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FTA Fiscal Year 2012 Apportionments, Allocations, and Program Information; Notice

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 2012 Apportionments, Allocations, and Program Information

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: The Federal Transit Administration (FTA) annually publishes one or more notices apportioning funds appropriated by law. In some cases, if less than a full year of funds is available, FTA publishes multiple partial apportionment notices. This notice is the first notice announcing partial apportionment for programs funded with Fiscal Year (FY) 2012 contract authority because the current authorization of FTA's programs provides contract authority for the period October 1, 2011 through March 31, 2012. Additionally, the Consolidated and Further Continuing Appropriations Act, 2012, provides full-year funding for FTA's programs funded from the General Fund of the United States Treasury, which are Administrative Expenses, the New Starts and Research programs and grants to the Washington Metropolitan Area Transit Authority. The Appropriations Act, 2012 also provides an obligation limitation for the available contract authority and any additional contract authority that Congress may make available this fiscal year. This notice also provides program guidance and requirements; and provides information on several program issues important under the current program authorization. Also included are tables that show certain discretionary program unobligated (carryover) and reapportioned funding from previous years available for obligation during FY 2012.

FOR FURTHER INFORMATION CONTACT: For general information about this notice contact Jamie Pfister, Director, Office of Transit Programs, at (202) 366–2053. Please contact the appropriate FTA regional office for any specific requests for information or technical assistance. The Appendix at the end of this notice includes contact information for FTA regional offices.

An FTA headquarters contact for each major program area is included in the discussion of that program in the text of the notice.

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I. Overview

FTA's current authorization, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA–LU), expired September 30, 2009. Since that time, Congress has enacted short term extensions allowing FTA to continue its current programs. The Surface and Air Transportation Programs Extension Act of 2011 (Pub. L. 112–30, Div. C), hereinafter (''Temporary Authorization, 2012''), continues the authorization of the Federal transit programs of the U.S. Department of Transportation (DOT) through March 31, 2012. It extends contract authority for the Formula and Bus Grants programs at approximately

fifty percent of the FY 2011 levels until March 31, 2012. Additionally, FTA's full-year appropriations bill (Pub. L. 112–055, the Consolidated and Further Continuing Appropriations Act, 2012), hereinafter (''Appropriations Act, 2012'') was enacted in November, giving FTA appropriated resources for Administrative Expenses, Capital Investment Grants, and Research programs and grants to the Washington Metropolitan Area Transportation Authority. The Appropriations Act, 2012 also provides a full fiscal year obligation limitation on any contract authority that is made available to FTA programs funded from the Mass Transit Account of the Highway Trust Fund during this fiscal year.

This document apportions the FY 2012 authorized contract authority among potential program recipients according to statutory formulas in 49 U.S.C. Chapter 53. FTA will issue a supplemental notice at a later date if additional contract authority becomes available.

The notice does not include reprogramming of discretionary funds that lapsed to the designated project as of September 30, 2011 or the allocation of FY 2012 discretionary resources, with the exception of Small Starts allocations.

For each FTA program included in this notice, we have provided relevant information about the FY 2012 funding currently available, program requirements, period of availability, and other related program information and highlights, as appropriate. A separate section of the document provides information on program requirements and guidance that are applicable to all FTA programs. For additional information on FY 2012 and prior year annual apportionments, please visit *www.fta.dot.gov/grants/12853.html*.

II. FY 2012 Funding for FTA Programs

A. Funding Based on the Consolidated and Further Continuing Appropriations Act, 2012 (Pub. L. 112–55), and the Surface and Air Transportation Programs Extension Act of 2011 (Pub. L. 112–30)

The Surface and Air Transportation Programs Extension Act of 2011 (Temporary Authorization, 2012) continues the authorization of the Federal transit programs of the U.S. Department of Transportation (DOT) through March 31, 2012, and provides contract authority for these programs equal to approximately one half of the amounts available in FY 2011. The fiscal year 2012 Appropriations Act provides full-year funding for FTA programs funded from the General Fund of the United States Treasury and a full year obligation limitation on any contract authority that is made available during this fiscal year.

Table 1 of this document shows the funding that is currently available for the FTA programs. In addition to current year contract authority and appropriated funds, available funding also includes a small amount of additional contract authority not allocated in fiscal year 2011 and recoveries of lapsed funds. The amounts shown in Table 1 also include applicable reductions for set asides and takedowns. This **Federal Register** notice includes tables of apportionments and allocations for FTA formula programs as well as carryover discretionary funds based on applicable law.

B. Program Funds Set-Aside for Project Management Oversight

As background, Section 5327 of title 49, U.S.C., authorizes the takedown of funds from FTA programs for project management oversight. Section 5327 provides oversight takedowns at the following levels: 0.5 percent of Planning funds, 0.75 percent of Urbanized Area Formula funds, 1 percent of Capital Investment funds, 0.5 percent of Special Needs of Elderly Individuals and Individuals with Disabilities formula funds, 0.5 percent of Non-urbanized Area Formula funds, and 0.5 percent of the Paul S. Sarbanes Transit in the Parks Program funds (formerly the Alternative Transportation in the Parks and Public Lands Program). In addition, the Appropriations Act, 2012 authorizes an oversight takedown of 1 percent from the Job Access and Reverse Commute Program.

The funds are used to provide necessary oversight activities, including oversight of the construction of any major capital project under these statutory programs; to conduct State Safety Oversight, drug and alcohol, civil rights, procurement systems, management, planning certification and, financial reviews and audits, as well as evaluations and analyses of grantee specific problems and issues; and to provide technical assistance to correct deficiencies identified in compliance reviews and audits.

III. FTA FY 2012 Program Highlights and Changes

A. Discretionary Grant Program Competitions

FTA's discretionary grant programs that are funded from the General Fund of the United States Treasury (Section 5309 New Starts and the National Research Program) are authorized under chapter 53 of title 49, U.S.C., and funds are appropriated to carry out project activities in the Appropriation Act, 2012. Discretionary grant programs for which funding is derived from the Mass Transit Account of the Highway Trust Fund (Section 5308 Clean Fuels, 5309 Bus and Bus Facilities, 5311(c) Tribal Transit, 5320 Paul S. Sarbanes Transit in Parks, 5339 Alternatives Analysis, and Section 3038, Pub. L. 105–85 Over the Road Bus Accessibility) are provided with contract authority pursuant to 49 U.S.C. 5338(f)(1). At this time only half of the FY 2011 amount is available. Programs that were funded with unallocated Section 5309 bus funds in FY 2011 will again be allocated through a competitive process in FY 2012. Information about discretionary programs, including currently available funding amounts, can be found under the relevant subheading within this notice.

FTA anticipates publishing individual or combined Notices of Funding Availability (NOFAs) for discretionary programs in the **Federal Register** during the first quarter of calendar year 2012. Specific program requirements and selection criteria will be published in the relevant NOFAs. Applications will be due usually within 45–75 days from the date of publication. See the subheading for the Transit in Parks program for a specific exception relating to that program's schedule. New Starts and Small Starts program funds are allocated to specific projects by Congress after an extensive review and qualification process, and will not be published as a NOFA in the **Federal Register**.

Schedule of Discretionary Competitions:

Statutory Program	2012 Program Amounts, Subject to Funding Availability	Anticipated NOFA Publication	Public Announcement of Allocation
Bus and Bus Facilities Program - (Section 5309(m)(1)c)			
Bus & Bus Facilities - State of Good Repair	**$650,000,000**	Jan. 2012	Early July 2012
Bus & Bus Facilities - Livability	**$125,000,000**	Jan. 2012	Late July 2012
Bus & Bus Facilities - Veteran's Initiative	**$25,000,000**	Jan. 2012	Early July 2012
Clean Fuels (Section 5308)			
Clean Fuels (5308)	**$51,500,000**	Jan. 2012	Late July 2012
Other			
Alternatives Analysis (5339)	**$25,000,000**	Feb. 2012	August 2012
Tribal Transit (5311(c))	**$15,000,000**	Feb. 2012	August 2012
Over-the-Road-Bus (3038)	**$8,800,000**	Mar. 2012	August 2012

B. Census Designations and Population Counts Used for the Apportionment of Formula Funds

Formula allocations for Fiscal Year 2012 will continue to be based on 2000 Census data and designations. The 2010 Census Urbanized Area (UZA) designations and populations, which are expected to be released by the Bureau of the Census during FY 2012, will be used for the apportionment of FTA formula funds no earlier than FY 2013. For information on how the 2010 Census may affect formula funding recipients, FTA has published a summary of the potential impacts on its Web site at *http://www.fta.dot.gov/grants/12853_12408.html*.

C. Federal Share for Biodiesel Buses

Section 164 of the Consolidated Appropriations Act, 2008, the Omnibus Act, 2009 and the Consolidated Appropriations Act, 2010 allowed a 90 percent Federal share for biodiesel buses and for the net capital cost of factory-installed or retrofitted hybrid electric propulsion systems and any equipment related to such a system. The Department of Defense and Full-Year Continuing Appropriations Act, 2011 continued the provision for fiscal year 2011. However, the Appropriations Act, 2012, does not contain similar language. Therefore, the increased Federal share for biodiesel buses and for the net capital cost of factory-installed or retrofitted hybrid electric propulsion systems and any equipment related to such a system is no longer authorized through the appropriation process for grants awarded in fiscal year 2012.

D. Vehicle Fuel and Electrical Propulsion Costs as Capital Maintenance for Section 5307

The Appropriations Act, 2012, permits FTA to treat fuel costs for vehicle operations, including utility costs for the propulsion of electrical vehicles, as a capital maintenance item for grants made in FY 2012 under the Urbanized Area Formula Program, up to a total of $100,000,000. Since total obligations for this purpose are limited to $100,000,000, the use of funds for this purpose will be limited in amount, and will be available only to program recipients that respond to an upcoming announcement posted at *www.grants.gov*. Recipients are advised that this provision does not provide any funding in addition to their Section 5307 program apportionment. Additional information on this provision can be found in IV–C. Urbanized Area Formula Program (49.U.S.C. 5307).

IV. FTA Programs

This section of the notice provides the available FY 2012 funding to date and/or other important program-related information for eleven FTA formula and discretionary programs that are contained in this notice. Funding and/or other important information for each of the formula programs is presented immediately below. This includes program apportionments, program requirements, length of time FY 2012 funding is available for obligation to the recipient and other significant program information.

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

Section 5305(d) authorizes Federal funding to support a cooperative, continuous, and comprehensive planning program for transportation

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

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $46,943,600 in contract authority for the period October 1, 2011 through March 31, 2012 to the Metropolitan Planning Program (49 U.S.C. 5305(d) to support metropolitan transportation planning activities set forth in 49 U.S.C. 5303. Thus far, the total amount apportioned for the Metropolitan Planning Program to States for MPOs' use in urbanized areas (UZAs) is $46,925,691, as shown in the table below, after the addition of available FY 2011 contract authority and reapportioned funds and deductions for oversight.

METROPOLITAN PLANNING PROGRAM

Total Appropriation	$46,943,600
FY 2011 Contract Authority	195,331
Oversight Deductions	−235,695
Reapportioned Funds	22,455
Total Apportioned	46,925,691

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

2. Basis for Formula Apportionments

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

3. Program Requirements

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

4. Period of Availability

The funds apportioned under the Metropolitan Planning program to each State remain available for obligation to recipients for four fiscal years—which includes the year of apportionment plus three additional years. Any FY 2012 apportioned funds that remain unobligated at the close of business on September 30, 2015 will revert to FTA for reapportionment under the Metropolitan Planning Program.

5. Consolidated Planning Grants

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

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

States interested in transferring planning funds between FTA and FHWA should contact the FTA Regional Office or FHWA Division Office for more detailed procedures. Current guidelines are included in Federal Highway Administration Memorandum

dated July 12, 2007, ''Information: Final Transfers to Other Agencies that Administer Title 23 Programs.''

For further information on CPGs, contact Nancy Grubb, Office of Budget and Policy, FTA, at (202) 366–1635.

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

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

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $9,806,400 in contract authority for the period October 1, 2011 through March 31, 2012 to the State Planning and Research Program (49 U.S.C. 5305). Thus far, the total amount apportioned for the State Planning and Research Program (SPRP) is $9,956,684 as shown in the table below, after the addition of available FY 2011 contract authority and reapportioned funds and the deduction for oversight (authorized by 49 U.S.C. 5327).

STATE PLANNING AND RESEARCH PROGRAM

Total Appropriation	$9,806,400
FY 2011 Contract Authority	40,804
Oversight Deduction	−49,236
Reapportioned Funds	158,716
Total Apportioned	9,956,684

State apportionments for this program are displayed in Table 2.

2. Basis for Apportionment Formula

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

3. Requirements

Funds are provided to States for Statewide transportation planning programs. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, and management training. In addition, a State may authorize a portion of these funds to be used to supplement Metropolitan Planning funds allocated by the State to its UZAs, as the State deems appropriate. Program guidance for the State Planning and Research program is found in FTA Circular 8100.1C. This funding must support work elements and activities resulting in balanced and comprehensive intermodal transportation planning for the movement of people and goods. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes, without regard to the programmatic source of Federal assistance. Eligible work elements or activities include, but are not limited to studies relating to management, planning, operations, capital requirements, and economic feasibility; evaluation of previously funded projects; peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analysis; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment. An exhaustive list of eligible work activities is provided in FTA Circular 8100.1C, Program Guidance for Metropolitan Planning and State Planning and Research Program Grants, dated September 1, 2008. For more information, contact Victor Austin, Office of Planning and Environment at (202) 366–2996.

4. Period of Availability

The funds apportioned under the State Planning and Research program to each State remain available for obligation for four fiscal years, which include the year of apportionment plus three additional fiscal years. Any apportioned funds that remain unobligated at the close of business on September 30, 2015, will revert to FTA for reapportionment under the State Planning and Research Program.

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

Section 5307 authorizes Federal capital assistance, and in some cases, operating assistance for public transportation in urbanized areas. An urbanized area (UZA) is an area with a population of 50,000 or more that has been defined and designated as such in the 2000 Census by the U.S. Census Bureau. The Urbanized Area Formula Program funds may also be used to support planning activities, and may supplement planning projects funded under the Metropolitan Planning program. Urbanized Area Formula Program funds used for planning must be shown in the Unified Planning Work Program (UPWP) for MPO(s) with responsibility for that area. Funding is apportioned directly to each UZA with a population of 200,000 or more, and to the State Governors for UZAs with populations between 50,000 and 199,999. Eligible applicants are limited to entities designated as recipients in accordance with 49 U.S.C. 5307(a)(2) and other public entities with the consent of the Designated Recipient. Generally, operating assistance is not an eligible expense for UZAs with populations of 200,000 or more. However, there are several exceptions to this restriction. The exceptions are described in section 3(d)(5) below. For more information about the Urbanized Area Formula Program contact Adam Schildge or Elan Flippin, Office of Transit Programs, at (202) 366–0778.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $2,080,182,500 in contract authority for the period October 1, 2011 through March 31, 2012 to the Urbanized Area Formula Program (49 U.S.C. 5307). Thus far, the total amount apportioned for the Urbanized Area Formula Program is $2,280,481,376 as shown in the table below, after the addition of available FY 2011 contract authority and reapportioned funds and the 0.75 percent deduction for oversight (authorized by 49 U.S.C. 5327), and including funds apportioned to UZAs pursuant to Section 5340 for Growing States and High Density States.

