,810,117	12,226	1,222,646		
Fayetteville, NC	21,089	2,108,852	14,244	1,424,427		
Flint, MI	49,135	4,913,472	33,188	3,318,811		
Fort Collins, CO	19,554	1,955,386	13,208	1,320,768		
Fort Wayne, IN	24,092	2,409,192	16,273	1,627,292		
Fresno, CA	72,416	7,241,609	48,914	4,891,355		
Grand Rapids, MI	61,492	6,149,200	41,535	4,153,486		
Greensboro, NC	25,545	2,554,527	17,255	1,725,459		
Greenville, SC	16,681	1,668,097	11,267	1,126,718		
Gulfport--Biloxi, MS	16,509	1,650,933	11,151	1,115,125		

FEDERAL TRANSIT ADMINISTRATION

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TABLE 3

FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT		AVAILABLE ONE PERCENT TRANSIT ENHANCEMENT	
		APPORTIONMENT		APPORTIONMENT
Harrisburg, PA	44,735	4,473,468	30,216	3,021,610
Hartford, CT	110,388	11,038,765	74,561	7,456,149
Honolulu, HI	251,881	25,188,145	170,134	17,013,367
Huntsville, AL	15,020	1,502,020	10,145	1,014,541
Indio--Cathedral City--Palm Springs, CA	29,163	2,916,283	19,698	1,969,807
Jackson, MS	21,946	2,194,560	14,823	1,482,319
Jacksonville, FL	135,636	13,563,596	91,615	9,161,549
Knoxville, TN	34,558	3,455,757	23,342	2,334,196
Lancaster, PA	32,727	3,272,667	22,105	2,210,527
Lancaster--Palmdale, CA	64,947	6,494,693	43,868	4,386,849
Lansing, MI	44,251	4,425,133	29,890	2,988,962
Lexington-Fayette, KY	31,812	3,181,188	21,487	2,148,738
Lincoln, NE	23,208	2,320,764	15,676	1,567,563
Little Rock, AR	33,376	3,337,609	22,544	2,254,392
Louisville, KY--IN	108,156	10,815,581	73,054	7,305,399
Lubbock, TX	25,537	2,553,660	17,249	1,724,873
Madison, WI	60,894	6,089,404	41,131	4,113,096
McAllen, TX	27,459	2,745,905	18,547	1,854,725
Memphis, TN--MS--AR	112,261	11,226,067	75,827	7,582,662
Mission Viejo, CA	82,672	8,267,168	55,841	5,584,070
Mobile, AL	25,802	2,580,163	17,428	1,742,775
Modesto, CA	34,766	3,476,551	23,482	2,348,241
Nashville-Davidson, TN	66,390	6,639,013	44,843	4,484,330
New Haven, CT	136,897	13,689,713	92,467	9,246,735
Ogden--Layton, UT	50,962	5,096,220	34,422	3,442,249
Oklahoma City, OK	65,240	6,523,997	44,066	4,406,643
Omaha, NE--IA	60,664	6,066,352	40,975	4,097,526
Oxnard, CA	68,782	6,878,169	46,459	4,645,869
Palm Bay--Melbourne, FL	40,968	4,096,796	27,672	2,767,187
Pensacola, FL--AL	25,345	2,534,545	17,120	1,711,962
Peoria, IL	25,650	2,565,040	17,326	1,732,560
Port St. Lucie, FL	19,538	1,953,783	13,197	1,319,685
Poughkeepsie--Newburgh, NY	137,878	13,787,802	93,130	9,312,990
Provo--Orem, UT	43,517	4,351,712	29,394	2,939,370
Raleigh, NC	48,526	4,852,649	32,777	3,277,729
Reading, PA	24,271	2,427,050	16,394	1,639,354
Reno, NV	44,334	4,433,371	29,945	2,994,526
Richmond, VA	87,020	8,701,992	58,778	5,877,772
Rochester, NY	80,631	8,063,072	54,462	5,446,213
Rockford, IL	22,800	2,280,048	15,401	1,540,061
Round Lake Beach--McHenry--Grayslake, IL--WI	37,250	3,724,961	25,160	2,516,030
Salem, OR	32,795	3,279,499	22,151	2,215,142
Salt Lake City, UT	194,367	19,436,727	131,286	13,128,564
Santa Rosa, CA	32,002	3,200,171	21,616	2,161,560
Sarasota--Bradenton, FL	54,932	5,493,177	37,104	3,710,374
Savannah, GA	27,638	2,763,787	18,668	1,866,803
Scranton, PA	35,301	3,530,078	23,844	2,384,396
Shreveport, LA	27,948	2,794,814	18,878	1,887,761
South Bend, IN--MI	35,471	3,547,131	23,959	2,395,915
Spokane, WA--ID	62,550	6,254,968	42,249	4,224,927
Springfield, MA--CT	79,567	7,956,663	53,743	5,374,339
Springfield, MO	18,497	1,849,723	12,494	1,249,398

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT		APPORTIONMENT	AVAILABLE ONE PERCENT TRANSIT ENHANCEMENT		AVAILABLE APPORTIONMENT
Stockton, CA	75,860		7,586,004	51,240		5,123,977
Syracuse, NY	48,625		4,862,451	32,843		3,284,349
Tallahassee, FL	22,234		2,223,433	15,018		1,501,821
Temecula--Murrieta, CA	20,347		2,034,668	13,743		1,374,319
Thousand Oaks, CA	24,615		2,461,479	16,626		1,662,609
Toledo, OH--MI	56,669		5,666,892	38,277		3,827,710
Trenton, NJ	48,178		4,817,766	32,542		3,254,167
Tucson, AZ	95,839		9,583,896	64,735		6,473,456
Tulsa, OK	53,934		5,393,425	36,430		3,642,997
Victorville--Hesperia--Apple Valley, CA	23,626		2,362,551	15,958		1,595,788
Wichita, KS	42,017		4,201,690	28,380		2,838,037
Winston-Salem, NC	23,279		2,327,945	15,724		1,572,413
Worcester, MA--CT	53,189		5,318,880	35,926		3,592,645
Youngstown, OH--PA	32,815		3,281,504	22,165		2,216,496
TOTAL	\$6,223,256		\$622,324,938		\$4,203,501	\$420,350,226

Note: The amount listed for transit enhancement is included in the apportionment amount for the urbanized area.

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
<i>Amounts Appportioned to State Governors for Urbanized Areas 50,000 to 200,000 in Population</i>			
ALABAMA			
Anniston, AL	\$6,852,495		\$4,628,526
Auburn, AL	628,615		424,599
Decatur, AL	588,003		397,167
Dothan, AL	562,534		379,964
Florence, AL	532,259		359,515
Gadsden, AL	672,383		454,162
Montgomery, AL	522,459		352,895
Tuscaloosa, AL	2,192,627		1,481,013
	1,153,615		779,211
ALASKA	\$464,442		\$313,708
Fairbanks, AK	464,442		313,708
ARIZONA	\$3,223,647		\$2,177,417
Avondale, AZ	814,700		550,290
Flagstaff, AZ	597,917		403,864
Prescott, AZ	620,808		419,326
Yuma, AZ--CA	1,190,222		803,937
ARKANSAS	\$4,625,723		\$3,124,450
Fayetteville--Springdale, AR	1,726,324		1,166,048
Fort Smith, AR--OK	1,144,059		772,756
Hot Springs, AR	453,925		306,604
Jonesboro, AR	476,735		322,011
Pine Bluff, AR	596,580		402,961
Texarkana, TX--Texarkana, AR	228,100		154,070
CALIFORNIA	\$47,374,911		\$31,999,447
Atascadero--El Paso de Robles (Paso Robles), CA	577,132		389,824
Camarillo, CA	865,238		584,426
Chico, CA	1,132,384		764,870
Davis, CA	1,258,141		849,813
El Centro, CA	768,443		519,046
Fairfield, CA	1,990,062		1,344,190
Gilroy--Morgan Hill, CA	993,121		670,805
Hanford, CA	918,674		620,519
Hemet, CA	1,568,561		1,059,487
Livermore, CA	1,173,607		792,715
Lodi, CA	1,296,306		875,592
Lompoc, CA	454,757		307,166
Madera, CA	738,407		498,758
Manteca, CA	820,976		554,530
Merced, CA	1,561,227		1,054,533
Napa, CA	1,200,260		810,717
Petaluma, CA	876,244		591,860
Porterville, CA	815,551		550,865
Redding, CA	1,024,885		692,260
Salinas, CA	2,989,313		2,019,135
San Luis Obispo, CA	835,488		564,331
Santa Barbara, CA	2,888,420		1,950,987
Santa Clarita, CA	2,440,312		1,648,312
Santa Cruz, CA	2,133,426		1,441,025
Santa Maria, CA	1,804,175		1,218,632
Seaside--Monterey--Marina, CA	1,779,052		1,201,663
Simi Valley, CA	1,923,670		1,299,345
Tracy, CA	1,088,145		734,989
Turlock, CA	1,108,288		748,595

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
Vacaville, CA		1,398,886	944,880
Vallejo, CA		2,957,354	1,997,549
Visalia, CA		1,674,989	1,131,374
Watsonville, CA		1,014,895	685,513
Yuba City, CA		1,295,451	875,014
Yuma, AZ--CA		9,071	6,127
COLORADO		\$7,085,157	\$4,785,678
Boulder, CO		1,694,207	1,144,354
Grand Junction, CO		939,782	634,777
Greeley, CO		1,251,226	845,142
Lafayette--Louisville, CO		661,912	447,090
Longmont, CO		1,060,539	716,342
Pueblo, CO		1,477,491	997,973
CONNECTICUT		\$13,780,534	\$9,308,081
Danbury, CT--NY		5,711,023	3,857,518
Norwich--New London, CT		1,645,968	1,111,772
Waterbury, CT		6,423,543	4,338,791
DELAWARE		\$654,160	\$441,853
Dover, DE		634,718	428,721
Salisbury, MD--DE		19,442	13,132
FLORIDA		\$18,662,357	\$12,605,516
Brooksville, FL		918,588	620,462
Deltona, FL		1,503,798	1,015,743
Fort Walton Beach, FL		1,526,132	1,030,828
Gainesville, FL		1,805,114	1,219,267
Kissimmee, FL		1,968,822	1,329,844
Lady Lake, FL		426,892	288,345
Lakeland, FL		2,033,103	1,373,262
Leesburg--Eustis, FL		917,547	619,758
North Port--Punta Gorda, FL		1,151,087	777,503
Ocala, FL		950,873	642,268
Panama City, FL		1,220,080	824,105
St. Augustine, FL		529,390	357,577
Titusville, FL		543,038	366,796
Vero Beach--Sebastian, FL		1,176,012	794,339
Winter Haven, FL		1,493,481	1,008,774
Zephyrhills, FL		498,400	336,645
GEORGIA		\$7,445,525	\$5,029,088
Albany, GA		918,435	620,358
Athens-Clarke County, GA		991,751	669,880
Brunswick, GA		461,427	311,671
Dalton, GA		492,554	332,696
Gainesville, GA		737,998	498,481
Hinesville, GA		541,232	365,576
Macon, GA		1,386,994	936,847
Rome, GA		557,284	376,418
Valdosta, GA		566,059	382,345
Warner Robins, GA		791,791	534,816

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
HAWAII		\$1,839,591	\$1,242,554
Kailua (Honolulu County)--Kaneohe, HI		1,839,591	1,242,554
IDAHO		\$3,703,452	\$2,501,502
Coeur d'Alene, ID		787,479	531,904
Idaho Falls, ID		777,081	524,880
Lewiston, ID--WA		334,542	225,967
Nampa, ID		1,092,040	737,620
Pocatello, ID		712,310	481,131
ILLINOIS		\$9,135,581	\$6,170,641
Alton, IL		862,774	582,762
Beloit, WI--IL		133,963	90,486
Bloomington-Normal, IL		1,573,537	1,062,848
Champaign, IL		1,733,454	1,170,864
Danville, IL		552,337	373,077
Decatur, IL		1,055,105	712,672
DeKalb, IL		796,173	537,776
Dubuque, IA--IL		27,129	18,324
Kankakee, IL		790,468	533,922
Springfield, IL		1,610,641	1,087,910
INDIANA		\$8,713,703	\$5,885,682
Anderson, IN		956,089	645,792
Bloomington, IN		1,069,676	722,514
Columbus, IN		552,082	372,904
Elkhart, IN--MI		1,334,154	901,156
Kokomo, IN		674,927	455,880
Lafayette, IN		1,506,780	1,017,757
Michigan City, IN--MI		732,170	494,545
Muncie, IN		1,038,719	701,604
Terre Haute, IN		849,106	573,530
IOWA		\$6,697,140	\$4,523,592
Ames, IA		736,534	497,493
Cedar Rapids, IA		1,999,100	1,350,295
Dubuque, IA--IL		729,428	492,693
Iowa City, IA		1,041,687	703,609
Sioux City, IA--NE--SD		966,613	652,900
Waterloo, IA		1,223,778	826,602
KANSAS		\$2,831,670	\$1,912,655
Lawrence, KS		1,221,956	825,372
St. Joseph, MO--KS		9,951	6,721
Topeka, KS		1,599,763	1,080,562
KENTUCKY		\$2,701,584	\$1,824,789
Bowling Green, KY		585,568	395,523
Clarksville, TN--KY		255,919	172,861
Huntington, WV--KY--OH		524,545	354,305
Owensboro, KY		708,792	478,754
Radcliff--Elizabethtown, KY		626,760	423,346
LOUISIANA		\$7,441,850	\$5,026,606
Alexandria, LA		732,915	495,048
Houma, LA		1,277,478	862,874
Lafayette, LA		1,703,609	1,150,705
Lake Charles, LA		1,280,264	864,756
Mandeville--Covington, LA		588,490	397,496
Monroe, LA		1,095,807	740,164
Slidell, LA		763,287	515,563

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
MAINE		\$3,192,839	\$2,156,608
Bangor, ME		579,669	391,538
Dover--Rochester, NH--ME		60,811	41,075
Lewiston, ME		627,181	423,631
Portland, ME		1,846,310	1,247,092
Portsmouth, NH--ME		78,868	53,272
MARYLAND		\$6,263,110	\$4,230,427
Aberdeen--Havre de Grace--Bel Air, MD		1,807,090	1,220,601
Cumberland, MD-WV-PA		500,909	338,340
Frederick, MD		1,168,267	789,108
Hagerstown, MD--WV--PA		906,857	612,538
Salisbury, MD--DE		541,633	365,847
St. Charles, MD		754,502	509,629
Westminster, MD		583,852	394,364
MASSACHUSETTS		\$3,500,019	\$2,364,093
Leominster--Fitchburg, MA		1,197,826	809,073
Nashua, NH--MA		236	159
New Bedford, MA		1,777,904	1,200,888
Pittsfield, MA		524,053	353,973
MICHIGAN		\$11,474,130	\$7,750,217
Battle Creek, MI		782,994	528,874
Bay City, MI		797,253	538,506
Benton Harbor--St. Joseph, MI		578,854	390,988
Elkhart, IN--MI		17,473	11,802
Holland, MI		1,003,987	678,144
Jackson, MI		910,095	614,725
Kalamazoo, MI		1,963,150	1,326,013
Michigan City, IN--MI		4,667	3,152
Monroe, MI		562,685	380,066
Muskegon, MI		1,533,530	1,035,825
Port Huron, MI		858,130	579,625
Saginaw, MI		1,537,919	1,038,790
South Lyon--Howell--Brighton, MI		923,393	623,707
MINNESOTA		\$3,751,822	\$2,534,173
Duluth, MN--WI		941,708	636,078
Fargo, ND--MN		469,292	316,984
Grand Forks, ND--MN		100,366	67,792
La Crosse, WI--MN		57,120	38,582
Rochester, MN		1,085,632	733,291
St. Cloud, MN		1,097,704	741,446
MISSISSIPPI		\$1,156,084	\$780,878
Hattiesburg, MS		613,282	414,242
Pascagoula, MS		542,802	366,636
MISSOURI		\$3,778,859	\$2,552,436
Columbia, MO		1,078,892	728,739
Jefferson City, MO		510,726	344,971
Joplin, MO		655,401	442,691
Lee's Summit, MO		683,088	461,393
St. Joseph, MO--KS		850,752	574,642
MONTANA		\$2,691,721	\$1,818,127
Billings, MT		1,172,329	791,851
Great Falls, MT		761,743	514,521
Missoula, MT		757,649	511,755

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
N. MARIANA ISLANDS Saipan, MP	\$704,872	704,872	\$476,107 476,107
NEBRASKA Sioux City, IA--NE--SD	\$188,665	188,665	\$127,434 127,434
NEVADA Carson City, NV	\$661,938	661,938	\$447,107 447,107
NEW HAMPSHIRE Dover--Rochester, NH--ME Manchester, NH Nashua, NH--MA Portsmouth, NH--ME	\$4,542,953 672,670 1,608,957 1,887,509 373,817		\$3,068,544 454,356 1,086,772 1,274,921 252,495
NEW JERSEY Hightstown, NJ Vineland, NJ Wildwood--North Wildwood--Cape May, NJ	\$2,190,011 846,345 851,744 491,922		\$1,479,246 571,665 575,312 332,269
NEW MEXICO Farmington, NM Las Cruces, NM Santa Fe, NM	\$2,379,654 481,564 1,053,434 844,656		\$1,607,341 325,273 711,544 570,524
NEW YORK Binghamton, NY--PA Danbury, CT--NY Elmira, NY Glens Falls, NY Ithaca, NY Kingston, NY Middletown, NY Saratoga Springs, NY Utica, NY	\$6,533,594 1,772,182 41,377 738,007 583,472 567,547 535,024 527,416 483,571 1,284,998		\$4,413,126 1,197,023 27,948 498,488 394,107 383,350 361,383 356,244 326,629 867,954
NORTH CAROLINA Burlington, NC Concord, NC Gastonia, NC Goldsboro, NC Greenville, NC Hickory, NC High Point, NC Jacksonville, NC Rocky Mount, NC Wilmington, NC	\$10,482,544 908,702 1,047,325 1,258,896 537,156 907,374 1,515,987 1,264,591 929,930 604,064 1,508,519		\$7,080,449 613,784 707,417 850,323 362,823 612,887 1,023,976 854,170 628,122 408,016 1,018,931
NORTH DAKOTA Bismarck, ND Fargo, ND--MN Grand Forks, ND--MN	\$3,186,241 880,321 1,559,080 746,840		\$2,152,151 594,614 1,053,083 504,454
OHIO Huntington, WV--KY--OH Lima, OH Lorain--Elyria, OH Mansfield, OH Middletown, OH Newark, OH Parkersburg, WV--OH Sandusky, OH	\$8,483,704 348,034 743,589 2,271,973 794,099 1,042,891 776,238 245,955 527,489		\$5,730,329 235,080 502,258 1,534,607 536,375 704,422 524,311 166,131 356,293

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FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
Springfield, OH		1,011,444	683,182
Weirton, WV--Steubenville, OH--PA		419,089	283,074
Wheeling, WV--OH		302,903	204,596
OKLAHOMA	\$2,097,592		\$1,416,822
Fort Smith, AR--OK		21,498	14,521
Lawton, OK		905,011	611,291
Norman, OK		1,171,083	791,010
OREGON	\$2,746,492		\$1,855,122
Bend, OR		574,609	388,120
Corvallis, OR		650,876	439,635
Longview, WA--OR		15,337	10,360
Medford, OR		1,505,670	1,017,007
PENNSYLVANIA	\$11,004,519		\$7,433,016
Altoona, PA		965,266	651,990
Binghamton, NY--PA		34,698	23,437
Cumberland, MD-WV-PA		128	86
Erie, PA		2,428,056	1,640,033
Hagerstown, MD--WV--PA		11,754	7,939
Hazleton, PA		547,215	369,617
Johnstown, PA		802,148	541,812
Lebanon, PA		734,285	495,974
Monessen, PA		559,113	377,654
Pottstown, PA		685,672	463,138
State College, PA		1,059,049	715,336
Uniontown--Connellsville, PA		539,771	364,589
Weirton, WV--Steubenville, OH--PA		2,540	1,716
Williamsport, PA		683,292	461,530
York, PA		1,951,532	1,318,165
PUERTO RICO	\$10,748,893		\$7,260,354
Arecibo, PR		1,464,113	988,937
Fajardo, PR		836,603	565,084
Florida-Barceloneta--Bajadero, PR		651,405	439,992
Guayama, PR		850,774	574,656
Juana Diaz, PR		571,503	386,023
Mayaguez, PR		1,324,131	894,386
Ponce, PR		2,913,723	1,968,078
San German--Cabo Rojo--Sabana Grande, PR		1,024,594	692,064
Yauco, PR		1,112,047	751,134
RHODE ISLAND	0	0	0
SOUTH CAROLINA	\$5,482,335		\$3,703,051
Anderson, SC		594,389	401,481
Florence, SC		577,954	390,380
Mauldin--Simpsonville, SC		736,794	497,668
Myrtle Beach, SC		1,104,790	746,232
Rock Hill, SC		614,301	414,930
Spartanburg, SC		1,236,997	835,532
Sumter, SC		617,110	416,828
SOUTH DAKOTA	\$2,448,223		\$1,653,656
Rapid City, SD		781,520	527,879
Sioux City, IA-NE--SD		31,496	21,274
Sioux Falls, SD		1,635,207	1,104,503
TENNESSEE	\$5,960,978		\$4,026,351
Bristol, TN--Bristol, VA		323,122	218,253
Clarksville, TN--KY		947,957	640,299