URBANIZED AREA FORMULA PROGRAM

Total Appropriation	[a] $2,080,182,500
FY 2011 Contract Authority	8,655,561
Oversight Deduction	−15,666,286

URBANIZED AREA FORMULA PROGRAM—Continued

Section 5340 Funds Added	196,585,277
Reapportioned Funds	10,724,324
Total Apportioned	2,280,481,376

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

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

2. Basis for Formula Apportionment

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

To calculate a UZA's FY 2012 apportionment, FTA used population and population density statistics from the 2000 Census and (when applicable) validated mileage and transit service data from transit providers' 2010 National Transit Database (NTD) Report Year. Consistent with 49 U.S.C. 5336(b), FTA used 60 percent of the directional route miles attributable to the Alaska Railroad passenger operations system to calculate the apportionment for the Anchorage, Alaska UZA.

FTA has 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 2012 are displayed in Table 5. To replicate the basic formula component of a UZA's apportionment, multiply the dollar unit value by the appropriate formula factor (i.e., the population, population x population density), and when applicable, data from the NTD (i.e., route miles, vehicle revenue miles, passenger miles, and operating cost).

In FY 2012, one percent of funds appropriated for Section 5307, or $20,801,825 based on Temporary Authorization, 2012 and Appropriations Act, 2012, is set aside for Small Transit Intensive Cities (STIC). FTA apportions these funds to UZAs under 200,000 in population that operate at a level of service equal to or above the industry average level of service for all UZAs with a population of at least 200,000, but not more than 999,999, in one or more of six performance categories: passenger miles traveled per vehicle revenue mile, passenger miles traveled per vehicle revenue hour, vehicle revenue miles per capita, vehicle revenue hours per capita, passenger miles traveled per capita, and passengers per capita.

The data for these categories for the purpose of FY 2012 apportionments comes from the NTD reports for the 2010 reporting year. This data is used to determine a UZA's eligibility under the STIC formula, and is also used in the STIC apportionment calculations. Because these performance data change with each year's NTD reports, the UZAs eligible for STIC funds and the amount each receives may vary each year. In FY 2012, FTA apportioned $55,976 for each performance factor/category for which the urbanized area exceeded the national average for UZAs with a population of at least 200,000 but not more than 999,999.

In addition to the funds apportioned to UZAs, according to the Section 5307 formula factors contained in 49 U.S.C. 5336, FTA also apportions funds to urbanized areas under Section 5340 Growing States and High Density States formula factors. In FY 2012, FTA apportions $79,851,565 to UZAs in growing States and $116,733,712 to UZAs in High Density States. Half of the funds appropriated for Section 5340 are available to Growing States and half to High Density States. FTA apportions Growing States funds by a formula based on State population forecasts for 15 years beyond the most recent Census. FTA distributes the amounts apportioned for each State between UZAs and nonurbanized areas based on the ratio of urbanized/nonurbanized population within each State in the 2000 census, and to UZAs proportionately based on UZA population in the 2000 census (because population estimates are not available at the UZA level). FTA apportions the High Density States funds to States with population densities in excess of 370 persons per square mile. These funds are apportioned only to UZAs within those States. FTA pro-rates each UZA's share of the High Density funds based on the population of the UZAs in the State in the 2000 census.

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

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

3. Program Requirements

Program guidance for the Urbanized Area Formula Program is currently found in FTA Circular 9030.1D, Urbanized Area Formula Program: Grant Application Instructions, dated May 1, 2010, and supplemented by additional information or changes provided in this document.

i. Urbanized Area Formula Apportionments to Governors

For small UZAs, those with a population of less than 200,000, FTA apportions funds to the Governor of each State for distribution. A single total Governor's apportionment amount for the Urbanized Area Formula, STIC, and Growing States and High Density States is shown in the Urbanized Area Formula Apportionment Table 3. The table also shows, for informational purposes, the apportionment amount that would be attributable by formula to each small UZA within the State. The Governor is not bound by the small UZA amounts published for informational purposes in this notice and shall determine the sub-allocation of funds among the small UZAs. The Governor's sub-allocation should be sent to the appropriate FTA Regional Office before grants are awarded.

ii. Transit Enhancements

Section 5307(d)(1)(K) requires that one percent of Section 5307 funds apportioned to UZAs with populations of 200,000 or more be spent on eligible transit enhancement activities or

projects. This requirement is now treated as a certification, rather than as a set-aside as was the case under the Transportation Equity Act for the 21st Century (TEA–21). Designated recipients in UZAs with populations of 200,000 or more certify they are spending not less than one percent of Section 5307 funds for transit enhancements. In addition, Designated Recipients must submit an annual report on how they spent the money with the Federal fiscal year's final quarterly progress report in TEAM-Web. The report should include the following elements: (1) Grantee name; (2) UZA name and number; (3) FTA project number; (4) transit enhancement category; (5) brief description of enhancement and progress towards project implementation; (6) activity line item code from the approved budget; and (7) amount awarded by FTA for the enhancement. The list of transit enhancement categories and activity line item (ALI) codes may be found in the table of Scope and ALI codes on TEAM-Web, which can be accessed at *http://FTATEAMWeb.fta.dot.gov.*

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

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

iii. Transit Security Projects

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

FTA is often called upon to report to Congress and others on how grantees are expending Federal funds for security enhancements. To facilitate tracking of grantees' security expenditures, which are not always evident when included within larger capital or operating activity line items in the grant budget, we have established a non-additive (''non-add'') scope code for security expenditures—Scope 991–00. The non-add scope is to be used to aggregate activities included in other scopes, and it does not increase the budget total. Section 5307 grantees should include this non-add scope in the project budget for each new Section 5307 grant application or amendment. Under this non-add scope, the applicant should repeat the full amount of any of the line items in the budget that are exclusively for security and include the portion of any other line item in the project budget that is attributable to security, using under the non-add scope the same line item used in the project budget. The grantee can modify the ALI description or use the extended text feature, if necessary, to describe the security expenditures.

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

iv. FY 2012 Operating Assistance

UZAs under 200,000 in population may use Section 5307 funds for operating assistance. In addition, Section 5307, as amended, allows some UZAs with a population of 200,000 or more to use Urbanized Area Formula funds for operating assistance under certain conditions. Temporary Authorization, 2012 extends that eligibility until March 31, 2012. The specific provisions allowing the limited use of operating assistance in large UZAs are as follows:

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

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

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

d. Section 3027(c)(3) of TEA–21, as amended (49 U.S.C. 5307 note), provides an exception to the restriction

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

e. Section 5307(b)(2), as amended, allows, in FYs 2008 through 2011 and for the period October 1, 2011 through March 31, 2012, (1) UZAs that grew in population from under 200,000 to over 200,000 or that were under 200,000 but merged into another urbanized area and the population is over 200,000, as a result of the 2000 Census to use Section 5307 funds for operating assistance in an amount up to 50 percent of the grandfathered amount for FY 2002 funds; (2) Areas that were nonurbanized under the 1990 Census and became urbanized, as a result of the 2000 Census, to use no more than 50 percent of the amount apportioned to the area for FY 2003 for operating assistance; and (3) nonurbanized areas under the 1990 Census that merged into urbanized areas over 200,000, as a result of the 2000 Census, to use 50 percent of the amount the area received in FY 2002 Section 5311 funding for operating assistance. These allowances are shown in Table 3–A.

v. Treatment of Fuel and Electrical Propulsion Costs as Capital Maintenance

The Appropriations Act, 2012, permits FTA to treat fuel costs for vehicle operations, including utility costs for the propulsion of electrical vehicles, as a capital maintenance item for grants made in FY 2012 under the Urbanized Area Formula Program, up to a total of $100,000,000. The treatment of these costs as capital maintenance items means that they may be eligible for reimbursement under this program at an 80/20 matching rate. As explained in the preceding section, fuel costs are also eligible for reimbursement as an operating expense for UZAs under 200,000 in population, and under other special conditions noted above, but require a 50 percent match.

Since total obligations for this purpose are limited to $100,000,000, the use of funds for this purpose will be limited in amount, and will be available only to program recipients that respond to an upcoming announcement posted at *www.grants.gov.* Designated recipients for each Urbanized Area are directed to respond to this announcement with the dollar amount, out of their annual urbanized area apportionment funding, that they would like to apply to these costs for grants made in Fiscal Year 2012. While this provision applies to grants made during FY 2012, it is not limited to grants made using FY 2012 apportioned funds and may also include grants made during FY 2012 that contain prior year funds.

Recipients are directed to submit a request for the maximum dollar amount that they would elect to apply to capitalized fuel or propulsion under this provision based on the anticipated availability of full FY 2012 funding. Funds will be distributed as dollar caps for an interested urbanized area's Section 5307 apportionment. FTA will base the amount of the cap it allocates to each urbanized area that responds to the announcement on a fixed percentage applied to the Section 5307 apportionment of that urbanized area, not to exceed the amount requested. However, if all urbanized area 5307 recipients respond to the announcement, each could expect to be permitted to use no more than 2.2% of their annual formula apportionment amount for this purpose. Eligible respondents to this request are only the designated recipients for the urbanized area formula apportionment, including the State DOTs for areas under 200,000. The upcoming funding announcement will provide further direction. FTA will publish the distribution in a **Federal Register** notice.

Recipients are advised that this provision does not provide any funding in addition to their Section 5307 program apportionment. Funds granted under this provision will be treated as an alternative use of the eligible recipient's formula funding. Distribution of such funds among sub-recipients is subject to Federal planning requirements and will require coordination between the designated recipient(s), MPO, and other direct recipients of FTA funds. Funds sub-allocated to direct recipients within a UZA will be included in their FTA grants. Procurements to which these 5307 funds are applied must comply with Federal procurement requirements and include all applicable Federal procurement clauses.

Recipients, if selected to use this provision, will be required to obligate funds no later than September 30, 2012. Once funds are obligated, they will remain available until expended; funds can be requested for the applicant's current fiscal year plus one additional year. FTA does not plan to reallocate funding caps under this provision after it has been initially distributed.

Eligible designated recipients of Section 5307 funding that are interested in using funds under this provision are encouraged to become familiar with using grants.gov and are advised to monitor the site for the upcoming solicitation of interest. In addition, FTA recommends that grantees register for automatic email updates for Section 5307 Urbanized Area Formula Program on the FTA Web site. Further details will be posted with the announcement at *www.grants.gov.*

vi. Sources of Local Match

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

a. From non-Federal government sources other than revenues from providing public transportation services;

b. From revenues derived from the sale of advertising and concessions;

c. From an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital;

d. From amounts received under a service agreement with a State or local social service agency or private social service organization; and

e. Proceeds from the issuance of revenue bonds.

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

vii. Designated Transportation Management Areas (TMA)

Guidance for setting the boundaries of TMAs is in the joint transportation planning regulations codified at 23 CFR Part 450 as referenced in 49 CFR Part 613. In some cases, the TMA planning boundaries established by the MPO for the designated TMA includes one or more small UZAs. In addition, one small UZA (Santa Barbara, CA) has been designated as a TMA by Secretary pursuant to section 5303(k). The Governor's Apportionment for small UZAs may include funds attributable to a small UZA designated as a TMA or within the planning boundaries of a TMA.

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-Connellsville, PA.
Seattle, WA	Bremerton, WA.
Washington, DC–VA–MD	Frederick, MD.

Section 5303(k) provides that the Secretary shall designate ''any additional area as a transportation management area on the request of the Governor and the MPO designated for the area.'' In the event a Governor and an MPO determine that a small UZA should be a TMA or included within the boundaries of a TMA, the MPO and Governor must jointly request such designation from the Associate Administrator for Program Management, Federal Transit Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, in writing, no later than July 1 of each year of the identity of any small UZA within the planning boundaries of a TMA.

viii. Urbanized Area Formula Funds Used for Highway Purposes

Funds apportioned to a TMA are eligible for transfer to FHWA for highway projects, if the Designated Recipient has allocated a portion of the area's Section 5307 funding for such use. However, before funds can be transferred, the following conditions must be met: (1) Approval by the MPO in writing, after appropriate notice and opportunity for comment and appeal are provided to affected transit providers; (2) a determination of the Secretary that funds are not needed for investments required by the Americans with Disabilities Act of 1990 (ADA); and (3) the MPO determines that local transit needs are being addressed.

The MPO should notify the appropriate FTA Regional Administrator of its intent to use FTA funds for highway purposes. Urbanized Area Formula funds that are designated by the MPO for highway projects and meet the conditions cited in the previous paragraph will be transferred to and administered by FHWA.

4. Period of Availability

The Urbanized Area Formula Program funds apportioned in this notice are available for obligation during the year of apportionment plus three additional years. Accordingly, these funds must be obligated in grants by September 30, 2015. Any apportioned funds that remain unobligated at the close of business on September 30, 2015 will revert to FTA for reapportionment under the Urbanized Area Formula Program.

5. Other Program or Apportionment Related Information and Highlights

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

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

The Clean Fuels Grant program is a discretionary grant program that supports the use of alternative fuels in air quality maintenance or nonattainment areas for ozone or carbon monoxide through capital grants to urbanized areas for clean fuel vehicles and facilities. Funds will be distributed in response to a discretionary competition announced in the **Federal Register** during the first quarter of calendar year 2012. For more information about this program contact Vanessa Williams, Office of Program Management, at (202) 366–4818.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $25,750,000 in contract authority for the period October 1, 2011 through March 31, 2012 for the Clean Fuels Program. After the addition of available FY 2011 contract authority, a total of $25,857,145 is thus far available for grants, as shown in the table below.

CLEAN FUELS PROGRAM

Total Appropriated	$25,750,000
FY 2011 Contract Authority	107,145
Total Apportioned	25,857,145

2. Requirements

Clean Fuels Grant program funds may be made available to any grantee in a UZA that is designated as maintenance or nonattainment area for ozone or carbon monoxide as defined in the Clean Air Act. Eligible recipients include section 5307 Designated Recipients as well as recipients in small UZAs. The State in which a small UZA is located will act as the recipient of funds. Eligible projects include the purchase or lease of clean fuel buses, the construction or lease of clean fuel or electrical recharging facilities and related equipment for such buses, and construction or improvement of public transportation facilities to accommodate clean fuel buses.

3. Period of Availability

Clean Fuels Program funds are available for three years, which includes the year the funds are allocated to a project through a notice of award or appropriation plus two. FY 2012 funds will be distributed through a competitive discretionary process, which will be announced in a **Federal Register** Notice of Funding Availability during the first quarter of calendar year 2012.

4. Other Program or Apportionment Related Information and Highlights

Table 7 lists prior year carryover of $13,761,707 for Clean Fuels projects allocated FY 2010 program funds. These projects were announced during FY 2011 and are available for obligation until September 30, 2013. For more information about the FY 2011 Clean Fuels Grant Program award announcements, please visit *www.gpo.gov/fdsys/pkg/FR-2011-12-12/pdf/2011-31694.pdf* (Federal Register Citation: 76 FR 77302—FTA Sustainability Program Funds: Announcement of Project Selections, December 12, 2011).

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

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

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $833,250,000 in contract authority for the period October 1, 2011 through March 31, 2012 for the Fixed Guideway Modernization Program. Thus far, the total amount apportioned for the Fixed Guideway Modernization Program is $831,257,145, after the addition of available FY 2011 contract authority and reapportioned funds and deductions for oversight, as shown in the table below.

FIXED GUIDEWAY MODERNIZATION PROGRAM

Total Appropriation	$833,250,000
FY 2011 Contract Authority	3,467,122
Oversight Deduction (total)	−8,367,171
Reapportioned Funds	363,287
Total Apportioned	831,257,145

The FY 2012 Fixed Guideway Modernization Program apportionments to eligible areas are displayed in Table 8.

2. Basis for Formula Apportionment

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

FY 2012 Formula apportionments are based on data grantees provided to the NTD for the 2010 reporting year. Table 9 provides additional information and details on the formula. Dollar unit values for the formula factors used in the Fixed Guideway Modernization Program are displayed in Table 5. To replicate an area's apportionment, multiply the dollar unit value by the appropriate formula factor, i.e., route miles and revenue vehicle miles.

3. Program Requirements

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

4. Period of Availability

The funds apportioned in this notice under the Fixed Guideway Modernization Program remain available to recipients to be obligated in a grant during the year of appropriation plus three additional years. FY 2012 Fixed Guideway Modernization funds that remain unobligated at the close of business on September 30, 2015, will revert to FTA for reapportionment under the Fixed Guideway Modernization Program.

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

This program provides capital assistance for new and replacement buses, and related equipment and facilities. Funds are allocated on a discretionary basis. Eligible purposes are acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, and shop and garage equipment. Eligible applicants are State and local governmental authorities. Eligible sub-recipients include other public agencies, private companies engaged in public transportation and private non-profit organizations.

For more information about Bus and Bus-Related Facilities (Bus Program) contact Samuel Snead, Office of Transit Programs, at (202) 366–1089.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $492,000,000 in contract authority for the period October 1, 2011 through March 31, 2012 for the Bus and Bus-Related Facilities program. The total amount apportioned for the program thus far is $489,106,722, after the addition of available FY 2011 contract authority and deductions for oversight, as shown in the table below.

BUS AND BUS-RELATED FACILITIES

Total Appropriated	$492,000,000
FY 2011 Contract Authority	2,047,194
Oversight Deduction	−4,940,472
Total Apportioned	489,106,722

2. Basis for Allocation

FY 2012 Bus and Bus-Related Facilities program allocations are shown in Table 10. Allocations include nine Section 5309 Capital Investment Program New and Small Starts Bus Rapid Transit (BRT) projects, which are funded through the Bus and Bus-Related Facilities program in FY 2012.

Unallocated 2012 Bus and Bus-Related Facilities Program funds will be distributed through discretionary program competitions. FY 2012 discretionary competitions will include a State of Good Repair program, a Bus Livability program and a Veterans Transportation and Community Living Initiative. FTA will publish one or more Notices of Funding Availability (NOFAs) during the first quarter of calendar year 2012 to announce these discretionary program competitions. Specific program requirements and selection criteria will be published in the relevant notices of funding availability (NOFA).

3. Requirements

Program guidance for Bus and Bus-Related Facilities is found in FTA Circular C9300.1B, ''Capital Investment Program Guidance and Application Instructions,'' (November 1, 2008) and in subsequent notices of funding availability for each discretionary program.

4. Period of Availability

Section 5309 Bus and Bus-Related Facilities funds are available for three years, which includes the year the funds are allocated to a project through a notice of award or appropriation plus two. Fiscal Year 2012 Bus and Bus-Related Facilities allocations, including the Ferry Boat Allocations for FY 2010–2012, listed in Table 10 not obligated in an FTA grant for eligible purposes by September 30, 2014 may be made available for other Bus and Bus-Related Facilities projects under Section 5309 during the following fiscal year.

5. Other Program or Allocation Related Information and Highlights

Prior year unobligated balances for Bus and Bus-Related allocations in the amount of $367,630,155 remain available for obligation in FY 2012. The prior year carryover amounts are displayed in Table 11. Footnotes are included in Table 11 to identify the period of availability for each of these allocations. These tables do not include funds allocated in the recent discretionary competitions announced after September 30, 2011.

This notice publishes the allocation of funds for Section 5309 Ferry Boat Systems projects for FY 2010, FY 2011, and FY 2012. These projects are shown in Table 10. The list of FY 2010 Ferryboat projects replaces the projects published in the FTA FY 2010 apportionment notice (February 16, 2010, Table 10), which incorrectly published a list of Ferry Boat Systems projects administered by the Federal Highway Administration (FHWA).

For more information about the FY 2011 Bus Livability Program award announcements, please visit *www.gpo.gov/fdsys/pkg/FR-2011-11-07/pdf/2011-28779.pdf.* (**Federal Register** Citation: 76 FR 68813–FY 2011 Discretionary Livability Funding Opportunity; Section 5309 Bus and Bus Facilities Livability Initiative Program Grants and Section 5339 Alternatives Analysis Program, November 7, 2011.)

For more information about the FY 2011 State of Good Repair Program award announcements, please visit *www.gpo.gov/fdsys/pkg/FR-2011-11-07/pdf/2011-28774.pdf.* (**Federal Register** Citation: 76 FR 68819—State of Good Repair Bus and Bus Facilities Discretionary Program Funds, November 7, 2011.)

For more information about the FY 2011 Veterans Transportation and Community Living Initiative award announcements, please visit *www.gpo.gov/fdsys/pkg/FR-2011-12-19/pdf/2011-32447.pdf* (**Federal Register** Citation: 76 FR 78732–FY 2011 Discretionary Funding Opportunity; Section 5309 Bus and Bus Facilities Veterans Transportation and Community Living Initiative, December 19, 2011).

G. Capital Investment Program (49 U.S.C. 5309)—New and Small 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. Eligible purposes for the Small Starts program are those mentioned for the New Starts program, as well as corridor based bus systems that do not operate on a fixed guideway but include elements such as substantial transit stations, signal priority or pre-emption, branding of vehicles, and service frequencies of 10 minutes during peak periods and 15 minutes during off peak periods for at least 14 hours per day.

Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process, which includes evaluation and rating by FTA based on several statutorily-defined criteria. 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. Small Starts projects typically receive funds through a project construction grant agreement (PCGA) that defines the scope of the project and specifies the Federal commitment to the project or a single year construction grant if the Small Starts contribution is $25 million or less and has already been appropriated.

For more information about the New or Small Starts project development process or evaluation and rating process contact Elizabeth Day, Office of Planning and Environment, at (202) 366–4033, or for information about published allocations contact Eric Hu, Office of Transit Programs, at (202) 366–0870.

1. FY 2012 Funding Availability

The Appropriations Act, 2012 appropriated $1,955,000,000 to the major capital investment program (New and Small Starts) for the full fiscal year. Thus far, the total amount allocated for the major capital investment program (New and Small Starts) is $1,935,450,000, after the one percent deduction for oversight, is shown in the table below.

CAPITAL INVESTMENT PROGRAM (NEW STARTS)

Total Appropriation	$1,955,000,000
Oversight (one percent) ..	− 19,550,000
Total Available	1,935,450,000

2. Basis for Allocation

Congress included authorizations for specific New Starts projects with Full Funding Grant Agreements (FFGA) in SAFETEA–LU. Funds allocated to specific projects are shown in Table 12. These non-discretionary allocations amount to $1,388,515,000. Table 12 also includes a discretionary allocation of $35,481,000 for the Small Starts Project Central Mesa LRT Extension (Mesa, AZ). Unallocated funds total $511,454,000.

The Appropriations Bill, 2012 includes a rescission of $58,500,000 of unspent funds appropriated in FY 2009 under Public law 111–8.

3. Requirements

FY 2010 New Starts projects were earmarked in law. Thus, reprogramming for a purpose other than that specified must also occur in law. While FY 2012 New Starts projects were identified in conference report accompanying the Appropriations Act, 2012 and not the Act itself, New Starts projects are subject to a complex set of approvals related to planning and project development set forth in 49 CFR Part 611. FTA has published a number of rulemakings and interim guidance documents related to the New Starts program since the passage of SAFETEA–LU. Grantees should reference the FTA Web site at *www.fta.dot.gov* for the most current program guidance about project developments and management. Grant related guidance for New Starts is found in FTA Circular C9300.1B, Capital Investment Program Guidance and Application Instructions dated November 1, 2008; and C5200.1A, Full Funding Grant Agreement Guidance, dated December 5, 2002.

4. Period of Availability

New Starts funds that remain unobligated to the projects designated the funds after three fiscal years (including the fiscal year the funds are allocated plus two additional years) may be made available for other section 5309 New Start projects. Therefore, corresponding funds for projects identified in the FY 2012 conference report must be obligated for the project by September 30, 2014.

5. Other Program or Apportionment Related Information and Highlights

Prior year FY 2010 and FY 2011 unobligated discretionary and non-discretionary allocations for New Starts, including Urban Circulator projects, in the amount of $1,323,217,298 remain available for obligation in FY 2012. These unobligated amounts are displayed in Table 13.

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

This program provides formula funding to States for capital projects to assist private nonprofit groups in meeting the transportation needs of the elderly and individuals with disabilities when the public transportation service provided in the area is unavailable, insufficient, or inappropriate to meet these needs. A State agency designated by the Governor administers the Section 5310 program. The State's responsibilities include: notifying eligible local entities of funding availability; developing project selection criteria; determining applicant eligibility; selecting projects for funding; and ensuring that all sub-recipients comply with Federal requirements. Eligible nonprofit organizations or public bodies must apply directly to the designated State agency for assistance under this program. For more information about the Elderly and Individuals with Disabilities Program contact Gil Williams, Office of Transit Programs, at (202) 366–0797.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $66,750,000 in contract authority for the period October 1, 2011 through March 31, 2012 for the Elderly and Individuals with Disabilities Program (49 U.S.C. 5310). After deduction of 0.5 percent for oversight, and the addition of reapportioned prior year funds, $67,055,892 remains available for allocation to the States. The FY 2012 Elderly and Individuals with Disabilities Program apportionments to the States are displayed in Table 14.

ELDERLY AND INDIVIDUALS WITH DISABILITIES PROGRAM

Total Appropriation	$66,750,000
FY 2011 Contract Authority	277,744
Oversight Deduction	−335,139
Reapportioned Funds	363,287
Total Apportioned	67,055,892

2. Basis for Apportionment

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

3. Requirements

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

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

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

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

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

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

The Section 5310 program is subject to the requirements of Section 5307

formula program to the extent the Secretary determines appropriate. Program guidance is found in FTA Circular 9070.1F, dated May 1, 2007. The circular is posted on the FTA Web site at *www.fta.dot.gov*.

4. Period of Availability

Section 5310 funds are available for three years, which includes the year of apportionment plus two. Fiscal Year 2012 Section 5310 funds not obligated in an FTA grant for eligible purposes by September 30, 2014 will revert to FTA for reapportionment among the States under the Elderly and Individuals with Disabilities Program.

5. Other Program or Apportionment Related Information and Highlights

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

6. Performance Measures

To support the evaluation of the program, FTA has established performance measures for the Section 5310 program, which should be submitted with the State's annual program of projects status report on October 31, 2012. States should submit performance measures on behalf of their sub-recipients. Information on the Section 5310 performance measures can be found at *http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html.*

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

This program provides formula funding to States and Indian Tribes for the purpose of supporting public transportation in areas with a population of less than 50,000. Funding may be used for capital, operating, State administration, and project administration expenses. Eligible sub-recipients include State and local governmental authority, Indian Tribes, private non-profit organizations, and private operators of public transportation services, including intercity bus companies. Indian Tribes are also eligible direct recipients under Section 5311, both for funds apportioned to the States and for projects selected to be funded with funds set aside for a separate Tribal Transit Program. For more information about the Nonurbanized Area Formula Program contact Lorna Wilson, Office of Transit Programs, at (202) 366–0893.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $232,500,000 in contract authority for the Nonurbanized Area Formula Program (49 U.S.C. 5311) for the period October 1, 2011 through March 31, 2012. Thus far, the total amount apportioned for the Nonurbanized Area Formula Program is $269,879,990 after take-downs of two percent for the Rural Transportation Assistance Program (RTAP), 0.5 percent for oversight, and $7,500,000 for the Tribal Transit Program, and the addition of Section 5340 funding for Growing States and of reapportioned funds, as shown in the table below.

NONURBANIZED AREA FORMULA PROGRAM

Total Appropriation	$232,500,000
FY 2011 Contract Authority	916,869
Oversight Deduction	−1,167,337
Tribal Takedown	−7,500,000
RTAP Takedown	−4,650,000
Section 5340 Funds Added	36,882,147
Reapportioned Funds	748,311
Total Apportioned	269,879,990

The FY 2012 Nonurbanized Area Formula apportionments to the States are displayed in Table 15.

2. Basis for Apportionments

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

FTA is allocating $36,729,317 to the States and territories for nonurbanized areas from the Growing States portion of Section 5340. FTA apportions Growing States funds by a formula based on State population forecasts for 15 years beyond the most recent census. FTA distributes the amounts apportioned for each State between UZAs and nonurbanized areas based on the ratio of urbanized/nonurbanized population within each State in the 2000 census.

3. Program Requirements

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

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

Each State must spend no less than 15 percent of its FY 2012 Nonurbanized Area Formula apportionment for the development and support of intercity bus transportation, unless the State certifies, after consultation with affected intercity bus service providers, that the intercity bus service needs of the State are being adequately met. FTA also encourages consultation with other stakeholders, such as communities affected by loss of intercity service.

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

To retain eligibility for funding, recipients of Section 5311 funding must report data annually to the NTD. Additional information on NTD reporting is contained in paragraph 5 of this section, below.

Program guidance for the Nonurbanized Area Formula Program is found in FTA Circular 9040.1F, ''Nonurbanized Area Formula Program Guidance and Grant Application Instructions,'' dated April 1, 2007. The circular is posted at *www.fta.dot.gov*.

4. Period of Availability

Section 5311 Nonurbanized Area Formula Program funds are available for

three years, which includes the year of appropriation, plus two. Fiscal Year 2012 Nonurbanized Area Formula funds not obligated in an FTA grant for eligible purposes by September 30, 2014 will revert to FTA for reapportionment among the States under the Nonurbanized Area Formula Program.

5. Other Program or Apportionment Related Information and Highlights

i. NTD Reporting

By law, FTA requires that each recipient under the Section 5311 program submit an annual report to the NTD containing information on capital investments, operations, and service provided with funds received under the Section 5311 program. Section 5311(b)(4), as amended by SAFETEA–LU, specifies that the report shall include information on total annual revenue, sources of revenue, total annual operating costs, total annual capital costs, fleet size and type, and related facilities, revenue vehicle miles, and ridership. State or Territorial DOT 5311 grant recipients must complete a one-page form of basic data for each 5311 sub-recipient, unless the sub-recipient is already providing a full report to the NTD as a Tribal Transit direct recipient or as an urbanized area reporter (without receiving a Nine or Fewer Vehicles Waiver). For the 2012 Report Year, State or Territorial DOTs must report on behalf of any sub-recipient receiving Section 5311 grants in 2012, or that continued to benefit in 2012 from capital assets purchased using Section 5311 grants. Tribal Transit direct recipients must report if they received an obligation or an outlay for a Section 5311 grant in 2012, or if they continued to benefit in 2012 from capital assets using Section 5311 Grants, unless the Tribe is already filing a full NTD Report as an urbanized area reporter or unless the Tribe only received $50,000 or less in planning grants. The NTD Rural Reporting Manual contains detailed reporting instructions and is posted on the NTD Web site, *www.ntdprogram.gov*.

ii. Extension of Intercity Bus Pilot of In-Kind Match

Beginning in FY 2007, FTA implemented a two year pilot program of in-kind match for intercity bus service. The initial program was set to expire after FY 2008; however, FTA decided to extend the program through FY 2011. Through this notice FTA extends the In-Kind Match program through FY 2012. FTA published guidance on the in-kind match pilot in the **Federal Register** on February 28, 2007, as Appendix 1 of the Notice announcing the final revised circular 9040.1F, which is available at *www.fta.dot.gov*.