FEDERAL TRANSIT ADMINISTRATION

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TABLE 3

FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
Cleveland, TN		520,649	351,673
Jackson, TN		667,854	451,103
Johnson City, TN		894,197	603,987
Kingsport, TN--VA		781,165	527,639
Morristown, TN		485,227	327,747
Murfreesboro, TN		1,340,807	905,650
TEXAS		\$31,607,601	\$21,349,395
Abilene, TX		1,268,452	856,777
Amarillo, TX		2,209,557	1,492,448
Beaumont, TX		1,441,797	973,864
Brownsville, TX		2,259,672	1,526,298
College Station--Bryan, TX		1,733,945	1,171,195
Galveston, TX		995,486	672,402
Harlingen, TX		1,196,321	808,057
Killeen, TX		2,163,666	1,461,451
Lake Jackson--Angleton, TX		853,674	576,615
Laredo, TX		2,997,269	2,024,510
Longview, TX		771,589	521,171
McKinney, TX		609,624	411,772
Midland, TX		1,159,521	783,200
Odessa, TX		1,270,843	858,393
Port Arthur, TX		1,438,002	971,300
San Angelo, TX		963,755	650,969
Sherman, TX		589,297	398,041
Temple, TX		750,344	506,821
Texarkana, TX--Texarkana, AR		426,700	288,215
Texas City, TX		980,774	662,465
The Woodlands, TX		1,033,597	698,145
Tyler, TX		1,065,971	720,011
Victoria, TX		550,505	371,840
Waco, TX		1,792,437	1,210,704
Wichita Falls, TX		1,084,803	732,731
UTAH		\$1,521,407	\$1,027,636
Logan, UT		846,740	571,931
St. George, UT		674,667	455,705
VERMONT		\$1,088,479	\$735,215
Burlington, VT		1,088,479	735,215
VIRGINIA		\$7,379,883	\$4,984,751
Blacksburg, VA		666,171	449,966
Bristol, TN--Bristol, VA		190,123	128,419
Charlottesville, VA		947,760	640,166
Danville, VA		505,625	341,525
Fredericksburg, VA		944,311	637,836
Harrisonburg, VA		583,069	393,835
Kingsport, TN--VA		14,739	9,955
Lynchburg, VA		915,837	618,603
Roanoke, VA		2,072,047	1,399,567
Winchester, VA		540,201	364,879
WASHINGTON		\$10,355,872	\$6,994,887
Bellingham, WA		1,028,534	694,725
Bremerton, WA		1,750,485	1,182,367
Kennewick--Richland, WA		1,636,808	1,105,584
Lewiston, ID--WA		195,465	132,027
Longview, WA--OR		700,753	473,325
Marysville, WA		1,134,185	766,087
Mount Vernon, WA		515,719	348,343
Olympia--Lacey, WA		1,429,865	965,804

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TABLE 3

FY 2005 SECTION 5307 URBANIZED AREA FORMULA APPORTIONMENTS

URBANIZED AREA/STATE	ONE PERCENT TRANSIT ENHANCEMENT	APPORTIONMENT	AVAILABLE APPORTIONMENT
Wenatchee, WA		630,619	425,952
Yakima, WA		1,333,439	900,673
WEST VIRGINIA		\$5,161,421	\$3,486,288
Charleston, WV		1,844,647	1,245,969
Cumberland, MD-WV-PA		21,269	14,366
Hagerstown, MD--WV--PA		278,963	188,426
Huntington, WV--KY--OH		941,388	635,862
Morgantown, WV		568,680	384,116
Parkersburg, WV--OH		636,728	430,078
Weirton, WV--Steubenville, OH--PA		289,463	195,518
Wheeling, WV--OH		580,283	391,953
WISCONSIN		\$14,473,942	\$9,776,443
Appleton, WI		2,389,874	1,614,243
Beloit, WI--IL		499,984	337,715
Duluth, MN--WI		306,648	207,126
Eau Claire, WI		915,197	618,171
Fond du Lac, WI		622,120	420,212
Green Bay, WI		2,235,333	1,509,859
Janesville, WI		782,329	528,425
Kenosha, WI		1,432,104	967,317
La Crosse, WI--MN		1,003,242	677,641
Oshkosh, WI		925,903	625,402
Racine, WI		1,741,699	1,176,433
Sheboygan, WI		891,437	602,122
Wausau, WI		728,072	491,777
WYOMING		\$1,440,704	\$973,126
Casper, WY		677,404	457,554
Cheyenne, WY		763,300	515,572
TOTAL		\$341,914,623	\$230,946,691

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

FY 2005 APPORTIONMENT FORMULA FOR FORMULA PROGRAM

Percent of Formula Funds Available

Section 5310:	2.4%	States - allocated to states based on state's population of elderly and persons with disabilities
Section 5311:	6.37%	Nonurbanized Areas - allocated to states based on state's nonurbanized area population
Section 5307:	91.23%	Urbanized Areas (UZA)

UZA Population and Weighting Factors

50,000-199,999 in population :	9.32% of available Section 5307 funds
(Apportioned to Governors)	<i>50% apportioned based on population</i>
	<i>50% apportioned based on population x population density</i>
200,000 and greater in population:	90.68% of available Section 5307 funds
(Apportioned to UZAs)	<p>33.29% (Fixed Guideway Tier*)</p> <p>95.61% (Non-incentive Portion of Tier)</p> <p>--- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater</p> <p>60% - fixed guideway revenue vehicle miles</p> <p>40% - fixed guideway route miles</p>
	<p>4.39% ("Incentive" Portion of Tier)</p> <p>-- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater</p> <p>-- fixed guideway passenger miles x fixed guideway passenger miles/operating cost</p>
	<p>66.71% ("Bus" Tier)</p> <p>90.8% (Non-incentive Portion of Tier)</p> <p>73.39% for UZAs with population 1,000,000 or greater</p> <p>50% - bus revenue vehicle miles</p> <p>25% - population</p> <p>25% - population x population density</p>
	<p>26.61% for UZAs pop. < 1,000,000</p> <p>50% - bus revenue vehicle miles</p> <p>25% - population</p> <p>25% - population x density</p>
	<p>9.2% ("Incentive" Portion of Tier)</p> <p>-- bus passenger miles x bus passenger miles/operating cost</p>

*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 2005 FORMULA PROGRAMS APPORTIONMENT DATA UNIT VALUES

	APPORTIONMENT UNIT VALUE	AVAILABLE APPORTIONMENT UNIT VALUE
Section 5307 Urbanized Area Formula Program - Bus Tier		
Urbanized Areas Over 1,000,000:		
Population	\$3.02529684	\$2.04344089
Population x Density	\$0.00076761	\$0.00051849
Bus Revenue Vehicle Mile	\$0.40607118	\$0.27428134
Urbanized Areas Under 1,000,000:		
Population	\$2.77256546	\$1.87273314
Population x Density	\$0.00121310	\$0.00081939
Bus Revenue Vehicle Mile	\$0.53782054	\$0.36327162
Bus Incentive (PM denotes Passenger Mile):		
<u>Bus PM x Bus PM =</u> Operating Cost	\$0.00727312	\$0.00491264
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier		
Fixed Guideway Revenue Vehicle Mile	\$0.61127338	\$0.41288544
Fixed Guideway Route Mile	\$34,324	\$23,184
Commuter Rail Floor	\$7,739,160	\$5,227,427
Fixed Guideway Incentive:		
<u>Fixed Guideway PM x Fixed Guideway PM =</u> Operating Cost	\$0.00061923	\$0.00041826
Commuter Rail Incentive Floor	\$355,349	\$240,021
Section 5307 Urbanized Area Formula Program - Areas Under 200,000		
Population	\$5.59676779	\$3.78034447
Population x Density	\$0.00277804	\$0.00187643
Section 5311 Nonurbanized Area Formula Program		
Areas Under 50,000		
Population	\$2.78498039	\$1.88111882

Section 5309 Capital Program - Fixed Guideway Modernization

Apportionment Unit Values						
	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:						
Revenue Vehicle Mile	\$0.03043443	-----	\$0.13683131	\$0.03549322	\$0.02340212	\$0.12193985
Route Mile	\$2,122.43	-----	\$7,832.52	\$2,669.44	\$1,760.07	\$9,171.09
Other Urbanized Areas:						
Revenue Vehicle Mile	\$0.16377360	\$0.00579309	\$0.13683131	\$0.07842003	\$0.06401635	\$0.50034854
Route Mile	\$4,772.78	\$168.83	\$7,832.52	\$2,492.18	\$2,034.43	\$15,901.02

Available Apportionment Unit Values						
	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:						
Revenue Vehicle Mile	\$0.01980167	-----	\$0.08902710	\$0.02309309	\$0.01522621	\$0.07933821
Route Mile	\$1,380.93	-----	\$5,096.10	\$1,736.83	\$1,145.16	\$5,967.02
Other Urbanized Areas:						
Revenue Vehicle Mile	\$0.10655667	\$0.00376918	\$0.08902710	\$0.05102274	\$0.04165121	\$0.32554376
Route Mile	\$3,105.33	\$109.85	\$5,096.10	\$1,621.50	\$1,323.67	\$10,345.75

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

2000 CENSUS URBANIZED AREAS WITH POPULATION 200,000 OR GREATER ELIGIBLE TO USE FY 2005 SECTION 5307 FUNDS FOR OPERATING ASSISTANCE

State	Urbanized Area Description	Population	FY 2002	FY 2005	FY 2005
			Apportionment	Operating Limitation a/	Available Operating Limitation b/
AL	Huntsville, AL	213,253	\$1,677,473	\$1,677,473	\$1,014,541
CA	Antioch, CA	217,591	\$1,914,688	\$1,914,688	\$1,914,688
CA	Indio--Cathedral City--Palm Springs, CA (Indio-Coachella, CA -- \$621,797) (Palm Springs, CA -- \$1,227,811)	254,856	\$1,849,608	\$1,849,608	\$1,849,608
CA	Lancaster--Palmdale, CA	263,532	\$2,206,544	\$2,206,544	\$2,206,544
CA	Santa Rosa, CA	285,408	\$2,636,339	\$2,636,339	\$2,161,560
CA	Victorville--Hesperia--Apple Valley, CA	200,436	\$1,311,837	\$1,311,837	\$1,311,837
CA	Temecula--Murrieta, CA	229,810	-----	\$1,247,633	\$1,247,633
CO	Fort Collins, CO	206,757	\$1,156,197	\$1,156,197	\$1,156,197
CT	Bridgeport--Stamford, CT--NY (Stamford, CT-NY -- \$5,332,860) (Norwalk, CT -- \$4,343,565)	888,890	\$9,676,425	\$9,676,425	\$9,676,425
CT	Hartford, CT (Bristol, CT -- \$983,277) (New Britain, CT -- \$1,841,176)	851,535	\$2,824,453	\$2,824,453	\$2,824,453
FL	Port St. Lucie, FL (Fort Pierce, FL -- \$1,142,501) (Stuart, FL -- \$839,705)	270,774	\$1,982,206	\$1,982,206	\$1,319,685
FL	Bonita Springs--Naples, FL	221,251	\$954,953	\$954,953	\$755,807
FL	Tallahassee, FL	204,260	\$1,617,975	\$1,617,975	\$1,501,821
GA	Savannah, GA	208,886	\$1,824,225	\$1,824,225	\$1,824,225
ID	Boise City, ID	272,625	\$2,021,464	\$2,021,464	\$1,509,452
IL	Round Lake Beach--McHenry--Grayslake, IL--WI	226,848	\$1,088,609	\$1,088,609	\$1,088,609
IL	Chicago, IL--IN (Aurora, IL -- \$2,290,318) (Crystal Lake, IL -- \$746,464) (Elgin, IL -- \$1,652,124) (Joliet, IL -- \$1,910,334)	8,307,904	\$6,599,240	\$6,599,240	\$6,599,240
IN	Evansville, IN--KY	211,989	\$2,251,898	\$2,251,898	\$1,222,646
MA	Barnstable Town, MA	243,667	\$538,120	\$538,120	\$538,120
MA	Boston, MA--NH--RI (Brockton, MA -- \$1,906,558) (Lowell, MA-NH -- \$2,366,926) (Taunton, MA -- \$487,189)	4,032,484	\$4,760,673	\$4,760,673	\$4,760,673
MD	Baltimore, MD (Annapolis, MD -- \$858,335)	2,076,354	\$858,335	\$858,335	\$858,335
MO	Springfield, MO	215,004	\$1,748,930	\$1,748,930	\$1,249,398
MS	Gulfport--Biloxi, MS	205,754	\$1,687,127	\$1,687,127	\$1,115,125
NC	Winston-Salem, NC	299,290	\$1,811,413	\$1,811,413	\$1,572,413
NC	Asheville, NC	221,570	\$968,044	\$968,044	\$963,137
NC	Greensboro, NC	267,884	\$2,211,540	\$2,211,540	\$1,725,459
NE	Lincoln, NE	226,582	\$2,658,761	\$2,658,761	\$1,567,563
NJ	Atlantic City, NJ	227,180	\$1,842,968	\$1,842,968	\$1,842,968
NY	Poughkeepsie--Newburgh, NY (Poughkeepsie, NY -- \$1,507,504) (Newburgh, NY -- \$717,643)	351,982	\$2,225,147	\$2,225,147	\$2,225,147
OH	Youngstown, OH--PA (Sharon, PA-OH -- \$465,043)	417,437	\$465,043	\$465,043	\$465,043
OH	Cincinnati, OH--KY--IN (Hamilton, OH -- \$1,384,842)	1,503,262	\$1,384,842	\$1,384,842	\$1,384,842
OR	Eugene, OR	224,049	\$2,559,936	\$2,559,936	\$2,559,936
OR	Salem, OR	207,229	\$2,070,221	\$2,070,221	\$2,070,221
PA	Reading, PA	240,264	\$2,636,837	\$2,636,837	\$1,639,354
PA	Lancaster, PA	323,554	\$2,258,871	\$2,258,871	\$2,210,527
PR	Aguadilla--Isabela--San Sebastian, PR	299,086	\$1,148,984	\$1,148,984	\$866,198

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

2000 CENSUS URBANIZED AREAS WITH POPULATION 200,000 OR GREATER ELIGIBLE TO USE FY 2005 SECTION 5307 FUNDS FOR OPERATING ASSISTANCE

State	Urbanized Area Description	Population	FY 2002	FY 2005	FY 2005
			Apportionment	Apportionment	Available Operating Limitation b/ Operating Limitation b/
PR	San Juan, PR (Caguas, PR -- \$2,811,557) (Cayey, PR -- \$831,273) (Humacao, PR -- \$719,451) (Vega Baja-Manati, PR -- \$1,562,942)	2,216,616	\$5,925,223	\$5,925,223	\$5,925,223
RI	Providence, RI-MA (Newport, RI -- \$644,329) (Fall River, MA-RI -- \$2,051,153)	1,174,548	\$2,695,482	\$2,695,482	\$2,695,482
TX	Lubbock, TX	202,225	\$1,939,424	\$1,939,424	\$1,724,873
TX	Denton--Lewisville, TX (Denton, TX -- \$599,570) (Lewisville, TX -- \$692,152)	299,823	\$1,291,722	\$1,291,722	\$1,291,722
VA	Richmond, VA (Petersburg, VA -- \$1,016,957)	818,836	\$1,016,957	\$1,016,957	\$1,016,957

a/ The amount shown represents the maximum amount allowable (in accordance with Pub.L. 107-232 and the Surface Transportation Extension Act of 2004, Part V (Pub. L. 108-310)) based on funding provided in the Consolidated Appropriations Act, 2005. In cases where an urbanized area's FY 2005 apportionment is less than the maximum, FTA will set the operating assistance budget, in TEAM-Web, at an amount not to exceed the FY 2005 apportionment. Funds are subject to the one percent set-aside required for Transit Enhancements and will be adjusted accordingly.

b/ The amount shown represents funds currently available for obligation for operating assistance. Funds are subject to the one percent set-aside required for Transit Enhancements and will be adjusted accordingly.

Note: For informational purposes, the affected 1990 census small urbanized areas (less than 200,000 population) that were merged into an existing urbanized area of at least 200,000 population are shown in parentheses immediately below the eligible 2000 census urbanized area. FTA is unable to identify the urbanized areas which now incorporate rural areas that received Section 5311 in FY 2002 and they are not included in this table.

FEDERAL TRANSIT ADMINISTRATION
TABLE 7

FY 2005 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

STATE	AREA	APPORTIONMENT	AVAILABLE APPORTIONMENT
AK	Anchorage, AK - Alaska Railroad	\$1,952,891	\$1,270,617
AZ	Phoenix-Mesa, AZ	2,293,390	1,492,157
CA	Antioch, CA	1,822,023	1,185,470
CA	Concord, CA	10,734,568	6,984,275
CA	Lancaster-Palmdale, CA	1,837,372	1,195,457
CA	Los Angeles--Long Beach--Santa Ana, CA	33,557,652	21,833,748
CA	Mission Viejo, CA	1,223,129	795,809
CA	Oxnard, CA	1,019,188	663,118
CA	Riverside-San Bernardino, CA	3,381,108	2,199,864
CA	Sacramento, CA	2,978,598	1,937,977
CA	San Diego, CA	12,500,539	8,133,275
CA	San Francisco--Oakland, CA	68,604,375	44,636,337
CA	San Jose, CA	11,803,358	7,679,666
CA	Thousand Oaks, CA	560,939	364,966
CO	Denver-Aurora, CO	3,052,746	1,986,220
CT	Hartford, CT	1,518,494	987,984
CT	Southwestern Connecticut	38,834,499	25,267,044
DC	Washington, DC--VA--MD	63,825,180	41,526,831
FL	Jacksonville, FL	101,282	65,897
FL	Miami, FL	17,883,397	11,635,545
FL	Orlando, FL	141,432	92,020
FL	Tampa-St. Petersburg, FL	116,352	75,703
GA	Atlanta, GA	24,818,558	16,147,797
HI	Honolulu, HI	1,062,033	690,995
IL	Chicago, IL-IN	139,260,042	90,607,315
IL	Round Lake Beach--McHenry--Grayslake, IL-WI	1,949,530	1,268,431
IN	South Bend, IN-MI	696,894	453,423
LA	New Orleans, LA	3,055,591	1,988,071
MA	Boston, MA-NH-RI	72,603,905	47,238,567
MA	Worcester, MA-CT	865,074	562,846
MD	Baltimore Commuter Rail	18,617,602	12,113,244
MD	Baltimore, MD	8,709,181	5,666,489
MI	Detroit, MI	309,018	201,058
MN	Minneapolis-St. Paul, MN	5,954,153	3,873,974
MO	Kansas City, MO-KS	28,270	18,394
MO	St. Louis, MO-IL	3,994,571	2,599,004
NJ	Atlantic City, NJ	1,448,141	942,210
NJ	Northeastern New Jersey	86,085,538	56,010,177
NJ	Trenton, NJ	1,345,213	875,241
NY	Buffalo, NY	1,174,138	763,934
NY	New York	361,718,362	235,346,260
NY	Poughkeepsie-Newburgh, NY	1,820,253	1,184,319
OH	Cleveland, OH	12,770,204	8,308,729
OH	Dayton, OH	4,861,672	3,163,169
OR	Portland, OR-WA	3,965,742	2,580,247
PA	Harrisburg, PA	686,211	446,472
PA	Philadelphia, PA-NJ-DE-MD	93,999,370	61,159,185
PA	Pittsburgh, PA	20,361,556	13,247,921
PR	San Juan, PR	2,033,597	1,323,127
RI	Providence, RI-MA	2,274,818	1,480,074
TN	Chattanooga, TN-GA	80,494	52,372
TN	Memphis, TN-MS-AR	201,062	130,818
TX	Dallas-Fort Worth-Arlington, TX	5,252,902	3,417,716
TX	Houston, TX	6,958,562	4,527,477
VA	Virginia Beach, VA	1,205,503	784,341
WA	Seattle, WA	21,767,955	14,162,971
WI	Madison, WI	710,111	462,022
WI	Milwaukee, WI	249,614	162,408
	TOTAL	\$1,192,637,952	\$775,970,778

FEDERAL TRANSIT ADMINISTRATION

TABLE 8

FY 2005 SECTION 5309 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 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
AK	Alaska Mental Health Trust bus program, Alaska	\$971,779	\$633,936
AK	Alaska Native Medical Center intermodal bus/parking facility, Alaska	1,943,557	1,267,871
AK	Anchorage Museum/Transit intermodal depot, Alaska	1,457,667	950,903
AK	Anchorage paratransit and disability improvements, Alaska	1,457,667	950,903
AK	Anchorage Ship Creek intermodal facility, Alaska	2,429,445	1,584,838
AK	Copper River Transit program, Alaska	1,457,667	950,903
AK	Juneau bus replacement, Alaska	971,779	633,936
AK	Kenai Central Area Rural Transit System bus replacement, Alaska	1,360,489	887,509
AK	Knik Arm intermodal facility terminal, Alaska	1,457,667	950,903
AK	Port of Anchorage intermodal facility, Alaska	2,429,445	1,584,838
AK	Skagway bus terminal development, Alaska	1,943,557	1,267,871
AK	Whittier intermodal facility, Alaska	1,457,667	950,903
AL	Alabama State Docks intermodal facility, Alabama	9,717,782	6,339,352
AL	Birmingham Intermodal Facility- Phase II, Alabama	3,401,224	2,218,773
AL	City of Orange Beach senior activity bus, Alabama	97,177	63,393
AL	Cleveland Avenue YMCA bus, Alabama	194,357	126,788
AL	Jacksonville State University buses, Alabama	1,943,557	1,267,871
AL	Montgomery buses, Alabama	680,245	443,755
AL	Oakwood College shuttle bus project, Alabama	145,767	95,090
AL	Tombigbee Regional Commission vehicle facility, Alabama	242,945	158,484
AL	University of Alabama at Huntsville Intermodal Facility, Alabama	3,887,113	2,535,741
AL	Vans, CASA of Marshall County, Alabama	97,177	63,393
AL	Vehicles for Senior Citizen Transportation in Alabama	971,779	633,936
AR	Arkansas Statewide buses and bus facilities	7,774,226	5,071,482
AR	CATA bus replacement, Arkansas	388,711	253,574
AZ	Alternative fuel replacement buses, Tucson, Arizona	971,779	633,936
AZ	Coconino County - Flagstaff bus system, Arizona	1,360,489	887,509
AZ	Coconino County - Sedona bus system, Arizona	2,526,623	1,648,231
AZ	Dial-a-Ride facility, Phoenix, Arizona	340,123	221,878
AZ	Downtown Tempe Transit Center, Arizona	777,422	507,148
AZ	East Valley bus maintenance facility, Arizona	6,753,859	4,405,850
AZ	Phoenix, Glendale, and Avondale bus replacement, Arizona	1,457,667	950,903
AZ	Phoenix/Glendale West Valley operating facility, Arizona	3,401,224	2,218,773
AZ	Sun Tran CNG replacement buses, Tucson, Arizona	2,672,390	1,743,322
CA	Anaheim Resort Transit, California	291,534	190,181
CA	Bellflower Dial-a-Ride, California	116,614	76,073
CA	Calabasas Transit, California	485,888	316,967
CA	Catalina Transit Terminal, Redondo Beach, California	971,779	633,936
CA	Cerritos Clean Air Buses, California	826,011	538,845
CA	Claremont Intermodal Transit Village Project, California	194,357	126,788
CA	Collegian Avenue Busway, California	388,711	253,574
CA	Downtown transit center ITS, California	97,177	63,393
CA	Ed Roberts Campus/City of Berkeley, California	485,888	316,967
CA	El Garces Intermodal Station, Needles, California	971,779	633,936
CA	Elk Grove Park and Ride Facilities, California	971,779	633,936
CA	Fairfield/Vacaville Intermodal Transit Station, California	485,888	316,967
CA	Fresno Area Express bus program, California	971,779	633,936
CA	Golden Empire Transit traffic signal priority, California	291,534	190,181
CA	Hemet Transit Center bus facility, California	340,123	221,878
CA	I-15 Managed Lanes/Bus Rapid Transit, San Diego, California	1,652,023	1,077,690
CA	LAVTA buses and bus facilities, California	485,888	316,967
CA	LAVTA satellite maintenance, operations and administrative facility, California	291,534	190,181
CA	Long Beach Transit bus purchase, California	485,888	316,967
CA	Los Angeles County MTA bus program, California	1,943,557	1,267,871
CA	Los Angeles Trade Tech intermodal links with bus and Metro, California	485,888	316,967
CA	Los Angeles Valley College bus station extension, California	485,888	316,967
CA	Mammoth Lakes Regional Transit operations facility, California	971,779	633,936

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
CA	Metro Red Line Wilshire Vermont Station upgrade, California	728,834	475,452
CA	Modesto bus facility, California	971,779	633,936
CA	Monterey Salinas Transit buses, California	971,779	633,936
CA	Municipal Transit Operators Coalition, California	971,779	633,936
CA	Napa Transit Center construction, California	485,888	316,967
CA	Pacific Station Multimodal-Multiuse facility, California	1,457,667	950,903
CA	Palm Springs bus station relocation, California	29,154	19,018
CA	Palo Alto Intermodal Transit Center, California	728,834	475,452
CA	Riverbank vehicle garage renovation, California	121,472	79,242
CA	Riverside Transit Authority, California	121,472	79,242
CA	Roseville Multirail Center, California	631,655	412,057
CA	Sacramento bus replacement/facility expansion, California	485,888	316,967
CA	SamTrans Zero Emission bus project, California	728,834	475,452
CA	San Francisco Muni buses and bus facilities, California	3,887,113	2,535,741
CA	San Luis Rey Transit Center, California	388,711	253,574
CA	Santa Clara VTA bus signal priority project, California	728,834	475,452
CA	SCAT CNG Fueling Station, California	485,888	316,967
CA	Sierra Madre Villa Gold Line Light Rail Station, California	971,779	633,936
CA	Solana Beach Intermodal Facility, Solana Beach, California	631,655	412,057
CA	Sonoma County CNG buses, California	291,534	190,181
CA	South Gate Clean Air buses, California	242,945	158,484
CA	Spring Valley Multi-Modal Center, California	777,422	507,148
CA	Sunline Transit Agency CNG buses, California	485,888	316,967
CA	Temecula Park and Ride Facility, California	48,589	31,697
CA	Temecula Transit Center, California	388,711	253,574
CA	Transit First Implementation, California	728,834	475,452
CA	Transit Oriented Neighborhood Program, California	194,357	126,788
CA	Union City Intermodal Station, Phase 1, California	485,888	316,967
CA	Vallejo Baylink Ferry Intermodal Center, California	1,214,724	792,420
CA	Visalia bus operations facility, California	242,945	158,484
CA	Visalia bus replacement, California	242,945	158,484
CA	Yosemite Area Regional Transportation System, California	388,711	253,574
CO	Colorado Statewide buses and bus facilities	6,923,920	4,516,788
CT	Bridgeport Intermodal Transportation Center, Connecticut	6,802,447	4,437,546
CT	Hartford bus facility rehabilitation, Connecticut	485,888	316,967
CT	Hartford/New Britain Busway, Connecticut	3,887,113	2,535,741
CT	Pulse Point Joint Development safety improvements, Connecticut	485,888	316,967
CT	Stamford Urban Transitway Phase II, Connecticut	5,830,669	3,803,611
CT	Waterbury bus maintenance facility, Connecticut	485,888	316,967
CT	West Haven/Orange Intermodal Facility, Connecticut	971,779	633,936
DC	Georgetown University Fuel Cell Transit Bus Program (TEA-21)	4,763,088	3,107,179
DC	Union Station Intermodal Transportation Center, Washington, DC	728,834	475,452
DE	Delaware Statewide buses and bus facilities	1,943,557	1,267,871
FL	Broward/Palm Beach County buses, Florida	728,834	475,452
FL	DeBary Intermodal Transportation Facility, Florida	242,945	158,484
FL	Flagler County buses and bus facilities, Florida	145,767	95,090
FL	Gainesville Regional Airport multi-modal facility, Florida	291,534	190,181
FL	Gainesville RTS buses and bus facilities, Florida	971,779	633,936
FL	Hillsborough Area Regional Transit (HART), Florida	485,888	316,967
FL	Homestead East-West bus connector, Florida	242,945	158,484
FL	Jacksonville JTA transit rolling stock, Florida	485,888	316,967
FL	Key West bus and bus facilities, Florida	1,943,557	1,267,871
FL	Lakeland Area Citrus Connection transit system, Florida	728,834	475,452
FL	Miami Beach Intermodal Greenway Transit Facility, Florida	680,245	443,755
FL	Miami Beach Intermodal Transit Facility, Florida	680,245	443,755
FL	Miami Intermodal Center, Florida	5,830,669	3,803,611

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
FL	Miami-Dade County bus procurement, Florida	485,888	316,967
FL	Miramar Parkway transit shelter enhancements, Florida	97,177	63,393
FL	National Center for Transportation Needs, Florida	583,067	380,361
FL	North Florida and West Coast Transit Coalition Bus Acquisition	3,887,113	2,535,741
FL	NW 7th Avenue Transit Hub, Florida	971,779	633,936
FL	Pinellas Suncoast Transit Authority, Florida	9,037,537	5,895,597
FL	Putnam County RideSolutions buses and bus facilities, Florida	1,457,667	950,903
FL	Sistrunk transit & pedestrian access improvement, Florida	971,779	633,936
FL	Southwest Broward bus facility, Florida	1,166,133	760,722
FL	St Johns County Council on Aging buses and bus facilities, Florida	728,834	475,452
FL	St. Lucie County bus purchase, Florida	388,711	253,574
FL	St. Petersburg intermodal facility, Florida	485,888	316,967
FL	TalTran Bus replacement project, Florida	777,422	507,148
FL	Trolley System, Boynton Beach, Florida	242,945	158,484
FL	Winter Haven Transit Terminal, Florida	485,888	316,967
GA	Atlanta bus acquisition, Georgia	3,401,224	2,218,773
GA	Atlanta clean fuel shuttle buses, Georgia	971,779	633,936
GA	Atlantic Station, Georgia	1,068,956	697,329
GA	Hamilton clean fuels bus facility, Georgia	1,457,667	950,903
GA	Macon Terminal Station, Georgia	728,834	475,452
GA	MARTA Bus Acquisition Program, Georgia	1,457,667	950,903
GA	MARTA clean fuel technology buses, Georgia	3,887,113	2,535,741
GA	Moultrie Intermodal Facility, Georgia	485,888	316,967
HI	Honolulu bus and paratransit replacement program, Hawaii	4,858,891	3,169,676
HI	Honolulu Middle Street Intermodal Center, Hawaii	3,887,113	2,535,741
HI	Pahoa/Hilo Bus routes, Hawaii	485,888	316,967
HI	Rural Bus Program, Hawaii	4,858,891	3,169,676
HI	Wahiawa Transit Center and Parking Facility, Hawaii	2,429,445	1,584,838
IA	Ames transit/bus facility, Iowa	971,779	633,936
IA	Des Moines MTA bus replacement, Iowa	1,943,557	1,267,871
IA	Iowa Statewide buses and bus facilities	4,858,891	3,169,676
IA	UNI multimodal project, Iowa	2,915,334	1,901,805
ID	Idaho Transit Coalition Statewide buses and bus facilities	3,401,224	2,218,773
IL	Illinois Statewide buses and bus facilities	----- a/	
IL	Downstate Illinois replacement buses	2,915,335	1,901,806
IL	Bus facilities for Bloomington, Macomb, Peoria, and Rock Island	1,457,668	950,903
IL	Champaign Day Care Center/Park-n-Ride	728,834	475,452
IL	Richton Park Metra Intermodal Transit Park and Ride Facility	485,889	316,968
IL	City of Chicago's Free Trolley System	728,833	475,451
IL	Downtown Normal Multimodal facility	485,888	316,967
IL	Northern Winnebago County, Illinois	242,945	158,484
IN	Bloomington Public Transit Corporation, Indiana	728,834	475,452
IN	Cherry Street Multi-Modal Facility, Indiana	971,779	633,936
IN	Citilink, Indiana	583,067	380,361
IN	IndyGo buses and bus facilities, Indiana	2,915,334	1,901,805
IN	Ivy Tech State College multimodal facility, Indiana	485,888	316,967
IN	Lafayette City/Bus, Indiana	485,888	316,967
IN	Muncie Indiana transit system, Indiana	971,779	633,936
IN	TRANSPO Bus Operations Center South Bend, Indiana	1,943,557	1,267,871
KS	I-35 Fixed Guideway Project, Johnson County, Kansas	291,534	190,181
KS	Johnson County Transit System Buses, Kansas	485,888	316,967
KS	Kansas City/Unified Govt. of Wyandotte Co. buses, Kansas	971,779	633,936
KS	Kansas statewide bus and bus facilities	2,915,334	1,901,805
KS	Lawrence Transit System maintenance facility, Kansas	388,711	253,574

FEDERAL TRANSIT ADMINISTRATION

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FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
KS	Regional maintenance/paratransit scheduling facility, Kansas	777,422	507,148
KS	Wichita Transit Authority buses and bus facilities, Kansas	242,945	158,484
KY	Fixed Route Transportation System, Madison County, Kentucky	291,534	190,181
KY	Fulton County Transit Authority, Kentucky	194,357	126,788
KY	Henderson Area Rapid Transit Authority, Kentucky	77,742	50,715
KY	Manchester, Clay County Intermodal Facility, Kentucky	1,943,557	1,267,871
KY	Murray/Calloway County Transit Authority, Kentucky	1,749,201	1,141,083
KY	Oakwood Intermodal Facility, Somerset, Kentucky	1,943,557	1,267,871
KY	Paducah Area Transit Authority, Kentucky	1,263,313	824,117
KY	Southern and Eastern Kentucky buses and bus facilities	2,915,334	1,901,805
KY	Transit Authority of Northern Kentucky (TANK) bus and bus facilities, Kentucky	485,888	316,967
KY	Transit Authority of River City, Louisville, Kentucky	584,524	381,312
KY	University of Louisville bus shuttle program, Kentucky	2,429,445	1,584,838
LA	Greater Ouachita Port and Intermodal Facility, Louisiana	2,915,334	1,901,805
LA	Louisiana Statewide buses and bus facilities	4,858,891	3,169,676
LA	ULM Intermodal Facility, Louisiana	728,834	475,452
MA	Amesbury bus facility, Massachusetts	971,779	633,936
MA	Attleboro Intermodal Transportation Center, Massachusetts	1,943,557	1,267,871
MA	Brockton Area Transit Bus Replacement, Brockton, Massachusetts	1,943,557	1,267,871
MA	BRTA Bus Replacement Program, Massachusetts	1,049,521	684,650
MA	BRTA Bus Shelters, Massachusetts	145,767	95,090
MA	BRTA Storage Facility Upgrade, Massachusetts	237,114	154,680
MA	Cape Cod Regional Transit Authority Center/Bus Facility, Massachusetts	2,915,334	1,901,805
MA	Essex County buses, Massachusetts	145,767	95,090
MA	Lechmere Station intermodal, Massachusetts	971,779	633,936
MA	Lowell Regional Transit Authority, Massachusetts	874,601	570,542
MA	MART maintenance facility, Massachusetts	2,332,268	1,521,445
MA	PVTA bus replacement program, Massachusetts	3,887,113	2,535,741
MA	Salem Intermodal Center improvement project, Massachusetts	971,779	633,936
MA	Springfield Union Station, Springfield, Massachusetts	6,505,083	4,243,562
MA	UMass Transit RTIC and training facility, Massachusetts	3,887,113	2,535,741
MA	Wonderland Station improvements, Revere, Massachusetts	1,943,557	1,267,871
MD	Glenmont Metrorail parking garage expansion, Maryland	485,888	316,967
MD	Howard County Transit repair facility, Maryland	485,888	316,967
MD	Maryland Statewide buses and bus facilities	3,887,113	2,535,741
MD	Rockville Town Center transit project, Maryland	971,779	633,936
MD	Southern Maryland commuter bus initiative, Maryland	4,858,891	3,169,676
MD	WMATA clean fleet buses, Maryland	1,457,667	950,903
ME	Acadia National Park intermodal facility, Maine	242,945	158,484
ME	Maine statewide bus program	2,429,445	1,584,838
ME	Millinocket Airport transfer bus project, Maine	34,012	22,188
MI	Allegan County Transportation, Michigan	1,457,667	950,903
MI	Alma Transit facility and replacement buses, Michigan	485,888	316,967
MI	Ann Arbor Transit Authority (AATA) transit center, Michigan	971,779	633,936
MI	Barry County buses and bus facilities, Michigan	38,872	25,358
MI	Bay Area Transportation Authority, Traverse City, Michigan	3,887,113	2,535,741
MI	Belding buses and bus facilities, Michigan	48,589	31,697
MI	Berrien County transit, Michigan	97,177	63,393
MI	Blue Water Area Transportation Commission Maintenance and Storage Facility, Michigan	2,915,334	1,901,805
MI	Cadillac/Wexford Transit, Michigan	97,177	63,393
MI	Capital Area Transportation Authority, Lansing, Michigan	4,130,057	2,694,224
MI	Cass County transit, Michigan	38,872	25,358
MI	Clare County Transit Corporation, Michigan	97,177	63,393
MI	Clinton Area transit system, Michigan	1,214,724	792,420
MI	Detroit DOT bus replacement and facilities, Michigan	2,915,334	1,901,805

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
MI	Flint MTA Intelligent Transportation System, Michigan	971,779	633,936
MI	Greenville Transit System, Michigan	48,589	31,697
MI	Harbor Transit, Michigan	194,357	126,788
MI	Intelligent Transportation System for The Rapid, Michigan	583,067	380,361
MI	Ionia County Dial-A-Ride, Michigan	121,472	79,242
MI	Isabella County Transportation Commission, Michigan	291,534	190,181
MI	ITP/The Rapid replacement and expansion buses, Michigan	1,214,724	792,420
MI	Kalamazoo County Care A Van, Michigan	77,742	50,715
MI	Kalamazoo Metro Transit, Michigan	2,915,334	1,901,805
MI	Kalkaska Public Transit Authority, Michigan	48,589	31,697
MI	Lake Erie Transit maintenance garage expansion, Michigan	485,888	316,967
MI	Livingston Essential Transportation, Michigan	97,177	63,393
MI	Macatawa Area Express Facility, Michigan	971,779	633,936
MI	Mass Transportation Authority, Flint, Michigan	2,915,334	1,901,805
MI	Michigan Statewide buses and bus facilities	2,915,334	1,901,805
MI	Midland Dial-A-Ride, Michigan	121,472	79,242
MI	Muskegon Area Transit System, Michigan	485,888	316,967
MI	North Oakland Transit Authority, Michigan	77,742	50,715
MI	Northern Michigan bus and bus facilities	485,888	316,967
MI	Roscommon County Transit System, Michigan	48,589	31,697
MI	Shiawassee Area Transportation Authority, Michigan	43,730	28,527
MI	SMART buses and bus facilities, Michigan	2,915,334	1,901,805
MI	Twin Cities Area Transportation Authority, Benton Harbor, Michigan	29,154	19,018
MI	Van Buren Public Transit, Michigan	29,154	19,018
MI	Yates Township Dial-A-Ride Transportation System, Michigan	194,357	126,788
MN	Como Rider program, Minnesota	1,457,667	950,903
MN	Duluth Transfer Facility, Minnesota	971,779	633,936
MN	Greater Minnesota Transit	3,133,984	2,044,440
MN	Isanti Transit garage and operational facility, Minnesota	485,888	316,967
MN	Metro Transit buses and bus facilities, Minnesota	3,887,113	2,535,741
MN	Northwest Busway and facilities, Hennepin County, Minnesota	2,915,334	1,901,805
MN	Union Depot Transportation Hub, Minnesota	971,779	633,936
MN	White Earth Tribal Nation Transit Center, Minnesota	971,779	633,936
MO	Columbia Transit, Missouri	826,011	538,845
MO	Franklin County Transportation Council, Missouri	145,767	95,090
MO	KCATA bus rapid transit, Missouri	4,373,003	2,852,709
MO	Metro St. Louis, Missouri	1,214,724	792,420
MO	Missouri statewide bus and bus facilities	7,774,226	5,071,482
MO	Southern Missouri buses and bus facilities	2,235,088	1,458,050
MS	Harrison County HOV/Bus rapid transit Canal Road intermodal connector, Mississippi	1,943,557	1,267,871
MS	Jackson State University busing project, Mississippi	291,534	190,181
MS	JATRAN fixed route vehicles, Mississippi	2,915,334	1,901,805
MS	Mississippi Valley State University mass transit program expansion, Mississippi	194,357	126,788
MS	Vicksburg public transportation, Mississippi	485,888	316,967
MT	Billings downtown bus facility, Montana	1,943,557	1,267,871
MT	Billings public bus and medical transfer facility, Montana	2,429,445	1,584,838
NC	Asheville City bus fleet replacement, North Carolina	291,534	190,181
NC	Chapel Hill replacement buses, North Carolina	1,943,557	1,267,871
NC	Charlotte Multi-modal Transportation Center, North Carolina	2,429,445	1,584,838
NC	High Point Project Terminals, North Carolina	1,943,557	1,267,871
NC	North Carolina Statewide buses and bus facilities	4,858,891	3,169,676
NC	Triangle Transit Authority replacement buses, North Carolina	971,779	633,936
ND	North Dakota Statewide buses and bus facilities	2,915,334	1,901,805
NE	Kearney RYDE Transit, Nebraska	1,020,367	665,632

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
NE	Nebraska Statewide bus and bus facilities	1,943,557	1,267,871
NE	Omaha Metro Area Transit Center Developments, Nebraska	3,887,113	2,535,741
NH	Commuter maintenance facility, New Hampshire	680,245	443,755
	Park & Ride/Bus Facility Exit 2, Salem, New Hampshire	583,067	380,361
	Park and Ride Bus Facility Exit 5, New Hampshire	194,357	126,788
NJ	Bergen Intermodal Stations and Park N'Rides, New Jersey	1,943,557	1,267,871
NJ	Englewood bus purchase, New Jersey	364,417	237,726
NJ	Howard Boulevard Intermodal Station, New Jersey	3,401,224	2,218,773
NJ	Multi County Intermodal Park & Ride, New Jersey	2,915,334	1,901,805
NJ	Newark Penn Station Intermodal Improvements, New Jersey	4,858,891	3,169,676
NJ	Park and Ride for the Edison Train Station, New Jersey	971,779	633,936
NJ	South Amboy Intermodal Station, New Jersey	1,214,724	792,420
NJ	Trenton Intermodal Center, New Jersey	1,943,557	1,267,871
NM	City of Santa Fe, Bus and Bus Facility Grant, New Mexico	1,457,667	950,903
NM	New Mexico Statewide bus and bus facilities	971,779	633,936
NM	Rio Rancho Senior Transit Program, New Mexico	242,945	158,484
NM	West Side transit facility, New Mexico	971,779	633,936
NV	Bus Rapid Transit, Virginia Street Phase 1, Nevada	971,779	633,936
NV	Intermodal terminals in Downtown Reno and Sparks, Nevada	1,457,667	950,903
NV	Las Vegas buses, Nevada	971,779	633,936
NY	BNMC replacement buses, New York	736,608	480,523
NY	Boro Park JCC bus purchase, New York	194,357	126,788
NY	Brookhaven Town Senior Citizen Jitney Bus, New York	121,472	79,242
NY	Broome County hybrid buses, New York	1,554,845	1,014,296
NY	Bus Facility, 65th Street Intermodal Station, New York	7,288,337	4,754,514
NY	Buffalo Niagra Medical Campus, New York	1,943,557	1,267,871
NY	Central New York Regional Transportation Authority, New York	3,158,279	2,060,289
NY	Fort Edward Intermodal Station, New York	291,534	190,181
NY	Irvington Intermodal Upgrades, New York	242,945	158,484
NY	Jacobi Transportation Facility, New York	971,779	633,936
NY	Jamaica Intermodal Facilities, New York	1,943,557	1,267,871
NY	JCC of Coney Island Bus Purchase, New York	97,177	63,393
NY	Nassau County Long Island Bus, New York	971,779	633,936
NY	Pelham Intermodal Improvements, New York	485,888	316,967
NY	Renaissance Square, New York	6,316,558	4,120,578
NY	Rochester Central Bus Terminal, New York	5,441,959	3,550,038
NY	Senior Bus Service Bus Replacement, North Hempstead, New York	291,534	190,181
NY	St. George's Ferry Intermodal Terminal, New York	2,235,088	1,458,050
NY	Suffolk County Transit buses and bus facilities, New York	971,779	633,936
NY	Sullivan County buses and bus facilities, New York	485,888	316,967
NY	Tompkins County Hybrid Buses, New York	242,945	158,484
NY	Tuckahoe Intermodal Improvements, New York	38,872	25,358
NY	Ulster County Hybrid Buses, New York	242,945	158,484
NY	Westchester County Bee Line Bus Replacement, New York	3,887,113	2,535,741
NY	White Plains Downtown Circulator, New York	242,945	158,484
NY	Whitehall Intermodal Ferry Terminal, New York	971,779	633,936
OH	Central Ohio Transit Authority Paratransit Facility	534,478	348,664
OH	Central Ohio Transity Authority ITS Phase III	194,357	126,788
OH	Cincinnati Local Community bus enhancements, Ohio	777,422	507,148
OH	Cleveland Clinic Pedestrian Access Tunnel, Ohio	971,779	633,936
OH	Cuyahoga County Plan for Senior Transportation, Ohio	971,779	633,936
OH	East Side Transit Center, Ohio	485,888	316,967
OH	New York Central Train Station, Elyria, Ohio	971,779	633,936
OH	Ohio statewide buses and bus facilities	5,830,669	3,803,611
OH	Paratransit District/Senior Call Center Brooklyn, Ohio	1,943,557	1,267,871