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

This program provides funding to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in nonurbanized areas. For more information about Rural Transportation Assistance Program (RTAP) contact Lorna Wilson, Office of Transit Programs, at (202) 366–0893.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $4,650,000 in contract authority for RTAP (49 U.S.C. 5311(b)(2)), as a two percent takedown from the funds appropriated for Section 5311 for the period October 1, 2011 through March 31, 2012. FTA has reserved 15 percent for the National RTAP program. After the reservation for the National RTAP program and the addition of FY 2011 contract authority and reapportioned funds, thus far a total of 4,105,923 is available for allocation to the States, as shown in the table below.

RURAL TRANSIT ASSISTANCE PROGRAM

Total Appropriation	$4,650,000
FY 2011 Contract Authority	19,348
National RTAP Takedown	−697,500
Reapportioned Funds	134,075
Total Apportioned	4,105,923

Table 15 shows the FY 2012 RTAP allocations to the States.

2. Basis for Allocation

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

3. Program Requirements

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

4. Period of Availability

Section 5311 RTAP funds are available for three years, which includes the year the funds are made available to a project through a notice of award, plus two.

5. Other Program or Apportionment Related Information and Highlights

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

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

FTA refers to this program as the Tribal Transit Program. It is funded as a takedown from funds made available for the Section 5311 program. Eligible direct recipients are federally recognized Indian Tribes. The funds are to be allocated for grants to Indian Tribes for any purpose eligible under Section 5311, which includes capital, operating, planning, and administrative assistance for rural public transit services and rural intercity bus service. For more information about the Tribal Transit Program contact Lorna Wilson, Office of Transit Programs, at (202) 366–0893.

1. Funding Availability in FY 2012

Based on the Temporary Authorization, 2012 FTA is allocating $7,500,000 for the Tribal Transit Program for the period October 1, 2011 through March 31, 2012. After the addition of available FY 2011 contract authority and reapportioned funds, and the deduction of FY 2012 funds apportioned to the program in FY 2011, a total of $8,020,905 is available for grants, as shown in the table below.

TRIBAL TRANSIT PROGRAM

Total Appropriated	$7,500,000
FY 2011 Contract Authority	31,207
FY 2011 Program Apportionment	−36,410

TRIBAL TRANSIT PROGRAM—Continued

Reapportioned Funds	489,698
Total Apportioned	8,020,905

2. Basis for Allocation

Based on procedures developed in consultation with the Tribes, FTA will issue a Notice of Funding Availability (NOFA) soliciting applications for FY 2012 funds. Projects are competitively selected based on the criteria published in the NOFA.

3. Requirements

FTA developed streamlined program requirements based on statutory authority allowing the Secretary to determine the terms and conditions appropriate to the program. These conditions are contained in the annual NOFA. Beginning with grants awarded in FY 2009, the grant agreement has incorporated the statement of warranty for labor protective arrangements, and tribal grants will be submitted to the Department of Labor (DOL) for information upon FTA approval. Projects funded under the Tribal Transit Program are not required to have local match.

4. Period of Availability

Section 5311 Tribal Transit funds are available for three years, which includes the year of allocation, plus two. Fiscal Year 2012 Tribal Transit funds announced during FY 2012 that are not obligated in an FTA grant for eligible purposes by September 30, 2014 may be made available for other Tribal Transit projects under Section 5311 during the following fiscal year.

5. Other Program Changes and Highlights

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

Technical assistance for Tribes may be available from the State DOT using the State's allocation of RTAP or funds available for State administration under Section 5311, from the Tribal Transportation Assistance Program (TTAP) Centers supported by FHWA, and from the Community Transportation Association of America under a program funded by the United States Department of Agriculture (USDA). The National RTAP will also be developing new resources for Tribal Transit. The National RTAP program, in conjunction with FTA, will be hosting a Tribal Transit Training and Technical Assistance meeting in Scottsdale, Arizona from March 18–21, 2012. Tribes who have active grants with FTA's Tribal Transit program are encouraged to attend the two and half day training session. For more information contact Lorna Wilson, Program Manager at (202) 366–0893 or visit the National RTAP Web site regarding preliminary conference logistics at *http://www.nationalrtap.org.*

Table 16 lists prior year carryover of $6,373,776 for Tribal Transit program projects allocated project funding in FY 2010. The FY 2010 allocations were announced on March 30, 2011 and are available for obligation until September 30, 2013. For more information about the FY 2011 Tribal Transit program selections announced on December 1, 2011, please visit *www.fta.dot.gov/tribaltransit.* FTA anticipates publishing its FY 2011 Tribal Transit Program Notice of Award, formally announcing the FY 2011 program selections, in the **Federal Register** in early January.

L. Growing States and High Density States Formula Factors (49 U.S.C. 5340)

The Temporary Authorization, 2012 makes $232,500,000 in contract authority available for apportionment in accordance with the formula factors prescribed for Growing States and High Density States set forth in 49 U.S.C. 5340 for the period October 1, 2011 through March 31, 2012. After the addition of available FY 2011 contract authority, a total of $233,467,424 is available for apportionment. Fifty percent of this amount is apportioned to eligible States and urbanized areas using the Growing State formula factors. The other 50 percent is apportioned to eligible States and urbanized areas using the High Density States formula factors.

The term ''State,'' for purposes of this program, is defined to mean only the 50 States. For the Growing State portion of the program, funds are allocated based on the population forecasts for fifteen years after the date of that census. Forecasts are based on the trend between the most recent decennial census and Census Bureau population estimates for the most current year. Census population estimates as of July 1, 2010 were used in the FY 2012 apportionments. Funds allocated to the States are then sub-allocated to urbanized and non-urbanized areas based on forecast population, where available. If forecasted population data at the urbanized level is not available, as is currently the case, funds are allocated to current urbanized and non-urbanized areas on the basis of current population in the 2000 Census. Funds allocated to urbanized areas are included in their Section 5307 apportionment. Funds allocated for non-urbanized areas are included in the states' Section 5311 apportionments.

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

The Job Access and Reverse Commute (JARC) program provides formula funding to States and Designated Recipients to support the development and maintenance of job access projects designed to transport welfare recipients and low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of UZAs and other than urbanized areas to suburban employment opportunities. For more information about the JARC program contact Gil Williams, Office of Transit Programs, at (202) 366–0797.

1. Funding Availability in FY 2012

The Temporary Authorization, 2012 provides $82,250,000 in contract authority for the JARC Program for the period October 1, 2011 through March 31, 2012. The Appropriations Act, 2012 allows for a takedown of one percent of JARC program funds for oversight. After this takedown of one percent for oversight, and the addition of available FY 2011 contract authority and reapportioned funds, a total of 95,047,060 is thus far available for allocation to the States, as shown in the table below.

JOB ACCESS AND REVERSE COMMUTE PROGRAM

Total Appropriation	$82,250,000
FY 2011 Contract Authority	342,239
Oversight Deduction	−822,500
Reapportioned Funds	13,277,321
Total Apportioned	95,047,060

Table 17 shows the FY 2012 JARC apportionments.

2. Basis for Formula Apportionment

By law, FTA allocates 60 percent of funds available to UZAs with populations of 200,000 or more persons (large UZAs); 20 percent to the States for urbanized areas with populations ranging from 50,000 to 199,999 persons

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

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

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

3. Requirements

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

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

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

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

The coordinated planning requirement is also a requirement in two additional programs. Projects selected for funding under the Elderly and Individuals with Disabilities Program (Section 5310) and the New Freedom program (Section 5317) also are required to be derived from a locally developed coordinated public transit-human service transportation plan. FTA anticipates that most areas will develop one consolidated plan for all the programs, which may include separate elements and other human service transportation programs. The goal of the coordinated planning process is not to be an exhaustive document, but to serve as a tool for planning and implementing beneficial projects. The level of effort required to develop the plan will vary among communities based on factors such as the availability of resources. FTA does not approve coordinated plans.

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

4. Period of Availability

Section 5316 JARC funds are available for three years, which includes the year of apportionment, plus two. Fiscal Year 2012 JARC funds not obligated in an FTA grant for eligible purposes by September 30, 2014 will revert to FTA for reapportionment among the States and large UZAs under the JARC program.

5. Other Program or Apportionment Related Information and Highlights

Transfers to Section 5307 or Section 5311: States may transfer JARC funds to Section 5307 or Section 5311, but only for projects competitively selected under the JARC program, not as a general supplement for those programs. FTA anticipates that the States would use this flexibility primarily for projects to be implemented by a Section 5307 recipient in a small urbanized area or for federally recognized Indian Tribes that elect to receive funds as a direct recipient from FTA under Section 5311. FTA has established a scope code (646) to track JARC projects included within a Section 5307 or 5311 grant. All activities within a Section 5307 or Section 5311 grant application that are funded with JARC resources should be listed under the 646–00 scope code. Transfer to Section 5307 or 5311 is permitted but not required. FTA also will award stand-alone JARC grants to the State for any and all sub-recipients. To track disbursements accurately against the appropriate program, FTA will not combine JARC funds with Section 5307 funds in a single Section 5307 grant, nor will FTA combine JARC with New Freedom funds in a single Section 5307 grant.

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

SAFETEA–LU established the New Freedom Program under 49 U.S.C. 5317. The program purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the

Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. For more information about the New Freedom program contact Gil Williams, Office of Transit Programs, at (202) 366–0797.

1. Funding Availability in FY 2012

The Temporary Authorization, 2012 provides $46,250,000 in contract authority for the New Freedom Program for the period October 1, 2011 through March 31, 2012. After the addition of available FY 2011 contract authority and reapportioned funds, a total of 54,405,514 is available for allocation to the States, as shown in the table below.

NEW FREEDOM PROGRAM

Total Appropriated	$46,250,000
FY 2011 Contract Authority	192,445
Reapportioned Funds	7,963,069
Total Apportioned	54,405,514

Table 18 shows the FY 2012 New Freedom apportionments.

2. Basis for Formula Apportionment

By law, FTA allocates 60 percent of funds available to UZAs with populations of 200,000 or more persons (large UZAs); 20 percent to the States for urbanized areas with populations ranging from 50,000 to 199,999 persons (small UZAs), and 20 percent to the States for rural and small urban areas with populations of less than 50,000 persons. FTA apportions funds based upon the number of persons with disabilities over the age of five residing in a State or large urbanized area, using data from the 2000 Census. FTA publishes apportionments to each State for small UZAs and for rural and small urban areas and a single apportionment for each large UZA.

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

3. Requirements

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

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

Funding is available for transportation services provided by public, non-profit, or private-for-profit operators. Assistance may be provided for a variety of transportation services and strategies directed at assisting persons with disabilities to address unmet transportation needs. Eligible public transportation services and public transportation alternatives funded under the New Freedom program must be both new and beyond the ADA. In a notice of policy change published on April 29, 2009, (**Federal Register** Volume 74 Number 81, April 29, 2009) FTA expanded the type of projects it considers to be ''beyond the ADA'' and thus increased the types of projects eligible for funding under the New Freedom program. Under interpretation published in the **Federal Register,** new and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities are eligible projects.

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

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

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

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

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

4. Period of Availability

Section 5317 New Freedom funds are available for three years, which includes the year of apportionment, plus two. Fiscal Year 2012 New Freedom funds not obligated in an FTA grant for eligible purposes by September 30, 2014 will revert to FTA for reapportionment among the States and large UZAs to be used for New Freedom program purposes.

5. Other Program or Apportionment Related Information and Highlights

Transfers to Section 5307 or 5311: States may transfer New Freedom funds to Section 5307 or Section 5311, but only for projects competitively selected

under the New Freedom program, not as a general supplement for those programs. FTA anticipates that the States would use this flexibility for projects to be implemented by a Section 5307 recipient in a small urbanized area or for federally recognized Indian Tribes that elect to receive funds as a direct recipient from FTA under Section 5311. FTA has established a scope code (647) to track New Freedom projects included within a Section 5307 or 5311 grant. All activities within a Section 5307 or Section 5311 grant application that are funded with New Freedom resources should be listed under the 647–00 scope code. Transfer to Section 5307 or 5311 is permitted but not required. FTA also will award stand-alone New Freedom Program grants to the State for any and all sub-recipients. In order to track disbursements accurately against the appropriate program, FTA will not combine New Freedom funds with Section 5307 funds in a single Section 5307 grant, nor will FTA combine New Freedom with JARC funds in a single Section 5307 grant.

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

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

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $13,450,000 in contract authority to the Paul S. Sarbanes Transit in Parks Program for the period October 1, 2011 through March 31, 2012. After the addition of available FY 2011 contract authority and the deduction for oversight, a total of $13,438,435 is available for grants, as shown in the table below. Up to ten percent of the funds may be reserved for planning, research, and technical assistance.

PAUL S. SARBANES TRANSIT IN PARKS PROGRAM

Total Appropriated	$13,450,000
FY 2011 Contract Authority	55,965
Oversight Deduction	67,530
Total Apportioned	13,438,435

As stated in the FY 2011 Notice of Funding Availability, FY 2012 funds may be used to fund project applications received in response to the 2011 program competition. An announcement of project selections using both FY 2011 and FY 2012 funds will be published in or around January 2012. Depending upon the availability of additional full-year funding, FTA may publish a separate notice of Funding Availability (NOFA) in the **Federal Register** inviting additional applications for funding in FY 2012. For information on the FY 2011 program competition and award announcements, please visit *www.fta.dot.gov/transitinparks.*

2. Program Requirements

Projects are competitively selected based on criteria specified in the Notice of Funding Availability. The terms and conditions applicable to the program are also specified in the NOFA. Projects must conserve natural, historical, and cultural resources, reduce congestion and pollution, and improve visitor mobility and accessibility. By statute, no more than 25 percent of the amount provided may be allocated for any one project. Projects funded under the Transit in Parks Program are not required to have local match.

3. Period of Availability

Funds awarded under the Transit in Parks Program remain available until expended. Consistent with section 9.5.2a of the ''Department of Transportation Financial Management Policies Manual (October 24, 2006), funds awarded to Federal land management agencies through interagency agreements remain available for a period of five years from execution of the agreement.

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

The Alternatives Analysis Program provides grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. These studies include: an assessment of a wide range of public transportation alternatives designed to address transportation needs in a defined corridor or subarea; an initiation of the environmental review process by performing the planning-level consideration of environmental issues; sufficient information to enable the Secretary to make the findings of project justification and local financial commitment required under the Major Capital Investment Program (New Starts and Small Starts); the selection of a locally preferred alternative; and the adoption of the locally preferred alternative as part of the Long Range Statewide Transportation Plan or Metropolitan Transportation Plan. For more information about this program contact Kenneth Cervenka, Office of Planning and Environment, at (202) 493–0512, or for information about published allocations contact Eric Hu, Office of Transit Programs, at (202) 366–0870.

1. FY 2012 Funding Availability

The Temporary Authorization, 2012 provides $12,500,000 in contract authority to the Alternatives Analysis Program for the period October 1, 2011 through March 31, 2012. After the addition of available FY 2011 contract authority, a total of $12,552,012 is currently available for grants, as shown in the table below.

ALTERNATIVES ANALYSIS PROGRAM

Total Appropriated	$12,500,000
FY 2011 Contract Authority	52,012
Total Apportioned	12,552,012

2. Requirements

The Government's share of the cost of an activity funded may not exceed 80 percent of the cost of the activity. The funds will be awarded as separate Section 5339 grants. The grant requirements will be comparable to those for Section 5309 grants. Eligible projects include planning and corridor studies, which lay the foundation for the adoption of locally preferred alternatives within the fiscally constrained Metropolitan Transportation Plan for that area, and early scoping of the environmental review process, which supports the incorporation of the planning studies' results into subsequent NEPA documents. Funds awarded under the Alternatives Analysis Program must be shown in the UPWP for MPO(s) with responsibility for that area. Pre-award authority for Section 5339 funds applies to projects only after FTA funding allocations for a particular fiscal year are published in an FTA notice of apportionments and allocations. For

more information on pre-award authority see Section V of this notice.

Unless otherwise specified in law, grants made under the Alternatives Analysis program must meet all other eligibility requirements as outlined in Section 5309.

3. Period of Availability

Section 5338 Alternatives Analysis funds are available for three years, which includes the year the funds are allocated to a project through a notice of award or the year of appropriation, plus two.

4. Other Program or Apportionment Related Information and Highlights

Table 19 lists prior year carryover of $15,031,000 for Alternatives Analysis projects allocated project funding in FY 2010. Funding for these projects not obligated in an FTA grant by September 30, 2012 may be made available for other Alternatives Analysis projects during the next fiscal year. For more information about the FY 2011 Alternatives Analysis award announcements, please visit *www.gpo.gov/fdsys/pkg/FR-2011-11-07/pdf/2011-28779.pdf.* (**Federal Register** Citation: 76 FR 68813—FY 2011 Discretionary Livability Funding Opportunity; Section 5309 Bus and Bus Facilities Livability Initiative Program Grants and Section 5339 Alternatives Analysis Program, November 7, 2011).

Q. Over-the-Road Bus Accessibility Program (Section 3038, Pub. L. 105–85 [49 U.S.C. 5310 Note])

The Over-the-Road Bus Accessibility (OTRB) Program authorizes FTA to make grants to operators of over-the-road buses to help finance the incremental capital and training costs of complying with the DOT over-the-road bus accessibility final rule, 49 CFR Part 37, published on September 28, 1998 (63 FR 51670). FTA conducts a national solicitation of applications, and grantees are selected on a competitive basis. For more information about the OTRB program contact Blenda Younger, Office of Transit Programs, at (202) 366–4345.

1. Funding Availability in FY 2012

The Temporary Authorization, 2012 provides $4,400,000 in contract authority to the Over-the-Road Bus Accessibility Program for the period October 1, 2011 through March 31, 2012. After the addition of available FY 2011 contract authority, a total of $4,418,308 is thus far available for grants, as shown in the table below.

OVER-THE-ROAD BUS ACCESSIBILITY PROGRAM

Total Appropriated	$4,400,000
FY 2011 Contract Authority	18,308
Total Apportioned	4,418,308

Of this amount, $3,313,731 is allocable to providers of intercity fixed-route service, and $1,104,577 to other providers of over-the-road bus services, including local fixed-route service, commuter service, and charter and tour service.

2. Program Requirements

Projects are competitively selected. The Federal share of the project is 90 percent of net project cost. Program guidance is provided in the **Federal Register** notice soliciting applications. Assistance under the program is available to private operators of over-the-road buses that are used substantially or exclusively in intercity, fixed route and over-the-road bus service. Assistance is also available to private operators of over-the-road buses in other services, such as charter, tour, and commuter service. Capital projects eligible for funding include projects to add lifts and other accessibility components to new vehicle purchases and to purchase lifts to retrofit existing vehicles. Eligible training costs include developing training materials or providing training for local providers of over-the-road bus services. A comprehensive listing of program requirements is published annually in the OTRB Program Notice of Funding Availability (NOFA).

3. Period of Availability

FTA has observed that some private operators selected to receive funding under this program have not acted promptly to obligate the funds in a grant and request reimbursement for expenditures. While the program does not have a statutory period of availability, in the FY 2008 Apportionment Notice, FTA published its intention to limit the period of availability to a selected operator to three years, which includes the year of allocation plus two additional years. Over the Road Bus funds allocated to projects in March 2011 must be obligated in an FTA grant by September 30, 2013. (**Federal Register** Citation: 76 FR 17738—Over-the-Road Bus Accessibility Program Announcement of Project Selections, March 30, 2011; *http://www.gpo.gov/fdsys/pkg/FR-2011-03-30/pdf/2011-7409.pdf*)

4. Other Program or Apportionment Related Information and Highlights

FTA will publish a notice of award for the FY 2011 program competition and a NOFA soliciting 2012 applications in early calendar year 2012. The notice will be available at *http://www.fta.dot.gov/legislation_law/Federal_register_notices.php.* For more information about the Over the Road Bus Program, visit *www.fta.dot.gov/otrb.*

R. Research Programs (49 U.S.C. 5312, 5313, 5314, 5322 and 5506)

FTA's Research Programs (NRPs) include the National Research and Technology Program (NRTP), the Transit Cooperative Research Program (TCRP), the National Transit Institute (NTI), and the University Transportation Centers Program (UTC). Funds for FTA Human Resource Programs are also provided under the Research appropriations account heading.

Through funding under these programs, FTA seeks to deliver solutions that improve public transportation. For more information contact Linda Wolfe, Office of Research, Demonstration and Innovation, at (202) 366–8511.

1. Funding Availability in FY 2012

The Appropriations Act, 2012 appropriated $44,000,000 under the Research and University Research Centers account heading for FY 2012. Of this amount, Congress specified that $6,500,000 is allocated for TCRP, $3,500,000 for NTI, $4,000,000 for the UTC. As requested in the conference report accompanying the Appropriations Act, 2012, FTA intends to direct $25,000,000 to fund the research, development, demonstration and deployment of new and cutting edge bus and transit technologies authorized under section 5312 of chapter 53. The remaining $5,000,000 is available to fund eligible projects under section 5306, 5312–15, 5322, and 5506. All research and research and development projects, as defined by the Office of Management and Budget, are subject to a 2.6% reduction for the Small Business Innovative Research Program (SBIR).

2. Program Requirements

Program Requirements are defined in *FTA Circular 6100.1D Research, Technical Assistance, and Training Programs: Application Instructions and Program Management Guidelines* published on May 1, 2011 and available at *www.fta.dot.gov.* Projects must support FTA's Strategic Goals and meet the Office of Management and Budget's Research and Development Investment

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

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

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

3. Period of Availability

Funds are available until expended.

4. Other Program or Apportionment Related Information and Highlights

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

S. Washington Metropolitan Area Transit Authority Grants

The Appropriations Act, 2012 appropriated $150,000,000 in funding this fiscal year for grants to the Washington Metropolitan Transit Authority, WMATA. Such funding is authorized under section 601 of the Passenger Rail Investment and Improvement Act of 2008. See Public Law 110–432, Division B, Title VI. Grants may be provided for capital and preventive maintenance expenditures for WMATA after it has been determined that WMATA has placed the highest priority on investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing 1000 series cars, installing guarded turnouts, buying equipment for wayside worker protection, and installing rollback protection on cars that are not equipped with the safety feature. FTA will communicate further program requirements directly to WMATA.

V. FTA Policy and Procedures for FY 2012 Grants

A. Automatic Pre-Award Authority To Incur Project Costs

1. Caution to New Grantees and Grantees Using Innovative Financing

While we provide pre-award authority to incur expenses before grant award for many projects, we recommend that first-time grant recipients NOT utilize this automatic pre-award authority and wait until the grant is actually awarded by FTA before incurring costs. As a new grantee, it is easy to misunderstand pre-award authority conditions and be unaware 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, or for an eligible activity but at an inappropriate time (e.g., prior to NEPA completion), FTA will be unable to reimburse the project sponsor and, in certain cases, the entire project may be rendered ineligible for FTA assistance.

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

2. Policy

FTA provides pre-award authority to incur expenses before grant award for certain program areas described below. This pre-award authority allows grantees to incur certain project costs before grant approval and retain the eligibility of those costs for subsequent reimbursement after grant approval. The grantee assumes all risk and is responsible for ensuring that all conditions are met to retain eligibility. This pre-award spending authority permits an eligible grantee to incur costs on an eligible transit capital, operating, planning, or administrative project without prejudice to possible future Federal participation in the cost of the project. In the **Federal Register** Notice of November 30, 2006, FTA extended pre-award authority for capital assistance under all formula programs through FY 2009, the duration of SAFETEA–LU. Since that time, FTA has extended the same pre-award authority through FY 2011. In this notice, FTA extends pre-award authority through FY 2012 for capital assistance under all formula programs. FTA provides pre-award authority for planning and operating assistance under the formula programs without regard to the period of the authorization. In addition, we extend pre-award authority for certain discretionary programs based on the annual Appropriations Act each year. All pre-award authority is subject to conditions and triggers stated below:

i. FTA does not impose additional conditions on pre-award authority for operating, planning, or administrative assistance under the formula grant programs. Grantees may be reimbursed for expenses incurred before grant award so long as funds have been expended in accordance with all Federal requirements and the grantee is otherwise eligible to receive the funding. In addition to cross-cutting Federal grant requirements, program specific requirements must be met. For example, a planning project must have been included in a Unified Planning Work Program (UPWP); a New Freedom operating assistance project or a JARC planning or operating project must have been derived from a coordinated public transit-human services transportation plan (coordinated plan) and competitively selected by the Designated recipient before incurring expenses; expenditure on State Administration expenses under State Administered programs must be consistent with the State Management Plan (as defined in FTA Circular 9040.1F, Section 6). Designated Recipients for JARC and New Freedom have pre-award authority for the ten percent of the apportionment they may use for program administration, if the use is consistent with their Program Management Plan.

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

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

funds for a earmarked project, or the announcement of competitively selected projects.

iv. Following authorization of formula funds or appropriation and publication of earmarked projects or the announcement of competitively selected projects, pre-award authority for capital project implementation activities, such as property acquisition, demolition, construction, and acquisition of vehicles, equipment, or construction materials, may be exercised only after FTA concurs that all applicable environmental requirements have been satisfied, including those for actions classified as normally requiring preparation of environmental impact statements, environmental assessments, and categorical exclusions found in 23 CFR 771.117. Other conditions and requirements set forth in paragraph 3, below, must also be satisfied. Before exercising pre-award authority, grantees must comply with the conditions and Federal requirements outlined in paragraph 3 below. Failure to do so will render an otherwise eligible project ineligible for FTA financial assistance. Capital projects under the Section 5310, JARC, and New Freedom programs must comply with specific program requirements, including coordinated planning and competitive selection. In addition, before 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.

v. As a general rule, pre-award authority applies to the Section 5309 Capital Investment Bus and Bus-Related Facilities, the Clean Fuels Bus program, high priority project designations, and any other transit discretionary projects only AFTER funds have been appropriated or allocated to the project (e.g., published in a **Federal Register** Notice of Award). For Section 5309 Capital Investment Bus and Bus-Related Facilities, Clean Fuels Program, or other transit capital discretionary projects, the date that costs may be incurred is: (1) For design and environmental review, the appropriations act which directs funds to the project was enacted or the announcement of the discretionary allocation of funds for the project; and (2) for property acquisition, demolition, construction, and acquisition of vehicles, equipment, or construction materials, the date that FTA approves the document (Record of Decision (ROD), Finding of No Significant Impact (FONSI), or Categorical Exclusion (CE) determination) that completes the environmental review process required by the National Environmental Policy Act (NEPA) and its implementing regulations. FTA introduced this new trigger for pre-award authority in FY 2006 in recognition of the growing prevalence of new grantees unfamiliar with Federal and FTA requirements to ensure FTA's continued ability to comply with NEPA and related environmental laws. Because FTA does not sign a final NEPA document until MPO and statewide planning requirements (including air quality conformity requirements, if applicable) have been satisfied, this new trigger for pre-award will ensure compliance with both planning and environmental requirements before irreversible action by the grantee.

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

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

3. Conditions

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

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

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

iii. 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.

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

v. 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.

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

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

viii. Planning, Environmental, and Other Federal requirements.

All Federal grant requirements must be met at the appropriate time for the project to remain eligible for Federal funding. The growth of the Federal transit program has resulted in a growing number of inexperienced grantees who make compliance with Federal planning and environmental laws increasingly challenging. FTA has therefore modified its approach to pre-award authority to use the completion of the NEPA process, which has as a prerequisite the completion of planning and air quality requirements, as the trigger for pre-award authority for all activities except design and environmental review.

The requirement that a project be included in a locally-adopted Metropolitan Transportation Plan, the metropolitan transportation improvement program and federally-approved statewide transportation improvement program (23 CFR Part 450) must be satisfied before the grantee may advance the project beyond planning and preliminary design with non-Federal funds under pre-award authority. If the project is located within an EPA-designated non-attainment or

maintenance area for air quality, the conformity requirements of the Clean Air Act, 40 CFR Part 93, must also be met before the project may be advanced into implementation-related activities under pre-award authority. Compliance with NEPA and other environmental laws and executive orders (e.g., protection of parklands, wetlands, historic properties, and assurance of tribal consultation) must be completed before State or local funds are spent on implementation activities, such as site preparation, construction, and acquisition, for a project that is expected to be subsequently funded with FTA funds. The grantee may not advance the project beyond planning and preliminary design/engineering before FTA has determined the project to be a Categorical Exclusion (CE), or has issued a Finding of No Significant Impact (FONSI) or a Record of Decision (ROD), in accordance with FTA environmental regulations, 23 CFR Part 771. For a planning project to have pre-award authority, the planning project must be included in a MPO-approved Unified Planning Work Program (UPWP) that has been coordinated with the State.

ix. In addition, Federal procurement procedures, as well as the whole range of applicable Federal requirements (e.g., Buy America, Davis-Bacon Act, Disadvantaged Business Enterprise) must be followed for projects in which Federal funding will be sought in the future. Failure to follow any such requirements could make the project ineligible for Federal funding. In short, this increased administrative flexibility requires a grantee to make certain that no Federal requirements are circumvented through the use of pre-award authority.

x. 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 the Major Capital Investment Program (New and Small Starts Projects)

i. Preliminary Engineering (PE), Final Design (FD), and Project Development (PD). Projects proposed for Section 5309 capital investment program funds (New and Small Starts) are required to follow a federally defined project development process. For New Starts projects, this process includes, among other things, FTA approval of the entry of the project into PE and later into FD. For Small Starts projects, this process includes, among other things, approval of the entry of the project into PD. In accordance with Sections 5309(d) and (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, FD, or PD. For New Starts projects, upon FTA approval to enter PE, FTA extends pre-award authority to incur costs for PE activities. Upon completion of NEPA for a New Starts project, FTA extends pre-award authority to incur costs for utility relocation, real property acquisition and associated relocations, and vehicle purchases, which activities are further addressed below. Upon FTA approval to enter FD, FTA extends pre-award authority to incur costs for FD activities, demolition, and non-construction activities such as procurement of long-lead time items or items for which market conditions play a significant role in the acquisition price. This includes, but is not limited to procurement of rails, ties, and other specialized equipment, and commodities. Please contact the FTA Regional Office for a determination of activities not listed here, but which meet the intent described above. For Small Starts projects, upon FTA approval to enter PD, FTA extends pre-award authority to incur costs for the design and engineering activities necessary to complete the NEPA process. Upon completion of NEPA for a Small Starts project, FTA extends pre-award authority to incur costs for utility relocation, real property acquisition and associated relocations, and vehicle purchases, which activities are further addressed below. Because Small Starts projects are not subject to approval into FD, they are not granted pre-award authority for procurement of rails, ties, and other specialized equipment; the procurement of commodities; and demolition. 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.

ii. Real Property Acquisition Activities and Vehicle Purchases. FTA extends automatic pre-award authority for the acquisition of real property, real property rights and acquisition of vehicles for a major capital investment program (New or Small 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 and vehicle purchases for a New or Small 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 regarding property acquisition that is granted at the completion of NEPA does not cover site preparation, demolition, or any other activity that is not strictly necessary to comply with the URA, with one exception. That exception is when a building that has been acquired, has been emptied of its occupants, and awaits demolition poses a potential fire-safety hazard or other hazard to the community in which it is located, or is susceptible to reoccupation by vagrants. Demolition of the building is also covered by this pre-award authority upon FTA's written agreement that the adverse condition exists.