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
OH	TARTA/TARPS Intermodal Facility, Ohio	1,457,667	950,903
OK	Lawton buses and bus facilities, Oklahoma	201,158	131,225
OK	Norman buses and bus facilities, Oklahoma	2,915,334	1,901,805
OK	Northern Oklahoma regional multimodal facilities and transit system, Oklahoma	4,858,891	3,169,676
OK	Oklahoma DOT Transit Program, Oklahoma	5,344,779	3,486,643
OK	Oklahoma Transportation Center, Oklahoma	1,943,557	1,267,871
OK	Tulsa Transit Multi-use facility in Tulsa, Oklahoma	1,943,557	1,267,871
OR	Lane County bus rapid transit vehicles, Oregon	3,887,113	2,535,741
OR	Lewis and Clark explorer shuttle parking, Oregon	485,888	316,967
OR	Maintenance facility modernization project, Oregon	2,429,445	1,584,838
OR	Salem-Keizer Transit, buses and bus facilities, Oregon	340,123	221,878
OR	South Metro Area Rapid Transit park-and-ride facility and transit center, Oregon	485,888	316,967
OR	TriMet buses, Portland, Oregon	971,779	633,936
OR	Yamhill County Transit bus and bus facilities, Oregon	145,767	95,090
PA	Altoona Bus Testing (TEA-21)	2,946,240	1,921,966
PA	Amtran Bus Replacement, Altoona, Pennsylvania	291,534	190,181
PA	Ardmore transit center, Pennsylvania	5,830,669	3,803,611
PA	Area Transit Authority, Pennsylvania	1,384,784	903,358
PA	Area Transportation Authority of North Central Pennsylvania passenger terminal, Pennsylvania	1,214,724	792,420
PA	Berks Area Reading Transportation Authority (BARTA) facility, Pennsylvania	1,943,557	1,267,871
PA	Bucks County Intermodal Facility Improvements, Pennsylvania	2,057,254	1,342,040
PA	Cambria County Transit accessible buses, Pennsylvania	1,049,521	684,650
PA	Cambria County Transit Facility rehabilitation, Pennsylvania	1,263,313	824,117
PA	Capital Area Transit (CAT), Pennsylvania	971,779	633,936
PA	Centre Area Transit Authority, Pennsylvania	826,011	538,845
PA	City Bus, Williamsport Bureau of Transportation, Pennsylvania	1,457,667	950,903
PA	County of Lebanon Transit Authority (COLT), Pennsylvania	349,841	228,217
PA	Cruise Terminal Intermodal Facility, Pennsylvania	485,888	316,967
PA	Endless Mountain Transportation Authority, Pennsylvania	971,779	63,393
PA	Fayette Area Coordinated Transportation (FACT) buses and bus facilities, Pennsylvania	874,601	570,542
PA	Harrisburg Transportation Center, Pennsylvania	971,779	633,936
PA	Hazleton intermodal facility, Pennsylvania	2,915,334	1,901,805
PA	Incline Plane Cable Replacement, Johnstown, Pennsylvania	116,614	76,073
PA	Mid Mon Valley Transit Authority, Charleroi, Pennsylvania	1,360,489	887,509
PA	Mid-County Transit Authority Kittanning, Pennsylvania	213,792	139,466
PA	New Castle Area Transit, Pennsylvania	971,779	633,936
PA	Northumberland County Transportation, Pennsylvania	971,779	63,393
PA	SEPTA, Trackless Trolley Acquisition, Pennsylvania	971,779	633,936
PA	Union Station Intermodal Trade and Transit Center, Schuylkill County, Pennsylvania	1,943,557	1,267,871
PA	Union/Snyder Transportation Alliance, Union County, Pennsylvania	1,457,667	950,903
PA	Westmoreland County Transit Authority, Pennsylvania	485,888	316,967
PA	York County Transportation Authority buses, Pennsylvania	1,457,667	950,903
PR	Carolina Mini-Buses, Puerto Rico	1,846,378	1,204,476
RI	Elmwood Facility Expansion, Rhode Island	1,943,557	1,267,871
RI	Rhode Island Public Transit Authority Statewide buses and bus facilities	3,887,113	2,535,741
SC	Medical University of South Carolina	3,887,113	2,535,741
SC	South Carolina Statewide buses and bus facilities	3,887,113	2,535,741
SD	Sitting Bull College facilities, South Dakota	1,214,724	792,420
SD	South Dakota Statewide buses and bus facilities	971,779	633,936
TN	Downtown Centralized Intermodal Transfer Center, Nashville, Tennessee	971,779	633,936
TN	Knoxville Electric Transit Intermodal Center, Tennessee	1,943,557	1,267,871
TN	Memphis Airport Intermodal Facility, Tennessee	2,915,334	1,901,805
TN	Southeast Tennessee Human Resource Agency	728,834	475,452

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
TN	Tennessee Statewide buses and bus facilities	9,231,893	6,022,384
TX	Abilene bus and bus facilities, Texas	728,834	475,452
TX	Addicks Park & Ride Ramp, Texas	4,373,003	2,852,709
TX	Brazos Transit District passenger shelter program, Texas	485,888	316,967
TX	Bryan Intermodal Transit Terminal with Parking, Texas	388,711	253,574
TX	Bryan/College Station Bus Replacement Program, Texas	1,259,424	821,580
TX	Capital Metro North Operating Facility, Texas	1,166,133	760,722
TX	Capitol Metro buses and bus facilities, Texas	1,943,557	1,267,871
TX	Citibus vans and alternative fuel buses, Texas	1,749,201	1,141,083
TX	CNG bus replacement, Texas	388,711	253,574
TX	Corpus Christi buses and bus facilities, Texas	777,422	507,148
TX	Dallas bus shelters, Texas	728,834	475,452
TX	Denton Downtown multimodal transit facility, Texas	3,109,690	2,028,592
TX	El Paso buses, Texas	2,915,334	1,901,805
TX	Ft. Worth Transportation Authority Fleet Modernization, Texas	2,332,268	1,521,445
TX	Ft. Worth Transportation Authority Passenger Shelter Replacement, Texas	680,245	443,755
TX	Jefferson County Transit Facility Improvements, Texas	680,245	443,755
TX	Houston METRO, Park and Rides, Texas	9,717,782	6,339,352
TX	Hunt County Committee on Aging Transit Terminal, Texas	1,166,133	760,722
TX	Hunt County Committee on Aging Transit Vehicles, Texas	971,779	633,936
TX	Laredo Bus Hub and Maintenance Facility, Texas	1,943,557	1,267,871
TX	San Antonio VIA Metropolitan Transit Bus Fleet Modernization, Texas	2,915,334	1,901,805
TX	The Woodlands Capital Cost of Contracting Program, Texas	437,301	285,271
TX	Waco Transit Alternative Fueled Bus Purchase, Texas	3,887,113	2,535,741
UT	Transit ITS, Utah	242,945	158,484
UT	UTA intermodal facilities, Utah	1,943,557	1,267,871
UT	UTA Statewide buses and bus facilities	5,636,313	3,676,824
UT	West Valley City Intermodal Terminal, Utah	388,711	253,574
VA	Burke Centre VRE Station Parking Expansion	971,779	633,936
VA	Danville buses and bus facilities, Virginia	437,301	285,271
VA	Farmville buses and bus facilities, Virginia	194,357	126,788
VA	GRTC Bus Facility, Richmond, Virginia	5,830,669	3,803,611
VA	Hampton Roads Transit New Maintenance Facilities , Virginia	2,186,501	1,426,354
VA	I-66/Virenna Metrorail Accessibility Improvements, Virginia	583,067	380,361
VA	James City County natural gas buses, Virginia	2,915,334	1,901,805
VA	Petersburg Multi-Modal Transportation Center, Virginia	485,888	316,967
VA	Potomac Yard Transit Way, Virginia	777,422	507,148
VA	PRTC Bus Acquisitions, Virginia	777,422	507,148
VA	Richmond Highway Transit Improvements, Virginia	971,779	633,936
VA	Southside bus facility PE, Virginia	3,887,113	2,535,741
VA	WMATA bus purchase, Virginia	6,802,447	4,437,546
VT	Bellows Falls Transit Improvements, Vermont	1,943,557	1,267,871
VT	Vermont Statewide buses and bus facilities	1,943,557	1,267,871
WA	Ben Franklin Transit Facility Improvements, Washington	1,020,367	665,632
WA	Community Transit Bus and Van Replacement, Washington	971,779	633,936
WA	Edmonds Crossing Multimodal Transportation Project, Washington	971,779	633,936
WA	Grant Transit Authority vehicle replacement, Washington	777,422	507,148
WA	Intercity Transit Buses, Thurston County, Washington	971,779	633,936
WA	Jefferson Transit operations/maintenance facility, Washington	583,067	380,361
WA	King County Metro Clean Air Buses, Washington	4,858,891	3,169,676
WA	King County Metro Park and Ride on First Hill, Seattle, Washington	1,943,557	1,267,871
WA	King County Metro, King County Airfield Transfer Area, Washington	1,943,557	1,267,871
WA	Kitsap Transit Bus Replacement, Washington	971,779	633,936
WA	Link Transit Low Floor Coach Purchases, Washington	777,422	507,148
WA	Pierce Transit Base expansion, Washington	971,779	633,936
WA	Port Angeles International Gateway Center, Washington	971,779	633,936

FEDERAL TRANSIT ADMINISTRATION
TABLE 9

FY 2005 SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
WA	Washington Small Bus System Program of Projects, Washington	-----	
WA	Clallam Transit	388,711	253,574
WA	Columbia County Public Transportation (CCPT)	48,589	31,697
WA	Garfield County	48,589	31,697
WA	Grant Transit	388,711	253,574
WA	Grays Harbor Transportation Authority	583,067	380,361
WA	Island Transit	388,711	253,574
WA	Jefferson Transit	728,834	475,452
WA	Mason County Transportation Authority	388,711	253,574
WA	Pacific Transit	48,589	31,697
WA	Twin Transit	388,711	253,574
WA	Valley Transit	485,890	316,968
WA	Whatcom Transportation Authority, Lincoln Creek Transportation Center, Washington	1,943,557	1,267,871
WI	Wisconsin Statewide buses and bus facilities	14,576,628	9,508,925
WV	West Virginia Statewide	4,858,891	3,169,676
TOTAL ALLOCATION		\$712,008,000	\$464,475,232

a/ The conferees provide \$7,000,000 to the Illinois Department of Transportation (IDOT) for Section 5309 Bus and Bus Facilities grants. The conferees expect IDOT to provide at least \$3,000,000 for Downstate Illinois replacement buses in Bloomington, Champaign-Urbana, Danville, Decatur, Peoria, Quincy, RIDES MTD, River Valley, Rockford, Rock Island, Springfield, and for the Bi-State Development/Metro Agency. Further, the conferees expect IDOT to provide appropriate funds for bus facilities in Bloomington, Galesburg, Macomb, Peoria, and Rock Island, including \$750,000 for the Champaign Day Care Center/Park-n-Ride; \$500,000 for the Richton Park Metra Intermodal Transit Park and Ride Facility; \$750,000 for the City of Chicago's Free Trolley system; and \$500,000 for the Downtown Normal Multimodal facility.

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
<i>FY 2003 Unobligated Allocations</i>		
AK	Anchorage Int'l Airport Intermodal Facility	\$1,967,357
AK	Anchorage ship creek intermodal facility (AK)	3,934,715
AK	Fairbanks Rail/Bus Transfer	1,967,357
AK	Port MacKenzie Intermodal Facility	1,967,357
AK	Seward Buses & Bus Facility	196,736
AK	Skagway Municipal and Regional Transit	344,287
AK	Wasilla Intermodal Facility	885,311
AL	Alabama A&M University bus & bus facilities	491,839
AL	Alabama State Docks Intermodal Facility	7,869,429
AL	Bevill State Community College Transit Project	295,104
AL	Cullman County Commission (CARTS)	147,552
AL	Hoover & Vestavia Hills Diesel Hybrid Electric Buses	983,679 a/b
AL	Huntsville Intermodal Center	2,951,036
AL	Jefferson County, Diesel Hybrid Electric Buses	737,759
AL	Troy State University Bus Shuttle Program	1,475,518
CA	Chino, Transcenter, Omnitrans	324,614
CA	City of Salinas - Intermodal Transportation Center	1,229,598
CA	City of Sierra Madre Buses and Natural Gas Vehicle Fueling Station	295,104
CA	El Garces Intermodal Station	1,524,702
CA	Fairfield/Suisun Transit Alternative Fueled Buses	491,839
CA	Folsom Railroad Block Project	983,679
CA	Foothill Transit - Bus Purchase	1,475,518
CA	Los Angeles to Pasadena Construction Authority Bus Program	2,951,036
CA	Modesto, Bus Maintenance Facility	1,672,254
CA	Monterey-Salinas Transit Bus Facility & Buses	875,785
CA	Omnitrans, City of Yucaipa - the Yucaipa Transit Advancement Project	934,495
CA	Redondo Beach, Bus Transfer Station	491,839
CA	Riverside Transit Agency (RTA) Transit Centers - Corona, Riverside	983,679
CA	Roseville Multirail Center	1,475,518
CA	San Diego Bus Rapid Transit	491,839
CA	San Fernando Valley East and Ventura Boulevard, Park and ride facilities	491,839
CA	Solano Transportation Authority - Fairfield/Vacaville Intermodal Station	491,839
CA	South Pasadena Circulator Bus	147,552
CA	Sun Line Transit Hydrogen Refueling Station	1,229,598
CT	Bridgeport High Speed Ferry Terminal Project	983,679
CT	Hartford Downtown Circulator	1,475,518
CT	Hartford-New Britain Busway Project	7,377,590
CT	Hollyhock Station/Intermodal Transportation Center, Norwich	2,606,748
CT	New Haven, Bus Maintenance Facility	983,679
CT	New Haven, Fuel Cell and Electric Bus Project	----- c
CT	West Haven Intermodal	983,679
DC	WMATA - Buses in D.C., Maryland, and Virginia	1,967,357
DE	Delaware Transit Corporation	2,951,036
FL	Broward County Buses and Bus Facility	196,736
FL	Collier Area Transit, Transit Facility	737,759
FL	DeLand Intermodal Center (VOTRAN)	1,551,438
FL	Ft. Lauderdale, Transit Shuttle Vehicles	1,475,518
FL	Gainesville, Multimodal Transportation Center	923,679
FL	Hillsborough Area Regional Transit (HART)	72,000
FL	Jacksonville Transit Authority (JTA) - Buses	1,229,598
FL	Key West Buses and Bus Facilities	983,679
FL	Lakeland, Citrus Connection	491,839

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
FL	Lee County, Bus Facility	737,759
FL	Miami Beach Intermodal Transit Center	1,475,518
FL	Tallahassee (TALTRAN) Intermodal Center	491,839
FL	West Coast Florida Bus Coalition	1,809,969
GA	Atlanta, Multimodal Terminal	1,967,357
GA	Chatham Area Transit	2,655,932
GA	Macon Intermodal Center	1,967,357
HI	BRT Systems, Appurtenances & Facilities	7,869,429 d/
HI	Bus Transit Centers - Waianae, Mililani, Wahiawa	737,759
HI	Hawaii Statewide Bus and Bus Facilities	4,918,393
IA	Cedar Falls Multimodal Facility	1,082,046
ID	Idaho Transit Coalition Bus and Bus Facilities	762,084
IL	Illinois Statewide Buses and Facilities	3,160,000
IL	Rock Island Bus and Bus Facilities	600,000
IN	Cherry Street Multimodal Facility	491,839
IN	Indianapolis Downtown Transit Facility	4,426,554
IN	Wabash Landing Transit Bus and Bus Facility	145,920
KS	City of Wichita, Mini-Transfer Station	393,471
KS	Kansas, Buses and Bus Facilities	2,912,620
KS	Lawrence Transit System Transfer Center	491,839
KS	Wichita Transit Authority	1,180,414
KY	Henderson County Facility	491,839
KY	KY Statewide, Bus and Bus Facilities	3,000,000
KY	KY Transportation Cabinet - Community Action groups	108,000
KY	Laurel County intermodal facility	4,918,393
KY	Transit Authority of Northern Kentucky (TANK)	1,475,518
KY	Transit Authority of River City	1,967,357
LA	LA Public Transit Association, Buses and Bus Facilities	3,052,861
LA	LSU Health Sciences Center Shreveport Intermodal Facility	245,920
MA	Attleboro Intermodal Mixed-Use Garage Facility	737,759
MA	Cape Cod Intermodal Facilities (Cape & Island Transit Ctrs)	295,104
MA	Essex County, City of Lynn, MA, buses and senior citizen vans	137,715
MA	Essex County, City of Peabody, MA, buses	47,217
MA	Essex County, Town of Danvers, MA, buses and senior citizen vans	64,923
MA	Northern Tier Intermodal Center - Athol	295,104
MA	Springfield Union Station Intermodal Redevelopment Project	5,902,072
MA	Worcester Regional Transit Authority (WRTA) Maintenance Facility	196,736
MD	Maryland Statewide Bus and Bus Facilities	7,149,141
MD	Montgomery County FDA Transit Center	245,920
ME	Oceangateway Development Project	491,839
ME	State of Maine, statewide buses	983,679
MI	Ann Arbor Transportation Authority Bus & Bus Facilities	245,920
MI	Blue Water Area Transportation	983,679
MN	Dakota County, Cedar Avenue Project	983,679
MN	Duluth Transit Authority Bus and Bus Facilities	491,839
MN	La Crescent - Public Transfer Hub	59,021
MN	Minneapolis downtown circulator	1,967,357
MN	Minneapolis, 63rd Ave N. Park and Ride	983,679
MN	Northwest Corridor Busway	2,459,197
MO	Missouri Statewide Bus and Bus Facility Projects	100,000
MS	Brookhaven, Multi-modal Center	1,967,357
MT	Billingz bus and bus facilities	983,679
MT	District IX - Bozeman Galavan	245,920

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
MT	Mountain Line Buses Missoula	443,839
NC	North Carolina Bus and Bus Facilities	6,697,217
NC	Piedmont Authority for Regional Transportation (PART) - Bus Purchase	983,671
NC	Triangle Transit Authority (TTA) Maintenance Facility	344,288
ND	North Dakota Statewide Capital Transit	1,890,732
NE	Metro Area Transit - Intermodal Facility	983,679
NE	Metro Area Transit South Omaha/Stockyard Center	737,759
NH	New Hampshire Statewide Bus Acquisition	737,759
NJ	Central New Jersey Raritan Valley Line Park-n-Ride	983,679
NJ	Gloucester Co Sr. Buses	196,736
NJ	Harrison New Jersey PATH Station Rehabilitation	245,920
NJ	Morris County, Intermodal Park-n-Rides Facilities	1,475,518
NJ	Newark Penn Station Intermodal Access Enhancements	1,967,357
NM	Espanola ADA van & Compressed Gas Equipment	73,776
NM	Rio Rancho Buses and Facilities	245,920
NV	Bus Rapid Transit Project Las Vegas Blvd	4,918,393
NV	Las Vegas Downtown Transportation Center	2,213,277
NV	Regional Transportation Commission (RTC) BRT - North Las Vegas CIVIS Bus Stops	319,696
NY	Albany, NY - Capital District Transportation Authority (CDTA), Bus and Bus Facilities	2,655,932
NY	Brooklyn, downtown intermodal transit district	491,839
NY	Broome County, Binghamton Intermodal Terminal	983,679
NY	Buffalo Intermodal Transportation Center	4,918,393
NY	City of Schenectady, bus and bus facilities	491,839
NY	Jamaica Intermodal Facilities	1,475,518
NY	Lower Hudson Intercounty Bus Program	786,943
NY	Mobile Health Service Buses, NYC	491,839
NY	Rochester-Genesee Regional Transportation Authority (RGRTA) - Rochester Central Station	2,951,036
NY	Utica Transit Authority Buses	885,311 b/e
OH	Lorain Renovation Train Depot in a Multi-modal Hub	983,679
OH	Ohio Public Transportation Association - Bus and Bus Facilities for the State of Ohio	702,515
OK	Central Oklahoma Transportation & Parking Authority (COPTA)	1,909,197
OK	Oklahoma Transit Association - Bus and Bus Facilities	960,000
OK	OSU Multimodal Transportation Facility	2,951,036
OR	Eugene Lane Transit District	1,967,357
PA	Allentown Intermodal Transportation Center	1,462,372
PA	Altoona Metro Transit Buses	491,839
PA	AMTRAN Bus and Transit System Improvements	737,759
PA	Bucks County, SEPTA Intermodal facility improvement	983,679
PA	Butler Township/City Joint Municipal Transit Multi-Modal Transfer Center	418,063
PA	Easton Intermodal Terminal	1,967,357
PA	Mid-County Transit Authority, Facilities and Equipment	491,839
PA	Port Authority of Allegheny County Buses (including clean fuels)	1,746,030
PA	Pullman Multi-modal Center	491,839
PA	SEPTA - Paratransit Vehicles	491,839
PA	Westmoreland County Transit Authority	154,334
PA	Wilkes-Barre Intermodal Facility	245,920
SC	Intermodal/Inland Port Terminal	983,679
SC	Myrtle Beach Regional Multimodal Transit Center	1,106,638
SC	North Charleston Regional Intermodal Transportation Center	491,839
SC	South Carolina Vehicles and Facilities	720,000
SD	South Dakota Statewide - Bus and Bus Facilities	10,011
TN	Knoxville Electric Transit Intermodal Center	3,344,507
TN	Tennessee Bus Replacements & Bus Facilities	114,865

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
TX	Beaumont Buses	98,368
TX	Corpus Christi Regional Transportation Authority (RTA) Bus & Bus Facilities	491,839
TX	Galveston Buses	363,233
TX	Laredo, Administrative/Operations/ Maintenance Facility	1,721,438
TX	Odessa & Midland, TX - Alternative Fuel Buses	983,679
VA	Arlington Bus Transfer Stations	491,839
VA	Potomac Yard Transitway	786,943
VT	Montpelier Multimodal Center	1,967,357
VT	St. Johnsbury Transit Center Rehabilitation	245,920
VT	Winooski Falls Downtown Multimodal Transportation Center	491,839
WA	Aurora Avenue Bus Rapid Transit	1,475,518
WA	Burien transit center transit oriented development	1,967,357
WA	Clark County, WA C-TRAN Vancouver Mall Transit Center	2,557,565
WA	Edmonds Crossing multi-modal project	3,442,875
WA	Issaquah Highlands Park & Ride	1,377,150
WA	Jefferson Transit Facilities	423,679
WA	King Street Station Multimodal Facility	245,920
WA	Mercer Island Transit Center, Park and Ride	291,839
WA	Snohomish County Community Transit park and ride	2,951,036
WA	Sound Transit regional transit hubs	136,745
WA	Spokane bus and bus facilities	2,459,197
WV	Huntington, Tri-State Transit Authority (TTA) buses and vans	1,770,622
WV	Monongalia Courthouse Annex in Morgantown - Intermodal Parking Facility	3,442,875
WY	Wyoming Department of Transportation	1,997,204
<i>Subtotal FY 2003 Unobligated Allocations</i>		\$255,027,193

FY 2004 Unobligated Allocations

AK	Alaska Mobility Coalition Bus Replacement	\$485,437
AK	Anchorage Ship Creek Intermodal Facility, Alaska	1,941,747
AK	Arctic Winter Games buses and bus facilities, Alaska	1,456,311
AK	Coffman-Cove Inner Island Ferry/Bus Terminal, Alaska	590,225
AK	Girdwood Transportation Center, Alaska	970,874
AK	Port McKenzie Intermodal Facility, Alaska	970,874
AK	Port of Anchorage Intermodal Facility, Alaska	2,912,620
AK	Sawmill Creek Intermodal Facility, Alaska	1,941,747
AL	Alabama A&M University Transit Loop, Alabama	1,456,311
AL	Alabama State Docks Intermodal Facility	9,223,299
AL	Birmingham Downtown Intermodal Facility phase II, Alabama	3,398,058
AL	Cummings Research Park Commercial Center Intermodal Facility, Alabama	1,941,747
AL	Huntsville Airport Phase III Intermodal Facility, Alabama	3,398,058
AL	Mobile Waterfront Terminal and Maritime Center of the Gulf, Alabama	4,368,931
AL	Northwest Shoals Community College Transportation Modernization, Alabama	436,894
AL	Orange Beach Senior Activity Center buses, Alabama	97,088
AL	Troy State University Bus Shuttle Program, Troy, Alabama	1,456,311
AR	Arkansas Statewide buses and bus facilities	4,611,649
AR	Southeast Arkansas Area Agencies on Aging buses and bus facilities, Arkansas	310,680
AZ	Alternative Fuel Replacement Buses for Sun Tran, Arizona	485,437
AZ	Mesa Operating Facility, Arizona	1,941,747
AZ	Phoenix/Glendale West Valley Operating Facility, Arizona	4,854,368
AZ	Phoenix/Regional Heavy Maintenance Facility, Arizona	970,874
AZ	Ronstadt Transit Center Modifications, Arizona	2,912,620
AZ	Tempe Downtown Transit Center, Arizona	485,437
AZ	Tempe/Scottsdale East Valley Facilities, Arizona	3,883,494

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
AZ	Tucson Alternative Fuel Replacement Buses, Arizona	3,495,144
CA	AC Transit Expansion Buses, California/AC Transit Rapid Bus Improvements, California	234,374 f/
CA	Access Enhancements to Sierra Madre Villa Gold Line Station, California	582,524
CA	Alameda Point Areil Transit Project, California	485,437 b/ g/
CA	Anaheim Resort Transit (ART), California	485,437
CA	Antelope Valley Transit Authority Operations and Maintenance Facility, California	1,213,592
CA	Baldwin Park Downtown/Metrolink Parking Improvements, California	242,718
CA	Burbank Empire Area Transit Center, California	728,156
CA	Calexico Transit System, California	291,262
CA	Cerone Operating Complex Improvements, California	121,360
CA	Cerritos Circulator Buses, California	291,262
CA	Claremont Intermodal Transit Village Expansion Project, California	1,213,592
CA	Collegian Busway Improvements, California	194,174
CA	Corona Transit Center, California	679,612
CA	Davis Intermodal Facility, California	194,174
CA	Eastern Contra Costa County Park and Ride Lots, California	582,524
CA	Ed Roberts Campus transit center, California	93,672
CA	El Garces Intermodal Station, Needles, California	1,844,660
CA	Escondido Bus Maintenance Facility, California	485,437
CA	Eureka Intermodal Depot, California	242,718
CA	Foothill Transit Oriented Neighborhood Program, California	2,427,184
CA	Fresno FAX Buses, Equipment, and Facilities, California	1,165,048
CA	Golden Empire Transit Traffic Signal Priority, California	242,718
CA	Hemet Transit Center/Bus Facility, California	302,912
CA	Interstate 15 Managed Lanes BRT Capital Purchase, California	970,874
CA	Long Beach Transit buses and bus facilities, California	970,874
CA	South Whittier Circulator Buses, California	388,350
CA	Los Angeles MTA buses, California	3,883,494
CA	Mammoth Lakes Bus Purchase, California	776,699
CA	Modesto Bus Facility, California	970,874
CA	Monterey-Salinas Transit Buses, California	1,456,311
CA	Omnitrans - Paratransit Vehicles, California	291,262
CA	Orange County Transit Center Improvements, California	315,534
CA	Orange County Bus Rapid Transit, California	2,184,466
CA	Orange County Fare Collection System, California	970,874
CA	Orange County Inter-County Express Bus Service, California	1,067,961
CA	Palmdale Intermodal Facility Parking Lot Expansion, California	291,262
CA	Palo Alto Intermodal Transit Center, California	182,039
CA	Redondo Beach Catalina Transit Terminal, California	776,699
CA	Reseda Boulevard Bus Rapid Transit Project Capital Improvement, California	242,718
CA	Riverside Transit Agency, Automatic Traveler Information System (ATIS), California	72,815
CA	Riverside Transit Agency, Bus Rapid Transit Investment, California	485,437
CA	Riverside Transit Agency, Transit Center, California	970,874
CA	Roseville Multitranst Center, California	485,437
CA	Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Auburn, California	97,088
CA	Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Lincoln, California	485,437
CA	Sacramento Regional Transit District, Bus Maintenance Facility, California	485,437
CA	San Fernando Local Transit System, California	291,262
CA	San Joaquin RTD buses and bus facilities, California	242,718
CA	San Mateo County Transit District Zero-Emission buses, California	230,582
CA	Santa Barbara Metropolitan Transit District Electric Bus Investment, California	291,262 b/ h/
CA	Santa Clara Valley Transportation Authority Zero-Emission Buses, California	60,680
CA	Sonoma County Transit CNG Buses, California	485,437

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
CA	South San Fernando Valley Park and Ride facility expansion, California	291,262
CA	South Whittier Circulator Buses, California	388,350
CA	Spring Valley Multi-Modal Center, California	582,524
CA	SunLine Transit Agency Clean Fuels Mall Facility and Hydrogen Infrastructure Expansion, California	436,894
CA	Temecula Transit Center, California	776,699
CA	Transit First Implementation, Chula Vista, California	388,350
CA	Truckee Replacement Buses, California	72,815
CA	Ventura County CNG Fueling Station and Facility Pavement Replacement, California	388,350
CA	Visalia Bus Operations and Maintenance Facility, California	970,874
CO	Colorado Transit Coalition buses and bus facilities, Colorado	9,862,062
CT	Bridgeport Intermodal Transport Center, Connecticut	3,883,494
CT	Connecticut Statewide buses and bus facilities	2,912,620
CT	East Haddam Mobility Improvement Project, Connecticut	2,912,620
CT	Greater New Haven Transit District Fuel Cell and Electric Bus Funding, Connecticut	----- i/
CT	Hartford Downtown Circulator, Connecticut	1,334,951
DC	Georgetown University Fuel Cell Transit Bus Program (TEA-21)	4,788,842
DC	WMATA Bus Fleet, Washington, DC	728,156
DE	Delaware Statewide bus and bus facilities	970,874
DE	University of Delaware Fuel Cell Bus Project, Delaware	1,699,029
FL	Citrus County Enhancement Project for the Transportation Disadvantaged, Florida	121,359
FL	Flagler Senior Services Transit Coaches, Florida	121,359
FL	Florida International University/University of Miami University Transportation Center, Florida	388,350
FL	Fort Lauderdale Tri-County Transit Authority fare collection system, Florida	776,699
FL	HART Bus Purchase, Florida	485,437
FL	Jacksonville Transportation Authority, Bus and Bus Facilities, Florida	970,874
FL	Key West bus and bus facilities, Florida	1,067,961
FL	Lakeland Area Mass Transit District Citrus Connection, Florida	533,980
FL	Lee County LeeTran Bus Replacement, Florida	194,174
FL	Levy County Improvement Project for the Transportation Disadvantaged, Florida	194,174
FL	Miami Dade County System Enhancements, Florida	970,874
FL	Miami-Dade County buses, Florida	970,874
FL	North Florida and West Coast Bus Procurement, Florida	3,883,494
FL	NW 7th Avenue Transit HUB Improvements, Florida	970,874
FL	Palm Beach County and Broward County Regional Buses, Florida	725,287
FL	Palm Beach Gardens Mass Transit Bus Shelters, Florida	19,418
FL	Putnam County Transit Coaches for Ride Solutions, Florida	1,165,048
FL	St. Augustine Intermodal Transportation and Parking Facility, Florida	533,980
FL	St. Johns County Council on Aging Administrative Facility, Florida	194,174
FL	St. Johns County Council on Aging Passenger Amenities, Florida	38,834
FL	St. Johns County Council on Aging Transit Coaches, Florida	339,806
FL	TaiTran buses and bus facilities, Florida	679,612
FL	TaiTran Intermodal Facility, Florida	485,437
FL	Winter Haven Transit Terminal, Florida	339,806
GA	Athens Clarke County Park Ride Project, Georgia	2,669,902
GA	Chatham Area Transit Authority buses and bus facilities, Georgia	5,825,241
GA	City of Macon Alternative Fuel Vehicle Purchase, Georgia	291,262
GA	Dekalb County BRT Improvements, Georgia	1,456,311
GA	Georgia Statewide buses and bus facilities, Albany & Rome	970,874
GA	GRTA buses and bus facilities, Georgia	4,854,368
GA	Hamilton Clean Fuels Bus Facility, Georgia	970,874
GA	Leesburg Train Depot Renovation and Restoration, Georgia	291,262
GA	Macon and Athens Multimodal Station, Georgia	1,553,398
GA	Macon Multi-Modal Terminal Station, Georgia	1,456,311

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
GA	MARTA Automated Fare Collection/Smart Card System, Georgia	3,883,494
GA	Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, Georgia	485,437
GA	Terminal Station Multi-Modal Roof Rehabilitation, Georgia	328,156
HI	Hawaii Statewide Rural Bus Program	936,715
HI	Honolulu Bus and Paratransit Replacement Program, Hawaii	9,708,736
HI	Honolulu Middle Street Intermodal Center, Hawaii	2,912,620
IA	Ames Maintenance Facility improvement, Iowa	396,550
IA	Coralville Intermodal Facility, Iowa	485,437
IA	UNI Multimodal Project, Iowa	3,398,058
ID	Idaho Transit Coalition buses and bus facilities	2,970,213
IL	Illinois Statewide buses and bus facilities	5,552,760
IL	Peoria Bus Purchase, Illinois	291,262
IL	Rock Island County Mass Transit District (Metrolink) transit facility, Illinois	485,437
IL	Springfield Bus Purchase, Illinois	291,262
IN	Cherry Street Multi-Modal Facility, Terre Haute, Indiana	1,844,660
IN	Fort Wayne Citilink Bus Purchase, Indiana	159,620
IN	Indiana University Bloomington, Indiana	5,000
IN	Indianapolis Downtown Transit Center, Indiana	3,398,058
IN	Muncie Transit System, Indiana	679,612
IN	South Bend TRANSPO Bus Facilities, Indiana	970,874
KS	City of Wichita Transit Authority System Upgrades, Kansas	242,718
KS	Johnson County Nolte Transit Center, Kansas	58,343
KS	Johnson County Transit Equipment and Transit Coach Improvement, Kansas	23,338
KS	Kansas City Area Transit Authority buses and bus facilities, Kansas	674,134
KS	Kansas Statewide buses and bus facilities	2,912,620
KS	Topeka Transit buses and bus facilities, Kansas	179,205
KS	Unified Government of Kansas City bus replacement, Kansas	339,806
KY	Audubon Area Community Services, Kentucky	97,088
KY	Danville Hub-Gilcher Transit Facility / Parking Structure, Kentucky	1,699,029
KY	Daviess County Parking Garage and Intra-County Transit Facility, Kentucky	1,941,747
KY	Fulton County Transit Authority, Kentucky	145,632
KY	Henderson Area Rapid Transit Authority, Kentucky	14,564
KY	Kentucky Transportation Cabinet/Community Action Groups	388,350
KY	Paducah Area Transit Authority, Kentucky	38,834
KY	Perry County Intermodal Facility, Kentucky	1,941,747
KY	Red Cross Wheels, Kentucky	77,670
KY	Senior Services of Northern Kentucky buses and bus facilities, Kentucky	242,718
KY	Southern and Eastern Kentucky buses and bus facilities	1,504,854
KY	Transit Authority of River City buses and bus facilities, Kentucky	2,427,184
KY	Transportation Authority of the River City (TARC) bus/trolley replacement, Kentucky	583,438
KY	Transportation Authority of the River City (TARC) expansion facility, Kentucky	776,699
KY	Western Kentucky University Bus Shuttle System, Kentucky	2,427,184
LA	Greater Ouachita Port and Intermodal Facility, Louisiana	1,213,592
LA	Intermodal Transit Facility for ULM, Louisiana	970,874
LA	Louisiana Statewide buses and bus facilities	4,607,938
LA	Shreveport Intermodal Bus Facility, Louisiana	679,612
LA	St. Bernard Parish Intermodal Facilities, Louisiana	485,437
LA	St. Tammany Park and Ride, Louisiana	388,350
MA	Berkshire Regional Transit Authority (BRTA) Buses and Fare Boxes, Massachusetts	160,194
MA	Franklin Regional Transit Authority (FRTA) Bus, Massachusetts	145,632
MA	Montachusetts Area Regional Transit (MART) buses and bus facilities, Massachusetts	377,227
MA	Newton Rapid Transit Handicap Access Improvements, Massachusetts	291,262 b/j
MA	Pioneer Valley Transit Authority (PVTA) buses, Massachusetts	2,330,096

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
MA	Pittsfield Intermodal Transportation Center, Massachusetts	597,088
MA	Springfield Union Station Intermodal facility redevelopment, Massachusetts	4,368,931
MD	Maryland Statewide buses and bus facility	7,281,551
MD	Southern Maryland Commuter Bus Initiative	4,368,931
MD	WMATA Buses, Maryland	582,524
ME	Cranberry Isles Intermodal Transportation Facility, Maine	242,718
ME	Curtis Ferry, Maine	728,156
ME	Maine Statewide buses and bus facilities	1,213,592
ME	Portland Bayside Parking Garage / Intermodal Facility, Maine	242,718
MI	Allegan County Transportation Services, Michigan	38,834
MI	Ann Arbor Fuel Cell Bus Project, Michigan	1,941,747
MI	Ann Arbor Transit Authority Transit Center, Michigan	728,156
MI	Barry County Transit replacement maintenance equipment, Michigan	19,418 b/ k
MI	Bay Area Metropolitan Transportation Authority New and Replacement Buses, Michigan	242,718
MI	Bay Area Transportation Authority Downtown Transfer Center Construction and Bus Purchase, Grand Traverse	400,134
MI	Belding bus replacement and communication equipment, Michigan	38,834
MI	Berrien County Public Transportation, Michigan	97,088
MI	Cadillac/Wexford Transit Authority buses, Michigan	72,815
MI	Cadillac/Wexford Transit Authority Intermodal Facility, Michigan	582,524
MI	Clare County Transit Corporation Replacement Buses, Michigan	97,088
MI	Clinton Transit Bus Purchase, Michigan	38,834 b/ l
MI	County Connection L.L.C., Midland County, Michigan	72,815
MI	Detroit Timed Transfer Center Phase II, Michigan	970,874
MI	Harbor Transit Bus Replacement, Michigan	194,174
MI	Holland Macatawa Area Express (MAX), Michigan	582,524
MI	Intelligent Transportation System for ITP The Rapid, Michigan	582,524
MI	Isabella County Transportation Commission Vehicle Replacement, Michigan	242,718
MI	LETS Bus Replacement, Michigan	87,378
MI	Ludington Mass Transportation Authority Bus Facility, Michigan	242,718
MI	Manistee County Transportation, Inc. Replacement Buses, Michigan	29,126 b/ m
MI	Marquette County, Phase II - Transit Administrative, Operations, Maintenance & Storage Facility, Michigan	970,874
MI	Mecosta Osceola County Area Transit Vehicle Replacement, Michigan	194,174
MI	Michigan Statewide buses and bus facilities	970,874
MI	Northern Michigan buses and bus facilities	485,437
MI	Sanilac County bus facility, Michigan	97,088
MI	Shiawassee Transportation Center and replacement buses, Michigan	38,834
MI	St. Joseph County Transit, Michigan	33,980
MI	VanBuren Public Transit, Michigan	17,476
MN	Metro Transit buses and bus facilities, Minnesota	4,271,844
MN	Minnesota District 8 Transit Vehicles and Transit Bus Facilities	776,699
MN	Minnesota Transit buses and bus facilities, Minnesota	982,263
MN	Northwest Corridor Busway, Minnesota	2,912,620
MN	Southern Minnesota Transit Facilities	29,126
MN	St. Cloud Buses, Minnesota	97,088
MN	Union Depot Multi-modal Transportation Hub, Minnesota	728,156
MO	Clinton Transit Office, Missouri	242,718
MO	KCATA buses and bus facilities, Missouri	1,189,648
MO	Missouri Statewide buses and bus facilities	3,571,342
MO	Southeast Missouri Bus Service Capital Improvements	97,068
MS	Harrison County multi-modal facilities and shuttle service, Mississippi	430,874
MS	Hattiesburg Intermodal Facility, Mississippi	1,180,448
MS	Intermodal Facility, JIA, Mississippi	1,941,747
MS	JATRAN vehicles for disabled and elderly, Mississippi	242,718