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

Project sponsors should use pre-award authority for real property acquisition relocation assistance, and vehicle purchases very carefully, with a clear understanding that it does not constitute a funding commitment by FTA. FTA provides pre-award authority upon completion of the NEPA process for real property acquisition and

relocation assistance to maximize the time available to project sponsors to move people out of their homes and places of business, in accordance with the requirements of the Uniform Relocation Act, but also with maximum sensitivity to the plight of the people so affected. FTA provides pre-award authority upon the completion of the NEPA process for vehicles purchases in recognition of the long-lead time and complexity of this activity as well as its relationship to the ''critical path'' project schedule. FTA cautions grantees that do not currently operate the type of vehicle proposed in the New or Small Starts project about exercising this pre-award authority and encourages these sponsors to wait until later in the project development process when project plans are more fully developed and Federal support for the project is more certain. FTA reminds project sponsors that the procurement of vehicles must comply with all Federal requirements including, but not limited to, competitive procurement practices, the Americans with Disabilities Act, and Buy America. FTA encourages project sponsors to discuss the procurement of vehicles with FTA in regards to Federal requirements before exercising pre-award authority.

Although FTA provides pre-award authority for property acquisition and vehicle purchases upon completion of the NEPA process, FTA will not make a grant to reimburse the sponsor for real estate activities conducted under pre-award authority until the New Starts project has been approved into FD or the Small Starts project has received its construction grant. FTA will only reimburse the sponsor for vehicle purchases through an executed Full Funding Grant Agreement (New Starts) or a Project Construction Grant Agreement or single year capital grant (Small Starts). This is to ensure that Federal funds are not risked on a project whose advancement into 0construction is still not yet assured.

iii. 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 (i.e., CE) from the more rigorous level of NEPA review.

FTA's regulation titled ''Environmental Impact and Related Procedures,'' at 23 CFR Part 771 states that the costs incurred by a grant applicant for the preparation of environmental documents requested by FTA are eligible for FTA financial assistance (23 CFR 771.105(e)). Accordingly, FTA extends pre-award authority for costs incurred to comply with NEPA regulations and to conduct NEPA-related activities, 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, or that includes a project grouping under 23 CFR 450.216(j) that includes the project. The grant applicant must notify the FTA regional office upon initiation of the Federal environmental review process in accordance with the ''Dear Colleague'' letter from the FTA Administrator dated February 24, 2011. 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. When any transit project (including New Starts and Small Starts) is adopted into the STIP or STIP amendment and pre-award authority is granted, reimbursement for NEPA activities may be sought at any time through Section 5339 (Alternatives Analysis program), Section 5307 (Urbanized Area Formula Program), or the flexible highway programs (STP and CMAQ).

FTA assistance for environmental documents for New Starts and Small Starts projects is subject to certain additional restrictions. Under SAFETEA–LU, Section 5309 capital investment program funds (New and Small Starts) cannot be used to reimburse any activity, including a NEPA-related activity that occurs before the approval of a New Starts project into PE or a Small Starts project into PD. Only when a project has PE approval (for New Starts) or PD approval (for Small Starts) may the grant applicant seek reimbursement of Section 5309 major capital improvement program funds for NEPA work conducted after the PE or PD approval. Prior to PE or PD approval, any NEPA related work for a New Starts or Small Starts project can only be reimbursed through the use of Section 5339 (Alternatives Analysis Program), Section 5307 (Urbanized Area Formula Program) and the flexible highway programs. NEPA-related activities include, but are not limited to, public involvement activities, historic preservation reviews, section 4(f) evaluations, wetlands evaluations, endangered species consultations, tribal consultation, and biological assessments. NEPA-related activities do not include PE activities beyond those necessary for NEPA compliance. As with any pre-award authority, FTA reimbursement for costs incurred is not guaranteed.

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

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 capital investment program (New Starts or Small Starts) projects undertaking activities not covered under automatic pre-award authority, or for Section 5309 Bus and Bus-Related projects authorized but not yet appropriated funds by Congress. LONPs may be issued for formula and discretionary funds beyond the life of the current authorization or FTA's extension of automatic pre-award authority; however, the LONP is limited to a five-year period, unless otherwise authorized.

2. Conditions and Federal Requirements

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

3. Request for LONP

Before incurring costs for project activities not covered by automatic pre-award authority, the project sponsor must first submit a written request for an LONP, accompanied by adequate information and justification, to the appropriate regional office and obtain written approval from FTA. FTA approval of an LONP for a New Starts or Small Starts project is determined on a case-by-case basis. Federal funding under the major capital investment program for a New or Small Starts project is not implied or guaranteed by an LONP. Specifically, when requesting an LONP, the applicant shall provide sufficient information to allow FTA to consider the following items:

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

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

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

iv. Status of procurement progress, including, if appropriate, submittal of bids and expiration of those bids for the activities covered by the LONP.

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

vi. Adequacy of the Project Management Plan.

vii. Resolution of any readiness issues that would affect the project, such as land acquisition, status of third party agreements, and technical capacity to carry out the project.

FTA will, following the completion of the requirements under NEPA, expedite the issuance of LONPs for New and Small Starts projects, when appropriate, by no longer performing a detailed review of the cost and scope of the request in every instance. Rather, a limited review will be performed in those cases that are of a more routine nature, especially those involving an experienced sponsor.

C. FTA FY 2012 Annual List of Certifications and Assurances

The full text of the FY 2012 Certifications and Assurances was published in the **Federal Register** on November 1, 2011, and is available on the FTA Web site and in TEAM–Web. The FY 2012 Certifications and Assurances must be used for all grants made in FY 2012, including obligation of carryover funds. All grantees with active grants are required to have signed the FY 2012 Certifications and Assurances within 90 days after publication. Any questions regarding this document may be addressed to the appropriate Regional Office or to FTA's Office of Administration at (202) 366–4022.

D. FHWA Funds Used for Transit Purposes

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

1. Transfer Process for Funds

SAFETEA–LU was signed into law on August 10, 2005. With the enactment of SAFETEA–LU, beginning in FY2006, with few exceptions, Federal transit programs were funded solely from general funds or trust funds. The transit formula and bus grant programs are now funded from Mass Transit Account of the Highway Trust Fund. The Formula and Bus Grant Programs can also receive flex funding transfers from the Federal Aid Highway Program.

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

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

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

The process for transferring flexible funds between FTA and FHWA programs is described below. Note that the new transfer process for ''flex funds'' that began in FY 2007 does not apply to the transfer of funds from FHWA to FTA to be combined with Metropolitan and Statewide Planning and Research resources as Consolidated Planning Grants (CPG). These transfers are based on States requests to transfer funding from the Highway and/or Transit programs to fund States and local project priorities, and joint planning needs. Planning funds transferred will be allowed to be merged in a single grant with FTA planning resources using the same process implemented in FY 2006. For information on the process for the transfer of funds between FTA and FHWA planning programs refer to section III.A and B. Note also that certain prior year appropriations earmarks (Sections 330, 115, 117, and 112) are allotted annually for administration rather than being transferred. For information regarding these procedures, please contact Nancy Grubb, FTA Budget Office, at (202) 366–1635; or FHWA Budget Division, at (202) 366–2845.

i. Transfer From FHWA to FTA

FHWA funds transferred to FTA are used primarily for transit capital projects and eligible operating activities that have been designated as part of the metropolitan and statewide planning and programming process. The project must be included in an approved STIP before the funds can be transferred. By letter, the State DOT requests the FHWA Division Office to transfer highway funds for a transit project. The letter should specify the project, amount to be transferred, apportionment year, State, urbanized area, Federal aid apportionment category (i.e., Surface

Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) or identification of the earmark and indication of the intended FTA formula program (i.e., Section 5307, 5311 or 5310) and should include a description of the project as contained in the STIP. Note that FTA may also administer certain transfers of statutory earmarks under the Section 5309 bus program, for tracking purposes.

The FHWA Division Office confirms that the apportionment amount is available for transfer and concurs in the transfer, by letter to the State DOT and FTA. The FHWA Office of Budget and Finance then transfers budget authority. All FHWA CMAQ and STP funds transferred to FTA will be transferred to one of the three FTA formula programs (i.e. Urbanized Area Formula (Section 5307), Nonurbanized Area Formula (Section 5311) or Elderly and Persons with Disabilities (Section 5310). High Priority projects in Section 1702 of SAFETEA–LU or Transportation Improvement projects in Section 1934 of SAFETEA–LU and other Congressional earmarks that are transferred to FTA will be aligned with and administered through FTA's discretionary Bus and Bus Related Facilities Program (Section 5309). The most recent guidance on transfers of FHWA funds as allowed under SAFETEA–LU is FHWA Memorandum, dated July 19, 2007, ''Information Fund Transfers to Other Agencies and Among Title 23 Programs.''

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

Transferred funds are treated as FTA formula or discretionary funds, except for local match purposes as described in c below, but are assigned a distinct identifying code for tracking purposes. The funds may be transferred for any capital purpose eligible under the FTA formula program to which they are transferred and, in the case of CMAQ, for certain operating costs. FHWA issued revised guidance on project eligibility under the CMAQ program in a Notice at 73 FR 62362 *et seq.* (October 1, 2008) incorporating changes made by SAFETEA–LU. In accordance with 23 U.S.C. 104(k), all FTA requirements except local share, which remains the same as required under the FHWA program, are applicable to transferred funds except in certain cases when CMAQ funds are authorized for operating expenses. Earmarks that are transferred to the Section 5309 Bus Program for administration, however, can be used for the congressionally designated transit purposes, and in some cases where the law provides, are not limited to eligibility under the Bus Program.

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

ii. Transfers From FTA to FHWA

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

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

2. Matching Share for FHWA Transfers

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

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

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

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

The fourth instance occurs with CMAQ funds. Section 1131 of The Energy Independence and Security Act, 2007 (Pub. L. 11–140) amended 23 U.S.C. 120 to increase the Federal share of CMAQ projects to 100% at the State's discretion. FTA will honor this increased match for CMAQ funds transferred to FTA for implementation if the state chooses to fund the project at a higher Federal share than 80 percent. The Federal share for CMAQ projects cannot be lower than 80 percent.

E. Civil Rights Requirements

Recipients of FTA funds are reminded that they must comply with all applicable civil rights requirements. All recipients must submit a Title VI program on a triennial basis, consistent with Title VI of the Civil Rights Act of 1964 and subsequent implementing regulations. Specifically, recipients are encouraged to consult their Regional Civil Rights Officer (RCRO) and FTA Circular 4702.1A, ''Title VI and Title VI–Dependent Guidelines for Federal Transit Administration Recipients,'' dated May 13, 2007; and Part II, Section 114(c) of the FTA Agreement to develop this program. Recipients receiving $250,000 or more in planning, capital or operating assistance are reminded that under 49 CFR Part 26, they must have a Disadvantaged Business Enterprise (DBE) program and develop a triennial DBE goal. The FTA Reporting Schedule for Recipients' 3 year Goal for Disadvantage Business Enterprise Programs can be found on FTA's DBE Web site under ''DBE Guidance'' at *http://www.fta.dot.gov/civilrights/12326_13310.html.* FTA funding recipients that have 50 or more transit-related employees, and that have received capital or operating assistance in excess of $1,000,000 or planning assistance in excess of $250,000 in the

previous Federal fiscal year, are required to provide an EEO program submission pursuant to Title VII of the Civil Rights Act of 1964; Title 49, Chapter 53, Section 5332 of the United States Code and FTA Circular 4704.1, ''Equal Employment Opportunity Program Guidelines for Grant Recipients,'' dated July 26, 1988.

Recent changes to 49 CFR Part 26, the USDOT's DBE regulation, became effective in February 2011. Pursuant to those changes, all recipients who are required to have DBE programs in place must now also have a small business participation element in their DBE program. Recipients must submit to FTA by February 28, 2012, an amendment to the DBE program plan that sets forth in detail the steps to be taken to facilitate competition by small business concerns. Specifically, fostering small business participation includes taking all reasonable steps to eliminate obstacles to their participation, including unnecessary and unjustified bundling of contract requirements that may preclude small business participation in procurements as prime contractors or subcontractors. Tools that recipients may choose to utilize in their small business program could include establishing a race-neutral small business set-aside goal in contracts, requiring prime contractors to provide subcontracting opportunities of the type size that small businesses, including DBEs, can reasonably perform, identifying alternative acquisition strategies and structuring procurements to facilitate the ability of consortia or joint ventures consisting of small businesses, including DBEs to compete for an perform prime contacts. The small business program amendment may be submitted as a standalone document, but it should also be incorporated into the recipient's existing DBE program. Please be advised that if you have not updated your DBE program in the last two years, you are encouraged to consult with your Regional Civil Rights Officer as there may be other updates necessary for you to bring your DBE program into full compliance with 49 CFR Part 26. Please visit FTA's Web site at *http://www.fta.dot.gov/civilrights/12326.html* for guidance on the small business requirements. In addition, once you have developed your small business program, you must attach the full version of your DBE Program containing the new section into FTA's Transportation Electronic Award Management (TEAM) system. Again, you must submit your small business program within your DBE Program to FTA by February 28, 2012, and that program must be loaded into TEAM. Paper submissions to FTA will not be accepted.

Please also be advised that recipients in an urbanized area of 200,000 or more must analyze the impact of any proposed changes to transit service and fares. It is important that you conduct this analysis now under the existing requirements. This is true even as we consider changes to FTA's Title VI Circular 4702.1A itself, via the proposal that was published in the **Federal Register** on September 29, 2011.

Specifically, Chapter V of FTA's Title VI Circular, ''Program-Specific Requirements and Guidelines for Recipients Serving Large Urbanized Areas'' sets out directives that include, most notably, the requirement to properly assess the impacts of service and fare changes. In other words, public transportation agencies serving large urbanized areas must conduct a service and fare equity analysis at the planning and programming stages to determine whether service and/or fare changes have a discriminatory impact. Service change analysis is required both for service reductions and service improvements. FTA has developed a service and fare analysis questionnaire that can also assist you by following this link: *http://www.fta.dot.gov/civilrights/12881.html.* In addition, although our proposed changes to the Title VI Circular are not final, you may find the examples included in the appendices of the proposed circular helpful as you develop your service and fare analysis. You can review the proposed Circular at the following link: *http://www.fta.dot.gov/12349_13816.html.* Please submit this analysis to FTA in advance of implementing the changes by attaching the full version to FTA's TEAM system.

As always, FTA staff stands ready to assist you with civil rights compliance. Please check the FTA civil rights web page for training opportunities. You can also contact your regional civil rights officer for assistance.

F. Deferred Local Share

A recipient may request on a case by case basis that the local share for a project funded with FTA formula funds be deferred until 100 percent of the Federal funds have been drawn down. A request for the deferral must accompany the grant application. FTA must approve the deferral of local share prior to obligating the grant for which the local share is deferred. Approval is contingent upon the deferral's resulting in benefits to transit and upon the recipient's demonstrating that the recipient has the financial capacity to complete the project. In order to complete the project, the local funds must be available to match all the Federal funds that were previously drawn down.