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
MT	Billings Downtown Bus Transfer Facility, Montana	1,456,311
MT	Great Falls Transit Authority Bus Replacement and Facility Improvement, Montana	291,262
MT	Helena Transit Facility, Montana	485,437
MT	Liberty County COA Bus Facility, Montana	48,544
MT	Mountain Line Bus Replacement and Facility Improvements, Montana	194,174
NC	Asheville Transit System Fleet Replacement, North Carolina	291,262
NC	Chapel Hill Bus Maintenance Facility, North Carolina	970,874
NC	Charlotte Area Transit System Transit Maintenance and Operations Center, North Carolina	4,854,368
NC	Durham Multimodal Transportation Facility, North Carolina	1,456,311
NC	High Point Project Terminals, North Carolina	776,699
NC	Intermodal Transportation Hub Project, North Carolina	145,632
NC	North Carolina Statewide buses and bus facilities	6,067,961
NC	Piedmont Authority for Regional Transportation (PART) multimodal transportation center, North Carolina	1,067,961
NC	Winston-Salem Union Station, North Carolina	1,262,136
ND	North Dakota Statewide buses and bus facilities	2,912,620
ND	Small Urban and Rural Transit Center, North Dakota	388,350
NE	Kearney RYDE Transit, Nebraska	970,874
NE	Metro Area Transit (MAT) buses and bus facilities, Omaha, Nebraska	1,941,747
NE	Nebraska Statewide Rural Automatic Vehicle Locating & Comms. System	728,156
NH	New Hampshire Statewide buses and bus facilities	4,368,931
NJ	Harrison Intermodal Project, New Jersey	728,156
NJ	Howard Boulevard Intermodal Park & Ride, New Jersey	2,135,923
NJ	Hunterdon County Intermodel Stations and Park & Rides, New Jersey	388,350
NJ	Montclair State University Campus and Community Bus System, New Jersey	679,612
NJ	Morris County Intermodal Facilities and Park & Rides, New Jersey	2,912,620
NJ	Newark Penn Station Intermodal Improvements, New Jersey	2,912,620
NJ	Old Bridge Intermodal Stations and Park & Rides, New Jersey	485,437
NJ	South Amboy Regional Intermodal Transportation Initiative, New Jersey	970,874
NJ	Trenton Intermodal Station, New Jersey	728,156
NM	Farmington buses and bus facilities, New Mexico	97,088
NM	Las Cruces buses and bus facilities, New Mexico	364,077
NV	Bus Rapid Transit Project, Virginia Street, Reno, Nevada	396,550
NV	Construction of new Intermodal Terminals in Downtown Reno and Sparks, Nevada	2,381,449
NV	Nevada Rural Transit Vehicles and Facilities	485,437
NV	RTC Central City Intermodal Transportation Terminal, Las Vegas, Nevada	485,437
NV	Sparks and Reno Bus and Bus Facilities, Nevada	57,330
NY	Broome County Hybrid Buses, New York	582,524
NY	Central New York Regional Transportation Authority	2,233,009
NY	Fort Edward Intermodal Station Interior Restoration/Rehabilitation Project, New York	291,262
NY	Jacobi Transportation Facility, New York	776,699
NY	Jamaica Intermodal Facilities, Queens, New York	388,350
NY	Livingston County Transportation Center, New York	388,350
NY	Main Street project for downtown Buffalo, New York	631,068
NY	Montgomery Buses, New York	38,834
NY	MTA/Long Island Bus clean fuel cell bus purchase, New York	970,874
NY	Myrtle Avenue Business Improvement District's Myrtle/Wyckoff/Palmetto Transit Hub Enhancement, New York	485,437
NY	Nassau County, Hub Enhancements, New York	1,165,048
NY	Oneonta Bus Replacement, New York	46,675
NY	Orange County Bus Replacement, New York	1,213,592
NY	Over the Road Bus Accessibility, Intercity Bus Accessibility Consortium, New York	2,912,620
NY	Rochester Central Bus Terminal, New York	5,339,805
NY	Rome Intermodal Station Restoration, New York	1,213,592
NY	Smithtown Senior Citizen Center Bus Replacement, New York	194,174

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
NY	Suffolk County Transit Buses, New York	1,844,660
NY	Tompkins County Bus Facilities, New York	388,350
NY	Union Station Renovations, Utica, New York	728,156
NY	Village of Pleasantville, Handicapped Ramp, New York	46,601
NY	Village of Pleasantville, Memorial Plaza, New York	194,174
NY	Western Gateway Transportation Center Intermodal Facility, Schenectady, New York	388,350
NY	Wyandanch Intermodal Transit Facility, New York	388,351
OH	Central Ohio Transit Authority Facility	436,894
OH	Greater Dayton Regional Transit Authority, Ohio	728,156
OH	Kent State University Intermodal Facility, Ohio	364,077
OH	Lorain Port Authority Lighthouse Shuttle and Black River Water Taxi Project, Ohio	194,174
OH	Ohio Statewide buses and bus facilities	3,750,650
OH	The Banks Intermodal Facility, Cincinnati, Ohio	1,456,311
OH	Wright Stop Plaza, Dayton, Ohio	1,456,311
OH	Zanesville Bus System Improvements, Ohio	19,418
OK	Central Oklahoma Transportation and Parking Authority	1,766,990
OK	Kibios Area Transit System (KATS) maintenance facility and vehicles, Oklahoma	631,068
OK	Multi-Modal Transportation Facility and Transit System at Oklahoma State University, Oklahoma	2,184,466
OK	Norman buses and bus facilities, Oklahoma	2,912,620
OK	Northern Oklahoma Regional Multimodal Transportation System	2,427,184
OK	Oklahoma City Buses, Oklahoma	2,184,466
OK	Oklahoma Department of Transportation Transit Programs Division	6,067,961
OK	Tulsa Transit Bus Replacement Program, Oklahoma	4,368,931
OK	Tulsa Transit Paratransit Buses, Oklahoma	728,156
OR	City of Canby Transit Center, Oregon	145,632
OR	Lane Transit District, BRT Phase II, Coburg Road Phase III, Oregon	1,941,747
OR	Lincoln County Transportation, Bus Garage Facility, Oregon	194,174
OR	Salem Area Transit, Bus Replacement, Oregon	582,524
OR	South Clackamas Transit, Molalla, Oregon	97,088
OR	Springfield Station, Oregon	1,586,197
OR	Tillamook County Transit, Maintenance Facility, Oregon	194,174
OR	Wilsonville Park and Ride, Oregon	118,965
OR	Yamhill County buses and bus facilities, Oregon	97,088
PA	Adams County Transit Authority (ACTA) buses and bus facilities, Pennsylvania	19,418
PA	Allentown Intermodal Facility, Pennsylvania	2,427,184
PA	Altoona Bus Testing (TEA-21)	2,962,170
PA	AMTRAN Buses and Transit System Improvements, Pennsylvania	194,174
PA	Area Transit Authority buses and bus equipment, Pennsylvania	2,427,184
PA	Butler Multi-Modal Transit Center, Pennsylvania	970,874
PA	Capital Area Transit Buses, Pennsylvania	373,400
PA	Centre Area Transit Authority, Advanced Public Transportation Systems Initiative, Pennsylvania	582,524
PA	Church Street Transportation Center, Williamsport, Lycoming County, Pennsylvania	242,718
PA	City Bus, Williamsport Bureau of Transportation, Lycoming County, Pennsylvania	970,874
PA	Endless Mountain Transportation Authority, Bradford County, Pennsylvania	9,709
PA	Erie Metropolitan Transit Authority Bus Acquisition, Pennsylvania	97,088
PA	Fayette County Intermodal Transit Facility, Pennsylvania	388,350
PA	Harrisburg Intermodal Airport Multi-Modal Transportation Facility, Pennsylvania	970,874
PA	Hazleton Intermodal Public Transit Center, Pennsylvania	1,699,029
PA	Lebanon County Transit Authority, buses and bus related facilities, Pennsylvania	436,894
PA	Mid County Transit Authority Kittanning, Pennsylvania	388,350
PA	Mid Mon Valley Transit Authority, Charleroi, Pennsylvania	582,524
PA	New Castle Transit Authority replacement buses, Pennsylvania	97,088
PA	Paoli Transportation Center, Pennsylvania	485,437

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
PA	Pittsburgh Water Taxi, Pennsylvania	970,874
PA	Port Authority of Allegheny County Buses, Pennsylvania	2,669,902
PA	Port Authority of Allegheny County Clean Fuel Buses, Pennsylvania	2,213,592
PA	SEPTA Bucks County Intermodal Facility Improvements, Pennsylvania	3,398,058
PA	Transit Authority of Warren County Intermodal Bus Facility, Pennsylvania	1,456,311
PA	Union County Union/Snyder Transportation Alliance (USTA), Pennsylvania	485,437
PA	Westmoreland County Transit Authority (WCTA) Bus Replacement, Pennsylvania	873,786
PR	Puerto Rico Metropolitan Bus Authority Replacement	116,688
RI	RIPTA Buses and Vans, Rhode Island	3,883,494
RI	RIPTA Facilities Upgrade, Rhode Island	388,350
SC	City of Greenville Multimodal Transportation Center Improvements, South Carolina	194,174
SC	Medical University of South Carolina Intermodal Facility, South Carolina	3,883,494
SC	Myrtle Beach Regional Multimodal Transit Center, South Carolina	194,174
SC	North Charleston Regional Intermodal Transportation Center, South Carolina	1,213,592
SC	South Carolina Statewide Transit Facilities Construction Project	970,874
SC	South Carolina Statewide Transit Vehicles	3,883,494
SD	Cheyenne River Sioux Tribe public buses and bus facilities, South Dakota	2,184,466
SD	South Dakota Statewide buses and bus facilities	1,532,407
TN	Downtown Transit Center, Nashville, Tennessee	1,941,747
TN	Knoxville Electric Transit Intermodal Center, Tennessee	1,941,747
TN	Memphis International Airport Intermodal Facility, Tennessee	641,782
TN	Nashville replacement of aged buses, Tennessee	485,437
TN	Tennessee Statewide buses and bus facilities	5,631,640
TX	Austin Capital Metro buses and bus facilities, Texas	2,912,620
TX	Brazos County Bus Replacement Program, Texas	194,174
TX	Capital Metro Hybrid Electric Buses, Texas	485,437
TX	Corpus Christi buses and bus facilities, Texas	1,941,747
TX	El Paso Sun Metro Bus Replacement, Texas	970,874
TX	Ft. Worth Transportation Authority Fleet Modernization and Bus Transfer Centers, Texas	1,456,311
TX	Galveston Maintenance Facility Renovations, Texas	776,699
TX	Grapevine Bus Purchase, Texas	155,340
TX	Hunt County Committee on Aging Transportation Facility, Texas	388,350
TX	Laredo Bus Facility, Texas	825,243
TX	Lubbock/Citibus Buses, Texas	1,456,311
TX	Nacogdoches Vehicle Replacement, Texas	776,699
TX	Public Transportation Management, Tyler/Longview, Texas	339,806
TX	San Antonio VIA Metropolitan Transit buses and bus facilities, Texas	1,982,747
TX	South East Texas Transit Facility Improvements and Bus Replacements	242,718
TX	The District-Bryan Intermodal Transit Terminal/Parking Facility & Pedestrian Improvements, Texas	388,350
TX	The Woodlands Capital Costs, Texas	339,806
TX	The Woodlands Park and Ride Expansion, Texas	266,990
UT	Utah Statewide buses and bus facilities	565,889
VA	Alexandria After School Bus program, Virginia	72,815
VA	Clean Fleet Bus Purchase and Facilities, Virginia	970,874
VA	Fairfax County, Richmond Highway Transit Improvements, Virginia	679,612
VA	Hampton Roads Transit Southside Bus Facility, Virginia	1,941,747
VA	Main Street Station Multimodal Transportation Center, Virginia	1,456,311
VA	Potomac and Rappahannock Transportation Commission, Virginia	485,437
VA	Richmond Highway Public Transportation Initiative, Virginia	2,912,620
VT	Brattleboro Multimodal, Vermont	1,941,747
VT	Burlington Transit Facilities, Vermont	2,427,184
VT	Vermont Alternative Fuel Station and Buses, Vermont	485,437
VT	Vermont, Bus Upgrades	776,699

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS		
STATE	PROJECT	ALLOCATION
WA	Clallam Transit Buses, Washington	242,718
WA	Clark County Transit, Bus Replacement Project, Washington	700,125
WA	Community Transit Bus and Van Replacement, Washington	970,874
WA	Edmonds Crossing Multimodal Transportation Terminal, Washington	1,941,747
WA	Everett Transit, Bus Replacement, Washington	970,874
WA	Grant Transit Authority, Bus Facility, Washington	485,437
WA	Grays Harbor Transportation Authority Capital Improvement, Washington	72,815
WA	Intercity Transit Bus Expansion and Replacement, Washington	396,550
WA	Jefferson Transit bus purchase, Washington	194,174
WA	Jefferson Transit Facilities, Washington	970,874
WA	King County Metro Clean Air Buses, Washington	1,166,876
WA	Mason County Transportation Authority Capital Improvements, Washington	46,674
WA	Metro Transit Turn Around at Taylor Landing Park, Washington	38,834
WA	Mukilteo Lane Park and Ride, Washington	970,874
WA	North Bend Park and Ride, Washington	582,524
WA	Pierce Transit Maintenance and Operations facility, Washington	970,874
WA	Snohomish County Community Transit Park and Ride Lot Expansion Program, Washington	1,941,747
WA	Sound Transit Regional Express Transit Hubs, Washington	941,747
WA	Washington State Small Bus System Program of Projects	
WA	Clallam Transit	270,689
WA	Columbia County Public Transportation (CCPT)	40,525
WA	Grays Harbor Transportation Authority	56,655
WA	Island Transit	426,813
WA	Jefferson Transit	163,672
WA	Mason County Transportation Authority	188,852
WA	Pullman Transit	34,622
WA	Twin Transit	42,491
WA	Valley Transit	278,557
WI	Wisconsin, Statewide buses and bus facilities	4,362,677
WV	Washington County	54,700
WV	West Virginia Statewide buses and bus facilities	3,883,494
WY	Wyoming Statewide buses and bus facilities	1,941,747
<i>Subtotal FY 2004 Unobligated Allocations</i>		\$503,495,675
TOTAL UNOBLIGATED ALLOCATION		\$758,522,868

FY 2004 Transferred Funds

NY	North Country Bus and Bus Related Equipment	\$4,500,000	n/
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Fiscal Years 1998, 1999, 2000, 2001 and 2002 Extended Allocations

AK	Homer Alaska Maritime Wildlife Intermodal and welcome center, 2001	841,768
AL	Alabama State Dock intermodal passenger and freight terminal bus and bus related facilities, 2002	4,950,145
CA	City of Monrovia natural gas vehicle fueling facility, 2002	267,308
CA	Costa Mesa CNG facility, 2002	247,507
CA	North County Transit District, initial design and planning for new intermodal center, 2002	297,009
CA	San Bernardino CNG/LNG buses, 2002	371,261
CA	Sierra Madre Villa & Chinatown intermodal transportation centers/Los Angeles County Metropolitan Transportation Authority bus and bus related facilities in LACMTA's service area, 2002	1,485,043
CT	Norwich bus terminal and pedestrian access, 2001	990,315
CT	East Haddam trasportation vehicles and transit facilities, 2002	415,812
CT	Greater New Haven District CNG vehicle project (ConnDOT), 2002	0 p/
GA	Macon terminal intermodal station, 2002	885,044
IN	Indianapolis downtown transit facility, 2002	2,943,342

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
MA	Springfield Union Station intermodal facility, 2002	2,440,118
MI	Blue Water Ara Transportation Commission bus facilities, 2002	1,485,044
MN	Greater Minnesota Transit Authority bus, paratransit and transit hub (MNDOT), 2002	135,520
MO	Cab Care paratransit facility, 2002	495,015 q/
MO	Missouri Pacific Depot, 2002	495,015
MT	Area VII agency on aging bus facility/Statewide bus and bus facilities, 2002	0 b/r
MT	Ravalii Conty Council on aging bus facility/Statewide bus and bus facilities, 2002	0 b/r
MT	Statewide bus and bus facilities, MT, 2002	889,595 b/r
NM	Las Cruces intermodal transit facility, 2002	1,980,058
NY	Binghamton Intermodal Transportation Center, 2000	1,103,732
NY	Bronx Zoo intermodal transportation facility, 2001	247,579
NY	Binghamton intermodal terminal, 2002	1,980,058
NY	Tompkins Consolidated Area transit center, 2002	57,778
PA	Wilkes Barre intermodal facility, 1998	969,794
PA	Wilkes Barre intermodal facility, 1999	1,240,625
PA	Wilkes Barre intermodal facility, 2000	1,226,369
PA	Wilkes Barre intermodal transportation center, 2001	990,315
PA	Wilkes Barre intermodal facility, 2002	990,029
SD	Oglala Sioux Tribe buses and bus facilities, 2002	2,227,565
Total Extended Allocation		\$32,648,763

In addition, the FY 2005 Consolidated Appropriations Act; House, Senate, and Conference Committees Reports; and a May 20, 2004 letter from Chairman Istook and Chairman Shelby have provided instructions to FTA regarding the following prior year obligated Bus and Bus-Related Facilities projects:

AK	Port MacKenzie Intermodal Facility project	s/
IN	South Street Station Project/South Bend Bus Operations Center Project	t/
PA	Philadelphia, Regional Transportation System for Elderly and Disabled	u/
MI	Detroit bus and bus facilities	v/w/
MO	Bus acquisition for Houston, Missouri/Houston buses and bus facilities	x/
NM	Santa Fe Bus facility renovation	y/
VA	Virginia Beach intermodal facility, Virginia/Virginia Beach intermodal facility and bus rapid transit project	z/

a/ S. Rept. 108-342. Funds provided in fiscal year 2003 to the cities of Hoover and Vestavia Hills for diesel hybrid buses shall instead be available to procure alternative fuel buses.

b/ SEC. 161. Funds shall be available until September 30, 2007.

c/ SEC. 169. Notwithstanding any other provision of law, any unobligated funds made available under the bus category of the Capital Investment Account in prior year Appropriations Acts for the Greater New Haven Transit District Fuel Cell and Electric Bus project or CNT/alternative fuel vehicle project shall be transferred to and administered under the Transit Planning and Research account, subject to such terms and conditions as the Secretary deems appropriate. [Amount transferred is \$983,679]

d/ Sec. 171. . . . Provided further, that funds made available in Public Law 108-10 for Hawaii: BRT Systems, Appurtenances and Facilities shall be generally available for bus and bus facilities by the City and County of Honolulu. [Note: The reference should be to funds designated in H. Rept. 108-10.]

e/ H. Rept. 108-192. Amounts made available in fiscal year 2003 for Utica Transit Authority Buses, New York shall be made available for Oniedia County buses and transit items.

f/ The Conference report (H.Rpt. 108-01) accompanying the FY2004 DOT Appropriations Act (Pub.L. 108-199) designates \$1,000,000 for "AC Transit Expansion Buses, California." It is the intent of the conferees that this language should read "AC Transit Rapid Bus Improvements, California."

g/ H. Rept. 108-792. Amounts made available in fiscal year 2004 for Alameda Point Areil Transit Project, California shall be available for the Fairfield/Vacaville Intermodal Transit Station, California.

h/ S. Rept. 108-342. Amounts made available in fiscal year 2004 for the Santa Barbara Metropolitan Transit District electric bus investment in California shall be made available to the Venture County Transportation Commission to fulfill the intent of this project.

FEDERAL TRANSIT ADMINISTRATION

TABLE 10

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS-RELATED ALLOCATIONS

STATE	PROJECT	ALLOCATION
i/ SEC. 169.	Notwithstanding any other provision of law, any unobligated funds made available under the bus category of the Capital Investment Account in prior year Appropriations Acts for the Greater New Haven Transit District Fuel Cell and Electric Bus project or CNT/alternative fuel vehicle project shall be transferred to and administered under the Transit Planning and Research account, subject to such terms and conditions as the Secretary deems appropriate. [Amount transferred is \$1,456,311]	
j/ H. Rept. 108-792.	Amounts made available in fiscal year 2004 for Newton Rapid Transit Handicap Access Improvements, Massachusetts shall be available for making handicap accessibility improvements to the Auburndale Station in Newton, MA.	
k/ H. Rept. 108-671.	Amounts made available in fiscal year 2004 to Barry County Transit for replacement maintenance equipment shall be available for bus diagnostic equipment, service equipment, and computer hardware, software, and related equipment.	
l/ H. Rept. 108-671.	Amounts made available in fiscal year 2004 to Clinton County Transit, Michigan for a bus purchase shall be available for the purchase of scheduling software.	
m/ H. Rept. 108-671.	Amounts made available in fiscal year 2004 to Manistee County Transportation, Inc. for replacement buses shall be made available for a replacement service truck and facility renovations.	
n/ SEC 531.	Unobligated funds in an amount not to exceed \$4,500,000 that were designated to the North Country County Consortium, New York project in the conference report accompanying Public Law 108-99 under the Job Access and Revere Commute Account shall be transferred to and administered under the bus category of the Capital Investment Grants Account and available for North County County Bus and Bus Related Equipment.	
o/ H. Rept. 108-671.	Amounts made available to the City of Monrovia, California for a natural gas vehicle fueling facility in fiscal year 2002 shall be made available for the construction of a bus transit facility along the Gold Line Foothill Extension. Funds shall be extended for obligation for one year.	
p/ SEC. 169.	Notwithstanding any other provision of law, any unobligated funds made available under the bus category of the Capital Investment Account in prior year Appropriations Acts for the Greater New Haven Transit District Fuel Cell and Electric Bus project or CNT/alternative fuel vehicle project shall be transferred to and administered under the Transit Planning and Research account, subject to such terms and conditions as the Secretary deems appropriate. [Amount transferred is \$990,029]	
q/ H. Rept. 108-671.	Funds made available in fiscal year 2002 for Cab Care, St. Louis, Missouri shall be made available for St. Louis Metro Transit Agency, St. Louis, Missouri. The availability for such funds for obligation shall be extended through fiscal year 2005.	
r/ H. Rept. 108-792.	Unobligated balances from amounts made available in fiscal year 2002 to Area VII Agency on Aging Bus and Bus Facility and Ravalli County Council on Aging Bus an Bus Facility shall be combined with and made available for Statewide Buses and Bus Facilities.	
s/ SEC. 170.	Notwithstanding any other provision of law, any unobligated funds made available to the Matanuska Susitna Borough under "Federal Transit Administration, Buses and Bus Facilities" shall be available for expenditure on ferry boat and ferry facilities and related expenses as part of the Port MacKenzie Intermodal Facility project	
t/ H. Rept. 108-792.	Amounts previously obligated for the South Street Station Project in fiscal year 1996 and 1997 shall be made available for the South Bend Bus Operations Center Project in South Bend, Indiana	
u/ H. Rept. 108-671.	The Department of Transportation and Related Agencies Appropriations Act, 1999, provided \$750,000 for the Philadelphia, Regional Transportation System for Elderly and Disabled. The Committee understands that the original grant recipient has been unable to use the funds provided. Therefore, the Committee directs the Southeastern Pennsylvania Transportation Authority (SEPTA) shall serve as grant recipient and administering agency for the purpose of carrying out the original intent of this project.	
v/ H. Rept. 108-792.	House retained language regarding Detroit bus and bus facilities should read "Public Law 106-69" instead of "Public Law 106-109."	
w/ H. Rept. 108-671.	Funds provided to Detroit, Michigan for transfer terminal facilities under buses and bus facilities in Public Law 106-109 [see note v/] and Public Law 108-199 may be available to Detroit for the replacement, rehabilitation, or construction of bus-related facilities. [Note: Because the earmark in Public Law 106-69 was in law, not report language, this clarification is limited by the intent of the original earmark, which is for transfer terminal facilities.]	
x/ The conference report (H. Rpt. 108-10) accompanying the FY 2003 DOT Appropriations Act (Pub. L. 108-7) designated \$100,000 for bus acquisition for Houston, Missouri. It is the intent of the conferees that these funds be available to "Houston buses and bus facilities" to allow for the purchase and renovation or purchase of a building to house transit vehicles."		
y/ The conference Report (H. Rpt. 108-10) accompanying the FY 2003 DOT Appropriations Act (Pub. L. 108-7) designated \$200,000 for the Santa Fe Bus facility renovation in New Mexico. It is the intent of the conferees that these funds be available to the "Santa Fe Bus facility."		
z/ The conference Report (H.R. Rpt. 104-785) accompanying the FY 1997 DOT Appropriations Act (Pub. L. 104-205)	provided \$1,000,000 to the Virginia Beach intermodal facility, Virginia. It is the intent of the conferees that these funds be available for the "Virginia Beach intermodal facility and bus rapid transit project."	