Deferred local share does not apply to FTA discretionary programs. Generally, FTA will not approve retroactive deferral of local share. In exceptional circumstances, FTA may approve retroactive deferral of local share, for example in response to a catastrophic event such as a hurricane or flood where sources of local funds are temporarily disrupted.

G. 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; Circular 4220.1F, ''Third Party Contracting Guidance,'' and Circular 5010.1D, ''Grant Management Guidelines.'' Both circulars were recently revised and can be found at *http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html.* The FY 2012 Annual List of Certifications and Assurances and Master Agreement are also posted on the FTA Web site.

The DOT final rule on ''Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs,'' which was effective July 16, 2003, can be found at *http://www.access.gpo.gov/nara/cfr/waisidx_04/49cfr26_04.html/.*

Issued in Washington, DC, this 5th day of January, 2012.

Peter Rogoff,

Administrator.

APPENDIX A—FTA REGIONAL OFFICES

Mary Beth Mello, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142–1093, Tel. 617–494–2055.

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

Anthony Carr, Acting Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004–1415, Tel. 212–668–2170.

States served: New Jersey, New York

New York Metropolitan Office, Region 2—New York, One Bowling Green, Room 428, New York, NY 10004–1415, Tel. 212–668–2202.

Brigid Cherin-Hynes, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7100.

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

Philadelphia Metropolitan Office, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7070.

Washington, D.C. Metropolitan Office, 1990 K Street NW., Room 510, Washington, DC 20006, Tel. 202–219–3562.

Yvette Taylor, Regional Administrator, Region 4—Atlanta, 230 Peachtree Street NW., Suite 800, Atlanta, GA 30303, Tel. 404–865–5600.

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

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

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

Chicago Metropolitan Office, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789.

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

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

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

States served: Iowa, Kansas, Missouri, and Nebraska.

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

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

Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 1650, San Francisco, CA 94105–1926, Tel. 415–744–3133.

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

Los Angeles Metropolitan Office, Region 9—Los Angeles, 888 S. Figueroa Street, Suite 1850, Los Angeles, CA 90017–1850, Tel. 213–202–3952.

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

States served: Alaska, Idaho, Oregon, and Washington.

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FEDERAL TRANSIT ADMINISTRATION

TABLE 1

FY 2012 APPROPRIATIONS AND APPORTIONMENTS FOR GRANT PROGRAMS

(The total available amount for a program is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

FORMULA AND BUS GRANTS	
Section 5303 Metropolitan Transportation Planning Program	
Total FY 2012 Available	$46,943,600
Available FY 2011 Contract Authority	$195,331
Less FY 2012 Oversight (one half percent)	($234,718)
Less FY 2011 Oversight (one-half percent)	($977)
Reapportioned Funds	$22,455
Total Apportioned	$46,925,691
Section 5304 Statewide Transportation Planning Program	
Total FY 2012 Available	$9,806,400
Available FY 2011 Contract Authority	$40,804
Less FY 2012 Oversight (one half percent)	($49,032)
Less FY 2011 Oversight (one-half percent)	($204)
Reapportioned Funds	$158,716
Total Apportioned	$9,956,684
Section 5307 Urbanized Area Formula Program	
Total FY 2012 Available	$2,080,182,500
Available FY 2011 Contract Authority	$8,655,561
Less FY 2012 Oversight (three-fourths percent)	($15,601,369)
Less FY 2011 Oversight (three-fourths percent)	($64,917)
Section 5340 High Density States	$116,250,000
Available FY 2011 Contract Authority	$483,712
Section 5340 Growing States	$79,520,683
Available FY 2011 Contract Authority	$330,883
Reapportioned Funds	$10,724,324
Total Apportioned	$2,280,481,376
Section 5308 Clean Fuels Grant Program	
Total FY 2012 Available	$25,750,000
Available FY 2011 Contract Authority	$107,145
Total Available for Allocation	$25,857,145
Section 5309 Bus and Bus Facilities Program	
Total FY 2012 Available	$492,000,000
Available FY 2011 Contract Authority	$2,047,194
Less FY 2012 Oversight (one percent)	($4,920,000)
Less FY 2011 Oversight (one percent)	($20,472)
Total Available for Allocation	$489,106,722

FEDERAL TRANSIT ADMINISTRATION

TABLE 1

FY 2012 APPROPRIATIONS AND APPORTIONMENTS FOR GRANT PROGRAMS

(The total available amount for a program is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

FORMULA AND BUS GRANTS	
Section 5309 Fixed Guideway Modernization	
Total FY 2012 Available	$833,250,000
Available FY 2011 Contract Authority	$3,467,122
Less FY 2012 Oversight (one percent)	($8,332,500)
Less FY 2011 Oversight (one percent)	($34,671)
Reapportioned Funds	$2,907,194
Total Apportioned	$831,257,145
Section 5310 Special Needs of Elderly Individuals and Individuals with Disabilities Program	
Total FY 2012 Available	$66,750,000
Available FY 2011 Contract Authority	$277,744
Less FY 2012 Oversight (one-half percent)	($333,750)
Less FY 2011 Oversight (one-half percent)	($1,389)
Reapportioned Funds	$363,287
Total Apportioned	$67,055,892
Section 5311 Nonurbanized Area Formula Program	
Total FY 2012 Available	$220,350,000
Available FY 2011 Contract Authority	$916,869
Less FY 2012 Oversight (one-half percent)	($1,162,500)
Less FY 2011 Oversight (one-half percent)	($4,837)
Section 5340 Growing States	$36,729,317
Available FY 2011 Contract Authority	$152,829
Reapportioned Funds	$748,311
Total Apportioned	$257,729,990
Section 5311(b)(3) Rural Transit Assistance Program (RTAP)	
Total FY 2012 Available	$4,650,000
Available FY 2011 Contract Authority	$19,348
Less Amount Reserved for National RTAP	($697,500)
Reapportioned Funds	$134,075
Total Apportioned	$4,105,923
Section 5311(c) Public Transportation on Indian Reservations	
Total FY 2012 Available	$7,500,000
Available FY 2011 Contract Authority	$31,207
Less Amount Apportioned for FY 2011 TTP Program	($36,410)
Reapportioned Funds	$489,698
Total Available for Allocation	$7,984,495

FEDERAL TRANSIT ADMINISTRATION

TABLE 1

FY 2012 APPROPRIATIONS AND APPORTIONMENTS FOR GRANT PROGRAMS

(The total available amount for a program is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

FORMULA AND BUS GRANTS	
Section 5316 Job Access and Reverse Commute Program	
Total FY 2012 Available	$82,250,000
Available FY 2011 Contract Authority	$342,239
Less FY 2012 Oversight (one percent)	($822,500)
Reapportioned Funds	$13,277,321
Total Apportioned	$95,047,060
Section 5317 New Freedom Program	
Total FY 2012 Available	$46,250,000
Available FY 2011 Contract Authority	$192,445
Reapportioned Funds	$7,963,069
Total Apportioned	$54,405,514
Section 5320 Paul S. Sarbanes Transit in Parks Program	
Total FY 2012 Available	$13,450,000
Available FY 2011 Contract Authority	$55,965
Less FY 2012 Oversight (one-half percent)	($67,250)
Less FY 2011 Oversight (one-half percent)	($280)
Total Available for Allocation	$13,438,435
Section 5339 Alternative Analysis Program	
Total FY 2012 Available	$12,500,000
Available FY 2011 Contract Authority	$52,012
Total Available for Allocation	$12,552,012
Over-the-Road Bus Accessibility Program (Pub. L. 105-85, Section 3038)	
Total FY 2012 Available	$4,400,000
Available FY 2011 Contract Authority	$18,308
Total Available for Allocation	$4,418,308
CAPITAL INVESTMENT GRANTS	
Section 5309 New Starts	
Total FY 2012 Available	$1,955,000,000
Less FY 2012 Oversight (one percent)	($19,550,000)
Total Available for Allocation	$1,935,450,000
RESEARCH	
Research and University Research Centers	$44,000,000
OTHER	
Washington Metropolitan Area Transit Authority (WMATA)	
Total FY 2012 Available	$150,000,000
Total Available	$150,000,000
TOTAL APPROPRIATION (Above Grant Programs)	**$6,095,032,500**
TOTAL APPORTIONMENT/ALLOCATION (Above Grant Programs)	**$6,329,772,392**

FEDERAL TRANSIT ADMINISTRATION
TABLE 2
FY 2012 SECTION 5303 METROPOLITAN TRANSPORTATION PLANNING PROGRAM
AND SECTION 5304 STATEWIDE TRANSPORTATION PLANNING PROGRAM APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30).

STATE	SECTION 5303 APPORTIONMENT	SECTION 5304 APPORTIONMENT
Alabama	$355,209	$94,210
Alaska	187,703	49,783
Arizona	938,466	189,670
Arkansas	187,703	49,783
California	7,382,234	1,456,906
Colorado	703,263	155,931
Connecticut	521,255	138,242
Delaware	187,703	49,783
District of Columbia	187,703	49,783
Florida	3,066,616	653,728
Georgia	1,209,528	243,150
Hawaii	187,703	49,783
Idaho	187,703	49,783
Illinois	2,602,336	472,577
Indiana	706,967	165,538
Iowa	203,988	54,103
Kansas	238,511	58,618
Kentucky	297,682	76,038
Louisiana	465,062	123,058
Maine	187,703	49,783
Maryland	1,051,861	208,563
Massachusetts	1,382,019	273,482
Michigan	1,543,787	319,270
Minnesota	658,825	131,606
Mississippi	187,703	49,783
Missouri	694,899	149,994
Montana	187,703	49,783
Nebraska	187,703	49,783
Nevada	343,552	81,354
New Hampshire	187,703	49,783
New Jersey	2,176,877	376,305
New Mexico	187,703	49,783
New York	4,149,194	752,467
North Carolina	688,177	182,521
North Dakota	187,703	49,783
Ohio	1,493,336	354,830
Oklahoma	271,481	72,003
Oregon	417,620	95,905
Pennsylvania	1,927,909	398,495
Puerto Rico	778,656	168,730
Rhode Island	193,950	49,783
South Carolina	342,878	90,940
South Dakota	187,703	49,783
Tennessee	542,495	143,883
Texas	3,444,696	718,069
Utah	319,869	84,837
Vermont	187,703	49,783
Virginia	1,064,923	228,745
Washington	1,000,313	208,871
West Virginia	187,703	49,783
Wisconsin	556,306	137,951
Wyoming	187,703	49,783
TOTAL	**$46,925,691**	**$9,956,684**

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-66/112-30)

(Note: In accordance with language in the SAFETEA-LU conference report, urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount. An area's apportionment amount includes regular 5 section 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate.)

URBANIZED AREA/STATE	APPORTIONMENT
1,000,000 or more in Population	$1,815,554,544
200,000 - 999,999 in Population	427,757,245
50,000 - 199,999 in Population	237,169,587
National Total	**$2,280,481,376**
Amounts Apportioned to Urbanized Areas 1,000,000 or more in Population:	
Atlanta, GA	$35,146,942
Baltimore, MD	29,212,923
Boston, MA--NH--RI	74,412,897
Chicago, IL--IN	119,397,153
Cincinnati, OH--KY--IN	8,657,859
Cleveland, OH	13,183,448
Columbus, OH	6,665,948
Dallas--Fort Worth--Arlington, TX	34,540,687
Denver--Aurora, CO	24,264,802
Detroit, MI	22,399,489
Houston, TX	35,300,375
Indianapolis, IN	5,952,969
Kansas City, MO--KS	7,745,836
Las Vegas, NV	12,375,887
Los Angeles--Long Beach--Santa Ana, CA	151,281,842
Miami, FL	50,504,861
Milwaukee, WI	10,527,863
Minneapolis--St. Paul, MN	27,213,609
New Orleans, LA	8,884,088
New York--Newark, NY--NJ--CT	440,436,648
Orlando, FL	9,149,554
Philadelphia, PA--NJ--DE--MD	72,073,131
Phoenix--Mesa, AZ	26,690,340
Pittsburgh, PA	16,914,243
Portland, OR--WA	19,628,170
Providence, RI--MA	17,267,917
Riverside--San Bernardino, CA	14,432,693
Sacramento, CA	11,287,826
San Antonio, TX	12,674,852
San Diego, CA	29,738,824
San Francisco--Oakland, CA	93,671,940
San Jose, CA	20,953,862
San Juan, PR	14,337,882
Seattle, WA	49,920,116
St. Louis, MO--IL	16,417,101
Tampa--St. Petersburg, FL	12,581,788
Virginia Beach, VA	10,234,840
Washington, DC--VA--MD	81,564,658
Total	**$1,815,554,544**
Amounts Apportioned to Urbanized Areas 200,000 to 999,999 in Population:	
Aguadilla--Isabela--San Sebastian, PR	$1,715,510
Akron, OH	3,328,108
Albany, NY	5,406,758
Albuquerque, NM	7,648,835
Allentown--Bethlehem, PA--NJ	4,005,576
Anchorage, AK	11,368,828
Ann Arbor, MI	2,948,786
Antioch, CA	3,086,873
Asheville, NC	966,717
Atlantic City, NJ	5,818,778
Augusta-Richmond County, GA--SC	1,228,769
Austin, TX	14,326,036
Bakersfield, CA	3,078,608
Barnstable Town, MA	2,969,883
Baton Rouge, LA	2,231,193
Birmingham, AL	3,291,176
Boise City, ID	1,390,948
Bonita Springs--Naples, FL	1,451,957
Bridgeport--Stamford, CT--NY	13,198,387
Buffalo, NY	9,459,399
Canton, OH	1,775,508
Cape Coral, FL	2,128,216
Charleston--North Charleston, SC	2,579,950
Charlotte, NC--SC	8,308,894
Chattanooga, TN--GA	1,753,828
Colorado Springs, CO	2,870,843
Columbia, SC	1,922,476
Columbus, GA--AL	1,105,551
Concord, CA	9,917,594
Corpus Christi, TX	2,444,473
Davenport, IA--IL	2,002,940
Dayton, OH	7,108,798
Daytona Beach--Port Orange, FL	2,103,861

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-66/112-30)