FEDERAL TRANSIT ADMINISTRATION

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TABLE 11
FY 2005 SECTION 5309 NEW STARTS ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	ALLOCATION	AVAILABLE ALLOCATION
AK/HI	Hawaii and Alaska Ferry Boats	\$10,213,632	\$6,709,696
AL	Birmingham, Alabama, Transit Corridor	992,000	651,680
AR	Little Rock, Arkansas, River Rail Streetcar Project	3,472,000	2,280,879
AZ	Phoenix, Arizona, Central Phoenix/East Valley Corridor	74,400,000	48,875,989
CA	San Francisco, California, BART Extension to San Francisco Airport	99,200,000	65,167,985
CA	Los Angeles, California, East Side Light Rail Transit System	59,520,000	39,100,791
CA	Los Angeles Gold Line Foothill Extension	496,000	325,840
CA	Los Angeles, California, MOS3 Metro Rail (North Hollywood)	669,702	439,951
CA	San Diego, California, Mid-Coast Light Rail Extension	992,000	651,680
CA	San Diego, California, Mission Valley East Light Rail Extension	80,986,880	53,203,143
CA	San Diego, California, Oceanside - Escondido Rail Corridor	54,560,000	35,842,392
CA	San Francisco, California, Muni Third Street Light Rail Project	9,920,000 a/	6,516,798
CA	Santa Clara County, California, Silicon Valley Rapid Transit Corridor	2,480,000	1,629,200
CO	Denver, Colorado, Southeast Corridor LRT	79,360,000	52,134,388
CT	Stamford, Connecticut, Urban Transitway, Phase 2	2,976,000	1,955,040
FL	Fort Lauderdale, Florida, South Florida Commuter Rail Upgrades	11,318,230	7,435,345
GA	Atlanta, Georgia, North Springs (North Line Extension)	263,287	172,963
IL	Chicago, Illinois, Metra Commuter Rail Expansions and Extensions	51,584,000	33,887,352
IL	Chicago, Illinois, Douglas Branch Reconstruction	84,320,000	55,392,787
IL	Chicago, Illinois, Ravenswood Line Extension	39,680,000	26,067,194
IN	South Shore Commuter Rail Service, Indiana	2,480,000	1,629,200
LA	New Orleans, Louisiana, Canal Street Streetcar Project	16,613,047	10,913,698
MA	Boston, Massachusetts, Silver Line III	2,976,000	1,955,040
MD	Baltimore, Maryland, Central Light Rail Double Track	28,777,920	18,905,232
MD	Washington, DC/Metropolitan Area, Largo Extension	76,156,450	50,029,863
MN	Minneapolis, Minnesota, Hiawatha Light Rail Project	33,428,865	21,960,602
MN	Minneapolis, Minnesota, Northstar Commuter Rail Project	4,960,000	3,258,399
MO	St. Louis, Missouri, Metro Link St. Clair Extension	59,953	39,385
NC	Charlotte, North Carolina, South Corridor Light Rail Project	29,760,000	19,550,395
NC	Raleigh, North Carolina, Triangle Transit Authority Regional Rail Project	19,840,000	13,033,597
NJ	New Jersey Trans-Hudson Midtown Corridor	1,190,400	782,016
NJ	Northern New Jersey, Newark-Elizabeth Rail Line MOS-1	316,907	208,187
NJ	Northern, New Jersey Hudson - Bergen MOS-1	1,354,949	890,114
NJ	Northern, New Jersey Hudson - Bergen MOS-2	99,200,000	65,167,985
NV	CATRAIL RTC Rail Project, Nevada	992,000	651,680
NV	Las Vegas, Nevada, Resort Corridor Fixed Guideway Project	29,760,000	19,550,395
NY	New York, New York, Long Island Rail Road Eastside Access	99,200,000	65,167,979
OH	Cleveland, Ohio, Euclid Corridor Transportation Project	24,800,000	16,291,996
OR	Portland, Oregon, Interstate MAX Light Rail Extension	23,292,160	15,301,443
OR	I-5/I-205/SR250, Transit Loop, Washington and Oregon	1,488,000	977,520
OR	Washington County, Oregon, Wilsonville to Beaverton Commuter Rail Project	8,928,000	5,865,119
PA	Philadelphia, Pennsylvania, Schuylkill Valley MetroRail	9,920,000	6,516,798
PA	Pittsburgh, Pennsylvania, North Shore Light Rail Connector	54,560,000	35,842,392
PA	Pittsburgh, Pennsylvania, Stage II Light Rail Transit Reconstruction	1,131,666	743,431
PA	Harrisburg, Pennsylvania, Corridor One	1,984,000	1,303,360
PR	San Juan, Puerto Rico, Tren Urbano Rapid Transit System	44,263,040	29,077,955
RI	Rhode Island, Integrated Intermodal Project	5,952,000	3,910,079
TN	Nashville, Tennessee, East Corridor Commuter Rail	1,984,000	1,303,360
TX	Capital Metro-Bus Rapid Transit Texas	992,000	651,680
TX	Dallas, Texas, NW/SE Extension	8,432,000	5,539,279
TX	Houston Advanced Metro Transit Plan, Texas	8,432,000	5,539,279
UT	Regional Commuter Rail (Weber County to Salt Lake City), Utah	7,936,000	5,213,439
UT	Salt Lake City, Utah, CBD to University LRT	1,138,219	747,736
UT	Salt Lake City, Utah, Medical Center Extension	8,765,421	5,758,315
VA	Dulles Corridor Rapid Transit Project, Virginia	24,800,000	16,291,996
VA	Norfolk, Virginia, Light Rail Transit Project	1,984,000	1,303,360
WA	Seattle, Washington, Central Link Initial Segment	79,360,000	52,134,388
WA	Sound Transit Sounder Commuter Rail, Lakewood to Nisqually, Washington	3,968,000	2,606,719
—	Unallocated amount to be distributed	11,016,268	7,236,976
TOTAL ALLOCATION		\$1,449,596,996	\$952,291,480

a/ SEC. 174. Hereafter, notwithstanding any other provision of law, for the purpose of calculating the non-New Starts share of the total project cost of both phases of San Francisco Muni's Third Street Light Rail Transit project, the Secretary of Transportation shall include all non-New Starts contributions made towards Phase 1 of the two-phase project for engineering, final design and construction, and also shall allow non-New Starts funds expended on one element or phase of the project to be used to meet the non-New Starts share requirement of any element or phase of the project. Provided further, That none of the funds provided in this Act for the San Francisco Muni Third Street Light Rail Transit Project shall be obligated if the Federal Transit Administration determines that the project is found to be 'not recommended' after evaluation and computation of revised transportation system user benefit data.

FEDERAL TRANSIT ADMINISTRATION

TABLE 12

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 2003 UNOBLIGATED ALLOCATIONS	FY 2004 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATIONS
AK/HI	Alaska/Hawaii Ferry Project	\$7,706,298	\$10,133,105	\$17,839,403 a/c
AL	Birmingham- Transit Corridor Project	1,967,165	3,444,626	5,411,791
AR	Little Rock River Rail Streetcar Project	744,187	2,952,537	3,696,724
CA	Phase II, LA to Pasadena Metro Gold Line Light Rail Project	0	3,936,715	3,936,715
CA	San Diego, California, Mission Valley East Light Rail Transit Extension	0	26,563,707	26,563,707
CA	San Diego, California, Oceanside - Escondido Rail Project	0	47,240,585	47,240,585
CA	San Jose, California, Silicon Valley Rapid Transit Corridor	0	1,968,358	1,968,358
CO	Denver, Colorado, Southeast Corridor LRT (T-REX)	0	19,616,283	19,616,283
CT	Bridgeport Intermodal Transportation Center	2,458,956	0	2,458,956
CT	Metro North Rolling Stock	3,934,330	0	3,934,330
CT	Stamford Urban Transitway Project	0	3,936,715	3,936,715
DE	Wilmington-Downtown Transit Connector Project (Commuter Rail Improvements)	4,953,216	0	4,953,216
DE	Wilmington Train Station Improvements	1,967,165	1,476,268	3,443,433
FL	Fort Lauderdale Tri-County Commuter Rail Upgrades	0	4,514,198	4,514,198
GA	Atlanta, Georgia, Northwest Corridor BRT	0	2,115,407	2,115,407
LA	New Orleans Canal Street Car Line Project	0	11,175,644	11,175,644
MA	Boston-North Shore Corridor Project	332,450	0	332,450
MA	Boston Silver Line Phase III	0	1,968,358	1,968,358
MA	Boston-South Boston Piers Transitway Project	669,820	0	669,820
MA/NH	Lowell, MA - Nashua, NH Commuter Rail Project	2,950,747	0	2,950,747
MD	Baltimore, Maryland, Central Light Rail Double Track Project	0	16,346,896	16,346,896
MD	MARC Commuter Rail Improvements Project	11,557,093	0	11,557,093
ME	Maine Marine Highway	0	1,525,477	1,525,477
ME	Yarmouth to Auburn Line, Maine	0	984,179	984,179
MN	Minneapolis Rice, Northstar Corridor Commuter Rail Project	4,917,912	5,659,028	10,576,940
NC	Charlotte South Corridor Transitway Project	0	2,942,442	2,942,442
NC	Raleigh-Durham-Chapel Hill-Triangle Transit Project	0	2,247,984	2,247,984
NC	Western North Carolina Rail Passenger Service	0	984,179	984,179
NV	Las Vegas Resort Corridor Fixed Guideway Project	6,885,077	19,683,577	26,568,654
OH	Cleveland-Euclid Corridor Improvement Project	400,000	10,825,967	11,225,967
OK	Northern Oklahoma Regional Multimodal Transportation System	0	2,952,537	2,952,537
PA	Philadelphia-Reading SEPTA Schuylkill Valley Metro Project	8,852,242	13,778,504	22,630,746
PA	Scranton to New York City, New York Passenger Rail Service	1,967,165	2,460,447	4,427,612 e/
RI	Integrated Intermodal Project, Rhode Island	0	2,952,537	2,952,537
TN	Memphis, Tennessee, Medical Center Rail Extension	0	9,101,281	9,101,281
TX	Houston-Advanced Transit Program	0	1,961,629	1,961,629
TX	Dallas, Texas, North Central Light Rail Extension	0	9,259,540	9,259,540
UT	Regional Commuter Rail (Weber County to Salt Lake City), Utah	0	3,678,052	3,678,052
UT	Salt Lake City, Utah, Medical Center LRT Extension	0	30,178,231	30,178,231
VA	Dulles Corridor Project	26,064,934	19,683,577	45,748,511
VA	Virginia Railway Express	0	2,952,537	2,952,537
VT	Burlington-Middlebury Commuter Rail Project	-----	-----	----- d/
VT	Vermont Transportation Authority Rolling Stock	-----	-----	----- d/
WA	Puget Sound RTA Sounder Commuter Rail Project	15,397,954	0	15,397,954
WI	Kenosha-Racine-Milwaukee Commuter Rail Project	0	3,198,581	3,198,581
TOTAL UNOBLIGATED ALLOCATION		\$103,726,711	\$304,399,688	\$408,126,399

FEDERAL TRANSIT ADMINISTRATION

TABLE 12

PRIOR YEAR UNOBLIGATED SECTION 5309 NEW START ALLOCATIONS

STATE	PROJECT LOCATION AND DESCRIPTION	FY 2003 UNOBLIGATED ALLOCATIONS	FY 2004 UNOBLIGATED ALLOCATIONS	TOTAL UNOBLIGATED ALLOCATIONS
Fiscal Years 2000, 2001 and 2002 Allocations Extended in FY 2005 Conference Report (House Rpt. 108-792)				
AL	Birmingham, Alabama, Transit Corridor			\$6,933,242
DC	Dulles Corridor Project			24,750,327
HI	Honolulu, Hawaii, Bus Rapid Transit Project			8,900,000 b/
IN	Northeast Indianapolis, Indiana, Downtown Corridor Project			5,228,042
MD	Maryland (MARC) Commuter Rail Improvements Projects			5,880,157
NM	Albuquerque, NM-Light Rail Project			4,811,650
PA	Philadelphia, Pennsylvania-Schuylkill Valley Metro Project			8,910,118
PA	Philadelphia SEPTA Cross County Metro Project			1,981,286
WI	Kenosha-Racine-Milwaukee Rail Extension Project			3,723,677
Total Extended Allocations				\$71,118,499

- a/ SEC. 165. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: Provided, That not more than \$3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry boat routes and technology: Provided further, That notwithstanding 49 U.S.C. 5302(a)(7), funds made available for Alaska or Hawaii ferry boats may be used to acquire passenger ferry boats and to provide passenger ferry transportation services within areas of the State of Hawaii under the control or use of the National Park Service.
- b/ SEC. 171. Notwithstanding any other provision of law, \$8,900,000 of the funds made available under the new fixed guideway systems category of the Capital Investment Grants account in Public Law 107-87 for the 'Honolulu, Hawaii, bus rapid transit project' shall be made available to the City and County of Honolulu for replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under 49 U.S.C. 5309 and shall remain available to the City and County of Honolulu for those purposes until expended: Provided, that any remaining unobligated balance from said project in Public Law 107-87 shall be transferred for any eligible activity under Title 23 of the United States Code, and administered under that Title, for use on improvements to the Kapolei Interchange Complex and shall remain available until expended: Provided further, That funds made available in Public Law 108-10 for 'Hawaii: BRT Systems, Appurtenances and Facilities' shall be generally available for bus and bus facilities by the City and County of Honolulu [Amount transferred \$2,980,157].
- c/ SEC. 172. Notwithstanding any other provision of law, the Navy may receive funds from the State of Hawaii for the procurement of passenger ferry boats to provide passenger ferry transportation services for the Arizona War Memorial.
- d/ SEC. 175. Funds made available for the Burlington-Bennington, Vermont Commuter Rail project in Public Law 106-346, the Burlington-Middlebury, Vermont Commuter Rail project and Vermont Transportation Authority Rolling Stock in Public Law 108-7 that remain unobligated, and funds made available for the Burlington-Essex, Vermont commuter rail project in Public Laws 105-277 and 105-66 that remain unexpended shall be transferred to the Federal Railroad Administration and made available to upgrade and improve the publicly-owned Vermont Rail Infrastructure from Bennington to Burlington with a northern terminus in Essex Junction: Provided, That the Federal share shall be 80 percent of the total cost of the project and funds shall remain available until expended [Amount transferred (FY 2003 - Burlington - Middlebury \$1,475,374) and (FY 2003 - Vermont Transportation Authority Rolling Stock \$491,791)].
- e/ SEC. 179. Of the funds made available under the heading 'Federal Transit Administration--Discretionary Grants' in Public Laws 102-388 and 103-122 for the Hawthorne-Warwick Commuter Rail Project, \$4,000,000 shall be available for the Scranton, Pennsylvania, NY City Rail Service Fixed Guideway Project to be carried out in accordance with 49 U.S.C. 5309, \$1,100,000 shall be made available to study the feasibility of utilizing diesel multiple unit rolling stock on MOS-3 of the Hudson Bergen Light Rail Transit System to be carried out in accordance with 49 U.S.C. 5309, and \$6,000,000 shall be transferred to the Federal Railroad Administration and made available for the New York and Susquehanna and Western Rail Road Diesel Multiple Unit Compliance and Demonstration Project to be carried out under terms and conditions as determined by the Secretary: Provided, That the Federal share shall be 80 percent of the net project cost of that demonstration project and funds for that project shall remain available until expended.

FEDERAL TRANSIT ADMINISTRATION

TABLE 13

FY 2005 SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES APPORTIONMENTS

STATE	APPORTIONMENT	AVAILABLE APPORTIONMENT
Alabama	\$1,650,319	\$1,116,602
Alaska	245,633	203,423
American Samoa	60,555	56,862
Arizona	1,723,473	1,164,160
Arkansas	1,071,700	740,445
California	9,921,776	6,493,838
Colorado	1,207,854	828,958
Connecticut	1,175,039	807,625
Delaware	363,533	280,069
District of Columbia	317,549	250,175
Florida	6,339,460	4,164,990
Georgia	2,395,977	1,601,351
Guam	158,717	146,919
Hawaii	492,379	363,832
Idaho	471,058	349,971
Illinois	3,683,483	2,438,352
Indiana	1,952,252	1,312,887
Iowa	1,020,426	707,112
Kansas	917,676	640,315
Kentucky	1,523,636	1,034,246
Louisiana	1,517,060	1,029,971
Maine	551,948	402,557
Maryland	1,611,142	1,091,133
Massachusetts	2,130,002	1,428,442
Michigan	3,068,922	2,038,829
Minnesota	1,423,374	969,066
Mississippi	1,074,681	742,383
Missouri	1,865,720	1,256,633
Montana	396,480	301,488
N. Mariana Islands	61,506	57,480
Nebraska	618,306	445,696
Nevada	749,534	531,007
New Hampshire	473,239	351,388
New Jersey	2,701,617	1,800,046
New Mexico	679,716	485,618
New York	6,366,911	4,182,835
North Carolina	2,676,455	1,783,688
North Dakota	319,310	251,320
Ohio	3,584,027	2,373,697
Oklahoma	1,258,480	861,869
Oregon	1,168,623	803,454
Pennsylvania	4,225,614	2,790,789
Puerto Rico	1,458,633	991,988
Rhode Island	478,628	354,892
South Carolina	1,441,426	980,802
South Dakota	349,212	270,759
Tennessee	1,997,567	1,342,346
Texas	5,899,696	3,879,101
Utah	613,923	442,847
Vermont	302,258	240,235
Virgin Islands	151,963	142,528
Virginia	2,105,191	1,412,312
Washington	1,794,704	1,210,466
West Virginia	814,808	573,441
Wisconsin	1,641,405	1,110,808
Wyoming	262,113	214,136
TOTAL	\$94,526,689	\$63,848,182

FEDERAL TRANSIT ADMINISTRATION

TABLE 14

FY 2005 SECTION 5311 NONURBANIZED AREA FORMULA APPORTIONMENTS, AND SECTION 5311(b)(2) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) APPORTIONMENTS				
STATE	SECTION 5311 APPORTIONMENT	SECTION 5311(b)(2) APPORTIONMENT	AVAILABLE SECTION 5311 APPORTIONMENT	AVAILABLE SECTION 5311(b)(2) APPORTIONMENT
Alabama	\$6,978,860	\$116,803	\$4,713,881	\$75,114
Alaska	972,688	72,220	657,003	46,443
American Samoa	159,554	11,184	107,771	7,193
Arizona	3,404,552	90,271	2,299,609	58,052
Arkansas	5,048,203	102,472	3,409,816	65,898
California	10,727,747	144,630	7,246,072	93,010
Colorado	3,030,855	87,498	2,047,195	56,268
Connecticut	1,551,423	76,516	1,047,911	49,206
Delaware	703,397	70,221	475,110	45,158
Florida	6,996,634	116,935	4,725,886	75,199
Georgia	8,846,033	130,663	5,975,065	84,027
Guam	431,129	13,200	291,207	8,489
Hawaii	1,046,108	72,765	706,595	46,794
Idaho	1,922,040	79,267	1,298,245	50,975
Illinois	7,468,816	120,440	5,044,822	77,453
Indiana	7,434,653	120,186	5,021,746	77,290
Iowa	5,045,087	102,449	3,407,711	65,883
Kansas	4,123,403	95,607	2,785,158	61,483
Kentucky	6,892,852	116,164	4,655,786	74,704
Louisiana	5,384,375	104,967	3,636,884	67,503
Maine	2,676,285	84,866	1,807,701	54,576
Maryland	2,782,268	85,652	1,879,287	55,081
Massachusetts	1,988,387	79,759	1,343,059	51,292
Michigan	9,357,164	134,457	6,320,309	86,467
Minnesota	6,148,482	110,639	4,153,001	71,150
Mississippi	6,028,731	109,750	4,072,114	70,579
Missouri	6,975,170	116,776	4,711,388	75,097
Montana	1,860,367	78,809	1,256,587	50,681
N. Mariana Islands	20,960	10,156	14,157	6,531
Nebraska	2,523,616	83,732	1,704,580	53,847
Nevada	896,619	71,655	605,622	46,080
New Hampshire	1,904,810	79,139	1,286,606	50,893
New Jersey	1,839,641	78,655	1,242,588	50,582
New Mexico	2,664,396	84,777	1,799,670	54,519
New York	9,669,001	136,771	6,530,940	87,956
North Carolina	11,943,227	153,653	8,067,069	98,812
North Dakota	1,145,749	73,505	773,898	47,269
Ohio	11,256,465	148,555	7,603,194	95,534
Oklahoma	5,478,101	105,663	3,700,191	67,950
Oregon	4,025,063	94,877	2,718,734	61,014
Pennsylvania	11,335,018	149,138	7,656,253	95,909
Puerto Rico	924,388	71,862	624,379	46,213
Rhode Island	334,755	67,485	226,110	43,398
South Carolina	5,954,820	109,202	4,022,191	70,226
South Dakota	1,560,313	76,582	1,053,916	49,248
Tennessee	7,587,849	121,323	5,125,223	78,021
Texas	16,865,722	190,193	11,391,978	122,311
Utah	1,350,963	75,028	912,510	48,249
Vermont	1,402,132	75,408	947,072	48,493
Virgin Islands	302,482	12,245	204,312	7,875
Virginia	6,587,072	113,895	4,449,247	73,244
Washington	4,429,004	97,876	2,991,577	62,942
West Virginia	3,601,785	91,735	2,432,830	58,993
Wisconsin	7,021,440	117,119	4,742,641	75,318
Wyoming	1,024,486	72,605	691,990	46,690
TOTAL	\$249,635,140	\$5,208,000	\$168,616,397	\$3,349,182

FEDERAL TRANSIT ADMINISTRATION

Table 15

FY 2005 NATIONAL PLANNING AND RESEARCH PROGRAM ALLOCATIONS

STATE	PROJECT	ALLOCATION	AVAILABLE ALLOCATION
AL	Center for composite manufacturing	\$917,898 a/	\$590,291
AL	Nanostructured catalysts for hydrogen fueled cells (CAVT UA)	917,898 a/	590,291
CA	CALSTART/WestStart Advanced Transit Technology	1,932,416 a/	1,242,716
DC	CTAA Nationwide Joblinks	496,000	318,972
DC	Project ACTION	2,976,000	1,913,835
GA	Southern Fuel Cell Coalition -- Center for Transportation & the Environment	446,400	287,075
IL	Transit access CUMTD initiative	496,000	318,972
KS	Transportation Research Program, Wichita State University	992,000	637,945
MA	PVTA Electric Bus	618,373 a/	397,669
MD	Transit technology career ladder partnership training program	496,000	318,972
MI	Automation Alley BuSolutions	545,600	350,870
MN	Hennepin County Community Works	1,190,400	765,534
MN	hOurCar	74,400	47,846
ND	NDSU Transit Center for Small Urban Areas	396,800	255,178
NJ	Phillipsburg to Northeastern NJ/NYC commuter rail study	396,800	255,178
OK	Fischer-Tropsch clean diesel technology demonstration	845,432 a/	543,688
OK	Oklahoma Transportation Center	1,984,000	1,275,889
PA	Chester County transit security training facility	124,000	79,743
PA	Lehigh Carbon Community College transit first responder training facility	74,400	47,846
PA	National Bio-Terrorism Civilian Medical Response Center	719,200	462,510
RI	Pawtucket train depot rehabilitation initiative	233,120	149,917
SD	Sitting Bull College bus facility planning	64,480	41,466
TN	Advanced Transportation Technology Institute	124,000	79,743
TN	Low cost carbon fiber production technology, Univ of Tennessee	434,794 a/	279,611
WI	Northern Wisconsin Rural Transportation Study	59,520	38,277
WV	WVU exhaust emissions testing initiative	1,352,691 a/	869,901
---	National Technical Assistance Center for Senior Transportation	1,984,000	1,275,889
TOTAL ALLOCATION		\$20,892,622	\$13,435,824

a/ A 2.6 percent reduction for the Small Business and Innovative Research Program Research (SBIR) was applied to all research and development projects. The total SBIR deduction is \$187,378.

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2005 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	ALLOCATION	AVAILABLE ALLOCATION
AK	Craig Transit JARC, Alaska	\$49,559	\$38,168
AK	Kenai Peninsula JARC, Alaska	594,709	458,022
AK	MASCOT Mat-su Valley, Alaska	198,236	152,674
AK	Mobility Coalition, Alaska	495,590	381,684
AK	North Star Borough Transit JARC, Alaska	74,338	57,252
AK	Seward Transit JARC, Alaska	198,236	152,674
AK	Veterans Wheelchair Olympic Games, Alaska	99,118	76,337
AL	ARC of Madison County, Alabama	346,913	267,179
AL	Easter Seals Central Alabama JARC	495,590	381,684
AL	Gees Bend Ferry, Alabama	1,982,362	1,526,738
AL	Jefferson County JARC, Alabama	2,973,544	2,290,108
AL	Mobile Association for Retarded Citizens, Alabama	247,796	190,843
CA	AC Transit - CalWorks Job Center (Bay Area), California	4,955,906	3,816,847
CA	Guaranteed Ride Program, California	594,709	458,022
CA	Job Access Transit, Hayward, California	495,590	381,684
CA	Platform Additions and Extensions on San Bernardino Line, California	1,982,362	1,526,738
CA	Sacramento Region JARC, California	1,982,362	1,526,738
CO	Colorado Transit Coalition JARC	3,221,339	2,480,951
CT	Connecticut Statewide JARC	2,477,954	1,908,424
DC	Georgetown, Washington, D.C. Metro Connection	1,238,976	954,211
DC	Washington Metro Job Access Initiative	2,477,954 a/	1,908,424
DE	Delaware Statewide Welfare to Work	743,386	572,527
FL	Family Service Centers of Clearwater Ways to Work, FL	495,590	381,684
FL	Hillsborough Area Regional Transit JARC, Florida	99,118	76,337
GA	Chatham JARC, Georgia	1,982,362	1,526,738
GA	Dooly-Crisp Unified Transportation System, Georgia	198,236	152,674
IA	Iowa Statewide JARC	1,982,362	1,526,738
IL	Illinois Statewide JARC	495,590	381,684
IL	Operation Ride DuPage, DuPage County, Illinois	495,590	381,684
IL	Ray Graham Association for People With Disabilities, Illinois	128,854	99,238
IN	IndyFlex, Indiana	1,238,976	954,211
IN	Muncie Indiana Transit System JobConnection, Indiana	138,765	106,871
KS	MARC, Kansas	495,590	381,684
KS	Wichita Transit Authority JARC, Kansas	396,473	305,348
KS	Wyandotte Co/KCK JARC, Kansas	495,590	381,684
KY	Louisville JARC, Kentucky	1,139,859	877,875
LA	Louisiana Statewide JARC	2,477,954	1,908,424
MA	Brockton Area Transit Authority JARC, Massachusetts	594,709	458,022
MA	SRTA Elderly Van Service, Massachusetts	396,473	305,348
MD	Maryland Statewide JARC	2,676,190	2,061,098
ME	Maine Statewide JARC Program	1,486,772	1,145,054
MI	DCC Community Health & Safety Transport Project, Michigan	297,354	229,011
MI	Detroit JARC, Michigan	1,734,568	1,335,897
MI	Flint MTA JARC, Michigan	1,982,362	1,526,738
MI	North Oakland Transportation Authority, Michigan	148,677	114,505
MN	hOurCar Car-Sharing Program, Minnesota	198,236	152,674
MN	Metropolitan Council Job Access, Minneapolis, Minnesota	991,182	763,370
MN	Ways to Work, Minnesota	1,957,583	1,507,655
MO	Metro St. Louis Downtown Shuttle Trolley, Missouri	941,622	725,201
MO	Missouri Statewide JARC	5,451,497	4,198,532
ND	Metropolitan Access to Jobs Initiative, Fargo, North Dakota	99,118	76,337

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

FY 2005 JOB ACCESS AND REVERSE COMMUTE PROGRAM ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	ALLOCATION	AVAILABLE ALLOCATION
ND	Metropolitan Access to Jobs Initiative, North Dakota	99,118	76,337
NJ	New Jersey Statewide JARC	5,203,702	4,007,690
NM	City of Santa Fe, New Mexico	396,473	305,348
NM	New Mexico Statewide JARC	2,131,040	1,641,245
NV	Statewide Small Urban and Rural Public/Specialized Transportation Services (JARC), Nevada	1,982,362	1,526,738
NY	Broome County Transit, Binghamton, New York	247,796	190,843
NY	Central New York Job Access Reverse Commute, New York	495,590	381,684
NY	Poughkeepsie JARC, New York	49,559	38,168
NY	Rochester-Genesee Regional Transportation Authority, New York	743,386	572,527
NY	Suffolk County United Veterans, New York	198,236	152,674
NY	Tompkins Consolidated Area Transit JARC, New York	99,118	76,337
OH	Cleveland JARC, Ohio	743,386	572,527
OH	Akron METRO Job Access and Reverse Commute, Ohio	297,354	229,011
OH	Toledo JARC, Ohio	346,913	267,179
OH	Western Reserve Transit Job Access Program, Ohio	743,386	572,527
OK	Oklahoma Statewide JARC	7,929,461	6,106,970
OR	Portland Regional JARC, Oregon	2,279,717	1,755,750
OR	Rogue Valley Transit District JARC, Oregon	198,236	152,674
OR	Salem Keizer Transit JARC, Oregon	198,236	152,674
PA	Philadelphia Unemployment Project (PUP), Pennsylvania	1,486,772	1,145,054
PA	Pittsburgh JARC, Pennsylvania	2,775,307	2,137,434
PA	Port Authority of Allegheny County JARC, Pennsylvania	6,194,883	4,771,059
PA	Red Rose Transit Authority, Lancaster, Pennsylvania	627,418	483,213
PA	SEPTA JARC, Pennsylvania	3,469,134	2,671,793
RI	Rhode Island Statewide JARC	1,635,449	1,259,560
TN	Children's Health Fund JARC, Tennessee	495,590	381,684
TN	Knox County CAC Transportation Program, Tennessee	495,590	381,684
TN	Knoxville Area Transit Job Access Service, Tennessee	743,386	572,527
TN	Tennessee Statewide JARC	5,947,088	4,580,217
TX	Abilene JARC, Texas	148,677	114,505
TX	El Paso JARC, Texas	495,590	381,684
TX	Island Transit JARC, Texas	594,709	458,022
TX	Lubbock, Citibus JARC, Texas	346,913	267,179
TX	VIA Metropolitan JARC, Texas	743,386	572,527
VA	Bedford Ride, Virginia	59,470	45,801
VA	Patrick Henry Community College, Virginia	24,779	19,084
VT	Vermont Statewide JARC	991,182	763,370
WA	North Central Puget Sound Vehicle Trip Reduction Incentives, Washington	991,182	763,370
WA	Okanogan County Senior Citizens JARC, Washington	224,433	172,850
WA	Washington State Transit Car Sharing Job Access, Washington	1,982,362	1,526,738
WA	WorkFirst Transportation Initiative, Washington	1,584,473	1,220,300
WI	Jumpstart, Wisconsin	287,443	221,377
WI	Ways to Work, Wisconsin	991,182	763,370
WI	Wisconsin Statewide JARC	2,577,071	1,984,760
WV	West Virginia Statewide JARC	991,182	763,370
----	Community Transportation JOBLINKS Demonstration	3,270,899	2,519,120
DC	Technical Assistance Support & Performance Reviews of the JARC Grants Program	297,600	229,200
TOTAL ALLOCATIONS		\$124,000,000	\$95,500,000

- a/ The conferees direct FTA to permit WMATA to reprogram funds currently and previously appropriated for WMATA's JARC program to be used to provide ADA paratransit service to persons who are eligible for such service under the Americans with Disabilities Act of 1990.

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

PRIOR YEAR UNOBLIGATED SECTION 3037 JARC CONGRESSIONAL ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	UNOBLIGATED ALLOCATIONS
<i>FY 2002 Unobligated Congressional Allocations</i>		
AR	Central Arkansas Transit Authority	\$500,000
CA	Del Norte County, California	73,400
IL	Bloomington to Normal, Illinois, Wheels to Work	304,250
IL	DuPage County, Illinois	130,048
NY	Columbia County, New York	100,000
ND	Oglala Sioux Tribe, North Dakota	150,000
TX	Austin, Texas	500,000
VA	Winchester, Virginia	1,000,000
	<i>Subtotal FY 2002 Unobligated Allocations</i>	<i>\$2,757,698</i>
<i>FY 2003 Unobligated Congressional Allocations</i>		
AK	Alaska Mobility Coalition	\$495,335
AK	Kenai Peninsula Transit Planning	495,335
CA	East Palo Alto Shuttle Service	693,470
CA	LA County UTRANS	495,335
CA	Los Angeles County; MTA Ride Share program	866,837
CA	Low-Income LIFT Program SF MTC	990,671
CA	Southern California Regional Rail Authority, Metrolink double tracking	990,671
CO	City of Colorado Springs, CO	100,284
CO	Roaring Fork Transportation Authority, CO	103,989
DC	WMATA (DC, Maryland, and Virginia)	2,105,176 a/
DE	Delaware Welfare to Work Initiative	743,003
FL	Jacksonville Trans. Authority Choice Ride Program	1,609,840
FL	Key West	990,671
GA	Chatham	433,914
IL	DuPage County Coordinated Paratransit Program	495,335
IL	Ways-to-Work -- IL - MO	341,783
IN	Fort Wayne's Hanna Creighton Transit Center	743,003
IN	IndyGo Service	990,671
KS	KS Paratransit Vehicle	29,720
MD	Maryland Statewide (Montgomery County, \$600,000)	86,063
MO	Metrolink Corridor Access to Jobs	2,972,013
NC	Community Transportation Association of America's Joblinks Employment Transportation Initiative	990,671
NC	Wake County Coordinated Transportation System	767,770
NH	Lancaster - Littleton Transit Project	49,534
NY	Chemung County transit	74,300
NY	Columbia County	99,067
NY	Ithaca Service	74,300
NY	MTA - Long Island Bus	247,668
NY	Orange County	99,067
NY	Tompkins Consolidated Area Transit, Tompkins County	297,201
OH	STEP-UP Job Access Project Dayton	123,834
OR	Salem Area Transit	495,335
PA	SEPTA	1,584,402
TN	State of Tennessee	48,859
TX	Austin Capital Metros Access	2,476,677
TX	Corpus Christi	1,213,572

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

PRIOR YEAR UNOBLIGATED SECTION 3037 JARC CONGRESSIONAL ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	UNOBLIGATED ALLOCATIONS
TX	East Texas Just Transportation Alliance (ETJTA): Tyler Transit	198,134
VA	Fairfax County, Short-Term Transit Improvements	1,585,073
VA	Technical Assistance Support & Performance Reviews of the JARC Grants Program	206,876
WA	WA WorkFirst Initiative	3,606,115
WI	Wisconsin Statewide	5,151,488
WV	West Virginia Statewide	531,871
	<i>Subtotal FY 2003 Unobligated Allocations</i>	<i>\$36,694,933</i>
FY 2004 Unobligated Congressional Allocations		
AK	Craig Transit Service JARC Program	\$49,563
AK	North Pole Transit System JARC Program	74,344
AK	Sitka Community RIDE	148,689
AK	Seward Transit Service JARC Program	198,252
AK	Mobility Coalition	495,630
AL	Alabama Disabilities Advocacy Program [ADA] Rural Transportation Services	495,630
AL	Easter Seals West Alabama JARC Program	991,260
AL	Jefferson County Job Access Reverse Commute Projects	2,973,779
CA	City of Irwindale Senior Transportation Services	64,432
CA	Mendocino Transit Authority Job Access Reverse Commute	99,126
CA	Guaranteed Ride Home, Santa Clarita	396,504
CA	Metro Link San Bernadino Platform Extension	991,260
CA	Ways to Work	991,260
CA	Sacramento Region Job Access Reverse Commute Project	1,486,890
CT	Connecticut Statewide	3,221,594
DC	Washington Metropolitan Area Transit Authority	991,260 ^{a/}
DC	Georgetown, Washington DC - Metro Connection	526,260
DC	Community Transportation Association of America's National Joblinks program	2,478,149
DE	Delaware Statewide Welfare to Work	743,445
FL	Key West, Florida Job Access Reverse Commute	495,630
FL	Jacksonville, FL Transportation Authority, Community Transportation Coordinator Program	2,973,779
GA	Chatham Area Transit Job Access Reverse Commute (JARC)	991,260
IA	Iowa Statewide JARC	991,260
IL	Ray Graham Association for People With Disabilities	123,907
IL	Illinois Statewide JARC	198,252
IL	Operation Ride DuPage	495,630
IN	IndyGo IndyFlex Job Access Reverse Commute Program	743,445
KS	ADA Mobility Planning	361,810
KS	JARC Program, MidAmerica Regional Council Kansas City	495,630
KS	Topeka Metropolitan Transit Authority JARC	693,882
KS	Unified Government of Wyandotte County JARC	1,362,982
KY	Bowling Green KY Housing Authority Reverse Access Commute	297,378
MA	Holyoke Community Access to Employment and Adult Education	74,344
MA	Worcester Regional Transit Authority JARC Projects	148,689
MD	VoxLinx Voice-Enabled Transit Trip Planner	1,288,638
MD	Maryland Statewide JARC	3,965,039
MI	Flint Transit Job Access Reverse Commute Program	185,861
MN	Metropolitan Council Job Access	495,630
MO	Kansas City Job Access Partnership	495,630

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

PRIOR YEAR UNOBLIGATED SECTION 3037 JARC CONGRESSIONAL ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	UNOBLIGATED ALLOCATIONS
MO	Missouri Statewide JARC	3,300,039
ND-MN	Metropolitan Access to Jobs Initiative Fargo, North Dakota & Moorehead Minnesota	99,126
NJ	New Jersey Community Development Corporation Transportation Opportunity Center	297,378
NJ	New Jersey Statewide JARC	4,708,484
NV	Lake Tahoe Public Transit Services JARC Project	99,126
NV	Nevada Statewide small urban and rural Job Access Reverse Commute	99,126
NY	Ulster County Area Transit Rural Feeder Service	49,563
NY	Tompkins Consolidated Area Transit	74,344
NY	Broome County Transit JARC	99,126
NY	Chautauqua County Job Access/Reverse Commute Project	99,126
NY	City of Hornell Job Access Reverse Commute Program	99,126
NY	City of Poughkeepsie Underserved Population Bus Service	99,126
NY	Essex County Job Access Reverse Commute Project	99,126
NY	Oneida/Herkimer County JARC Project	99,126
NY	Orange County JARC Project	99,126
NY	Rochester-Genesee Regional Transportation Authority JARC	185,861
NY	Franklin County Job Access Reverse Commute Project	198,252
NY	MTA Long Island Bus Job Access Reverse Commute Project	247,815
NY	Central New York Regional Transportation Authority JARC	396,504
NY	Capital District Transportation Authority JARC	495,630
NY	New York Statewide JARC	991,260
NY	North Country County Consortium	456,299 b/
OH	Nile/Trumbull Transit	198,252
OH	Akron Metro Regional Transit Authority Job Access and Reverse Commute Program	123,907
OH	Central Ohio Transit Authority's [COTA] Job Access & Mobility Management Program	495,630
OH	Toledo Job Access Reverse Commute	144,559
OH	Greater Cleveland Regional Transit Authority JARC Program	743,445
OK	Oklahoma Statewide JARC	666,279
OR	Jackson-Josephine County JARC	198,252
OR	Salem Area Transit Reverse Commute Project	396,504
PA	Port Authority of Allegheny County JARC Program	3,612,150
PA	SEPTA JARC Program	4,460,669
SD	Cheyenne River Sioux Tribe Public Bus System	247,815
TN	Monroe County TN Job Access Reverse Commute Program	99,126
TN	Access to Healthcare for Children-Children's Health Fund	371,722
TN	Knox County Community Action Committee Transportation Program	396,504
TN	Knoxville Area Transit Job Access	545,193
TN	Tennessee Statewide JARC	5,334,243
TX	Lubbock Citibus Job Access Reverse Commute Program	227,990
TX	South East Texas Transit Facility Improvements and Bus Replacements	297,378
TX	Ways to Work, Tarrant County	297,378
TX	Corpus Christi Welfare to Work Project	372,714
TX	Galveston Job Access Reverse Commute Program	470,848
TX	San Antonio VIA Metropolitan Transit JARC Program	545,193
TX	EI Paso Sun Metro Job Access Program	768,226
TX	Texas Colonias JARC Initiative	2,379,023
VA	Bedford Ride	59,476

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

PRIOR YEAR UNOBLIGATED SECTION 3037 JARC CONGRESSIONAL ALLOCATIONS

STATE	PROJECT AND DESCRIPTION	UNOBLIGATED ALLOCATIONS
VA	Bay Area Transit	198,252
VA	Virginia Beach Paratransit Services	198,252
VA	Virginia Regional Transportation Association	198,252
VA	Technical Assistance Support & Performance Reviews of the JARC Grants Program	226,163
VA	Statewide Ways to Work	991,260
VA	Technical Assistance Support & Performance Reviews of the JARC Grants Program	226,163
VT	Chittenden County Transportation Authority JARC Program	103,256
WA	Link Transit JARC Program	232,151
WA	Washington State Transit car-sharing Job Access	495,630
WA	Vanpooling Enhancement and Expansion Project	743,445
WA	Vehicle Trip Reduction Incentives	991,260
WA	I-405 Congestion Relief Project	1,982,519
WI	Wisconsin Statewide JARC	2,577,275
WV	West Virginia Statewide JARC	991,260
<i>Subtotal FY 2004 Unobligated Allocations</i>		\$80,296,306
TOTAL UNOBLIGATED ALLOCATIONS		\$119,748,937

a/ The conferees direct FTA to permit WMATA to reprogram funds currently and previously appropriated for WMATA's JARC program to be used to provide ADA paratransit service to persons who are eligible for such service under the Americans with Disabilities Act of 1990.

b/ \$4,500,000 of North Country County Consortium was transferred to the bus program by General Provision Sec. 531 of PL 108- 447.