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

URBANIZED AREA/STATE	APPORTIONMENT
Denton--Lewisville, TX	1,853,183
Des Moines, IA	3,160,812
Durham, NC	3,480,216
El Paso, TX--NM	5,365,834
Eugene, OR	2,820,279
Evansville, IN--KY	1,201,719
Fayetteville, NC	1,199,849
Flint, MI	3,372,212
Fort Collins, CO	1,328,802
Fort Wayne, IN	1,483,738
Fresno, CA	4,855,888
Grand Rapids, MI	4,113,403
Greensboro, NC	2,765,872
Greenville, SC	1,073,810
Gulfport--Biloxi, MS	1,170,392
Harrisburg, PA	2,756,850
Hartford, CT	10,093,509
Honolulu, HI	15,853,336
Huntsville, AL	920,112
Indio--Cathedral City--Palm Springs, CA	1,939,477
Jackson, MS	1,269,947
Jacksonville, FL	6,948,326
Knoxville, TN	2,419,419
Lancaster, PA	3,767,374
Lancaster--Palmdale, CA	4,390,551
Lansing, MI	2,053,887
Lexington-Fayette, KY	2,281,867
Lincoln, NE	1,420,853
Little Rock, AR	2,091,004
Louisville, KY--IN	8,593,180
Lubbock, TX	1,503,753
Madison, WI	3,559,279
McAllen, TX	1,794,831
Memphis, TN--MS--AR	6,318,183
Mission Viejo, CA	4,975,487
Mobile, AL	1,534,637
Modesto, CA	2,101,942
Nashville-Davidson, TN	5,939,223
New Haven, CT	9,634,180
Ogden--Layton, UT	5,077,801
Oklahoma City, OK	3,614,268
Omaha, NE--IA	3,810,358
Oxnard, CA	3,777,620
Palm Bay--Melbourne, FL	2,247,148
Pensacola, FL--AL	1,478,730
Peoria, IL	1,580,526
Port St. Lucie, FL	1,181,832
Poughkeepsie--Newburgh, NY	9,079,270
Provo--Orem, UT	2,477,198
Raleigh, NC	4,156,806
Reading, PA	1,865,749
Reno, NV	2,432,859
Richmond, VA	5,802,234
Rochester, NY	5,923,528
Rockford, IL	1,408,542
Round Lake Beach--McHenry--Grayslake, IL--WI	2,028,584
Salem, OR	2,538,271
Salt Lake City, UT	13,337,506
Santa Rosa, CA	2,269,704
Sarasota--Bradenton, FL	3,873,121
Savannah, GA	1,656,850
Scranton, PA	2,117,891
Shreveport, LA	1,719,887
South Bend, IN--MI	1,984,123
Spokane, WA--ID	4,000,315
Springfield, MA--CT	6,348,801
Springfield, MO	1,867,853
Stockton, CA	3,712,144
Syracuse, NY	3,887,759
Tallahassee, FL	1,412,297
Temecula--Murrieta, CA	1,612,840
Thousand Oaks, CA	1,547,695
Toledo, OH--MI	3,147,037
Trenton, NJ	5,624,826
Tucson, AZ	6,371,885
Tulsa, OK	3,184,179
Victorville--Hesperia--Apple Valley, CA	1,331,558
Wichita, KS	2,580,300
Winston-Salem, NC	1,616,878
Worcester, MA--CT	4,484,874
Youngstown, OH--PA	2,126,755
Total	**$427,757,245**

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

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-56/112-30)

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

URBANIZED AREA/STATE	APPORTIONMENT
ALABAMA	$4,223,852
Anniston, AL	382,230
Auburn, AL	362,611
Decatur, AL	344,839
Dothan, AL	330,782
Florence, AL	415,650
Gadsden, AL	325,468
Montgomery, AL	1,341,921
Tuscaloosa, AL	710,960
ALASKA	$269,836
Fairbanks, AK	269,836
ARIZONA	$2,199,062
Avondale, AZ	562,704
Flagstaff, AZ	570,171
Prescott, AZ	368,861
Yuma, AZ--CA	732,126
ARKANSAS	$2,850,521
Fayetteville--Springdale, AR	1,084,504
Fort Smith, AR--OK	701,355
Hot Springs, AR	283,514
Jonesboro, AR	395,873
Pine Bluff, AR	367,472
Texarkana, TX--Texarkana, AR	138,813
CALIFORNIA	$22,442,710
Atascadero--El Paso de Robles (Paso Robles), CA	456,746
Camarillo, CA	524,910
Chico, CA	620,667
Davis, CA	1,147,378
El Centro, CA	738,073
Fairfield, CA	1,192,790
Gilroy--Morgan Hill, CA	606,951
Hanford, CA	821,483
Hemet, CA	951,890
Livermore, CA	707,078
Lodi, CA	761,278
Lompoc, CA	416,860
Madera, CA	449,274
Manteca, CA	484,037
Merced, CA	944,897
Napa, CA	724,349
Petaluma, CA	529,485
Porterville, CA	628,426
Redding, CA	633,727
Salinas, CA	1,861,822
San Luis Obispo, CA	698,712
Santa Barbara, CA	2,149,173
Santa Clarita, CA	1,805,506
Santa Cruz, CA	1,869,187
Santa Maria, CA	1,229,696
Seaside--Monterey--Marina, CA	1,340,149
Simi Valley, CA	1,154,499
Tracy, CA	651,194
Turlock, CA	587,104
Vacaville, CA	974,850
Vallejo, CA	1,769,221
Visalia, CA	1,146,158
Watsonville, CA	743,847
Yuba City, CA	788,494
Yuma, AZ--CA	5,364
COLORADO	$5,254,181
Boulder, CO	1,421,963
Grand Junction, CO	582,963
Greeley, CO	763,092
Lafayette--Louisville, CO	540,289
Longmont, CO	1,039,177
Pueblo, CO	906,697
CONNECTICUT	$8,180,553
Danbury, CT--NY	1,819,297
Norwich--New London, CT	1,769,453
Waterbury, CT	4,591,782
DELAWARE	$924,708
Dover, DE	905,576
Salisbury, MD--DE	19,132
FLORIDA	$12,267,394
Brooksville, FL	575,452
Deltona, FL	933,209
Fort Walton Beach, FL	948,340
Gainesville, FL	1,441,821
Kissimmee, FL	1,358,537
Lady Lake, FL	289,687
Lakeland, FL	1,281,579
Leesburg--Eustis, FL	572,730
North Port--Punta Gorda, FL	719,554
Ocala, FL	596,019
Panama City, FL	762,825

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-56/112-30)

(Note: In accordance with language in the SAFETEA-LU conference report, urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount. An urban apportionment amount includes regular 5 urban 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate.)

URBANIZED AREA/STATE	APPORTIONMENT
St. Augustine, FL	339,208
Titusville, FL	534,485
Vero Beach--Sebastian, FL	732,256
Winter Haven, FL	930,071
Zephyrhills, FL	311,561
GEORGIA	$5,046,514
Albany, GA	538,594
Athens-Clarke County, GA	817,656
Brunswick, GA	289,414
Dalton, GA	310,590
Gainesville, GA	485,849
Hinesville, GA	334,807
Macon, GA	880,784
Rome, GA	479,458
Valdosta, GA	362,434
Warner Robins, GA	497,828
HAWAII	$1,241,509
Kailua (Honolulu County)--Kaneohe, HI	1,241,509
IDAHO	$2,355,441
Coeur d'Alene, ID	468,970
Idaho Falls, ID	479,291
Lewiston, ID--WA	207,626
Nampa, ID	740,291
Pocatello, ID	439,863
ILLINOIS	$8,338,714
Alton, IL	538,719
Beloit, WI--IL	82,358
Bloomington--Normal, IL	1,080,391
Champaign, IL	1,440,408
Danville, IL	339,112
Decatur, IL	709,828
DeKalb, IL	479,570
Dubuque, IA--IL	16,587
Kankakee, IL	611,530
Springfield, IL	1,061,217
INDIANA	$5,991,882
Anderson, IN	589,856
Bloomington, IN	850,191
Columbus, IN	337,755
Elkhart, IN--MI	820,810
Kokomo, IN	545,812
Lafayette, IN	1,115,088
Michigan City, IN--MI	447,518
Muncie, IN	765,764
Terre Haute, IN	520,303
IOWA	$4,713,830
Ames, IA	773,004
Cedar Rapids, IA	1,210,507
Dubuque, IA--IL	443,957
Iowa City, IA	885,970
Sioux City, IA--NE--SD	643,591
Waterloo, IA	746,817
KANSAS	$1,919,931
Lawrence, KS	932,749
St. Joseph, MO--KS	7,001
Topeka, KS	977,181
KENTUCKY	$1,667,115
Bowling Green, KY	380,464
Clarksville, TN--KY	152,405
Huntington, WV--KY--OH	327,437
Owensboro, KY	435,183
Radcliff--Elizabethtown, KY	366,647
LOUISIANA	$4,708,555
Alexandria, LA	450,858
Houma, LA	781,882
Lafayette, LA	1,178,176
Lake Charles, LA	799,952
Mandeville--Covington, LA	361,853
Monroe, LA	672,799
Slidell, LA	468,875
MAINE	$2,098,793
Bangor, ME	356,249
Dover--Rochester, NH--ME	38,881
Lewiston, ME	512,230
Portland, ME	1,134,743
Portsmouth, NH--ME	46,690
MARYLAND	$6,109,155
Aberdeen--Havre de Grace--Bel Air, MD	1,592,587
Cumberland, MD--WV--PA	470,001
Frederick, MD	1,110,803
Hagerstown, MD--WV--PA	831,885
Salisbury, MD--DE	654,307
St. Charles, MD	760,375
Westminster, MD	641,197
MASSACHUSETTS	$3,841,228
Leominster--Fitchburg, MA	1,313,870
Nashua, NH--MA	393
New Bedford, MA	1,883,470

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-56/112-30)

(Note: In accordance with language in the SAFETEA-LU conference report, urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount. An urban apportionment amount includes regular 5 urban 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate.)

URBANIZED AREA/STATE	APPORTIONMENT
Pittsfield, MA	983,893
MICHIGAN	$3,268,542
Battle Creek, MI	478,804
Bay City, MI	617,173
Benton Harbor--St. Joseph, MI	355,223
Elkhart, IN--MI	9,506
Holland, MI	610,782
Jackson, MI	555,322
Kalamazoo, MI	1,197,184
Michigan City, IN--MI	2,915
Monroe, MI	342,867
Muskegon, MI	937,967
Port Huron, MI	658,820
Saginaw, MI	935,868
South Lyon--Howell--Brighton, MI	569,341
MINNESOTA	$3,017,734
Duluth, MN--WI	935,706
Fargo, ND--MN	279,533
Grand Forks, ND--MN	67,865
La Crosse, WI--MN	43,291
Rochester, MN	659,518
St. Cloud, MN	932,361
MISSISSIPPI	$941,698
Hattiesburg, MS	376,638
Pascagoula, MS	485,060
MISSOURI	$2,514,278
Columbia, MO	782,308
Jefferson City, MO	315,415
Joplin, MO	406,007
Lee's Summit, MO	415,344
St. Joseph, MO--KS	595,204
MONTANA	$1,176,289
Billings, MT	716,412
Great Falls, MT	465,176
Missoula, MT	596,690
N. MARIANA ISLANDS	$485,703
Saipan, MP	485,703
NEBRASKA	$124,740
Sioux City, IA--NE--SD	124,740
NEVADA	$413,240
Carson City, NV	413,240
NEW HAMPSHIRE	$2,794,477
Dover--Rochester, NH--ME	415,233
Manchester, NH	983,878
Nashua, NH--MA	1,164,473
Portsmouth, NH--ME	231,894
NEW JERSEY	$2,061,430
Hightstown, NJ	930,062
Vineland, NJ	924,907
Wildwood--North Wildwood--Cape May, NJ	606,469
NEW MEXICO	$1,604,779
Farmington, NM	300,208
Las Cruces, NM	651,801
Santa Fe, NM	652,878
NEW YORK	$7,795,128
Binghamton, NY--PA	1,252,476
Danbury, CT--NY	2,224,849
Elmira, NY	636,884
Glens Falls, NY	461,263
Ithaca, NY	796,768
Kingston, NY	434,299
Middletown, NY	412,563
Saratoga Springs, NY	389,891
Utica, NY	990,540
NORTH CAROLINA	$8,754,344
Burlington, NC	688,407
Concord, NC	955,994
Gastonia, NC	789,831
Goldsboro, NC	335,848
Greenville, NC	561,201
Hickory, NC	959,253
High Point, NC	789,302
Jacksonville, NC	579,428
Rocky Mount, NC	376,209
Wilmington, NC	1,008,870
NORTH DAKOTA	$2,119,695
Bismarck, ND	867,867
Fargo, ND--MN	944,178
Grand Forks, ND--MN	507,861
OHIO	$5,235,152
Huntington, WV--KY--OH	211,631
Lima, OH	455,368
Lorain--Elyria, OH	1,379,435
Mansfield, OH	489,516
Middletown, OH	635,192
Newark, OH	539,595
Parkersburg, WV--OH	148,209

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-56/112-30)

(Note: In accordance with language in the SAFETEA-LU conference report, urbanized area apportionments for Section 5307 and Section 5340 were combined to show a single amount. An urban apportionment amount includes regular 5 urban 5307 funds, Small Transit Intensive Cities funds, and Growing States and High Density States formula funds, as appropriate.)

URBANIZED AREA/STATE	APPORTIONMENT
Sandusky, OH	322,358
Springfield, OH	615,878
Weirton, WV--Steubenville, OH--PA	255,145
Wheeling, WV--OH	187,335
OKLAHOMA	$1,280,810
Fort Smith, AR--OK	13,047
Lawton, OK	557,600
Norman, OK	709,863
OREGON	$1,917,764
Bend, OR	555,295
Corvallis, OR	531,322
Longview, WA--OR	9,396
Medford, OR	921,751
PENNSYLVANIA	$9,380,563
Altoona, PA	587,604
Binghamton, NY--PA	35,264
Cumberland, MD--WV--PA	92
Erie, PA	1,669,478
Hagerstown, MD--WV--PA	7,581
Hazleton, PA	334,632
Johnstown, PA	699,307
Lebanon, PA	513,771
Monessen, PA	475,055
Pottstown, PA	422,573
State College, PA	1,032,211
Uniontown--Connellsville, PA	464,632
Weirton, WV--Steubenville, OH--PA	1,681
Williamsport, PA	910,986
York, PA	1,326,306
PUERTO RICO	$7,246,891
Arecibo, PR	909,468
Fajardo, PR	876,847
Florida--Barceloneta--Bajadero, PR	374,848
Guayama, PR	621,443
Juana Diaz, PR	460,893
Mayaguez, PR	959,765
Ponce, PR	1,677,466
San German--Cabo Rojo--Sabana Grande, PR	589,561
Yauco, PR	771,372
RHODE ISLAND	0
SOUTH CAROLINA	$3,925,578
Anderson, SC	373,409
Florence, SC	494,956
Mauldin--Simpsonville, SC	458,709
Myrtle Beach, SC	690,572
Rock Hill, SC	384,894
Spartanburg, SC	908,338
Sumter, SC	515,604
SOUTH DAKOTA	$1,558,361
Rapid City, SD	478,846
Sioux City, IA--NE--SD	21,757
Sioux Falls, SD	1,057,858
TENNESSEE	$3,777,840
Bristol, TN--Bristol, VA	204,836
Clarksville, TN--KY	591,713
Cleveland, TN	324,337
Jackson, TN	477,932
Johnson City, TN	556,888
Kingsport, TN--VA	489,413
Morristown, TN	382,327
Murfreesboro, TN	929,393
TEXAS	$20,173,367
Abilene, TX	781,101
Amarillo, TX	1,957,271
Beaumont, TX	696,124
Brownsville, TX	1,511,580
College Station--Bryan, TX	1,061,259
Galveston, TX	665,103
Harlingen, TX	741,291
Killeen, TX	1,325,509
Lake Jackson--Angleton, TX	528,331
Laredo, TX	1,941,175
Longview, TX	481,220
McKinney, TX	376,847
Midland, TX	714,867
Odessa, TX	764,523
Port Arthur, TX	882,368
San Angelo, TX	662,482
Sherman, TX	487,894
Temple, TX	466,100
Texarkana, TX--Texarkana, AR	270,790
Texas City, TX	610,360
The Woodlands, TX	935,205
Tyler, TX	661,831
Victoria, TX	348,873
Waco, TX	1,104,676
Wichita Falls, TX	671,698
UTAH	$1,075,960
Logan, UT	656,749
St. George, UT	419,210
VERMONT	$928,724

FEDERAL TRANSIT ADMINISTRATION

TABLE 3

FY 2012 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-56/112-30)

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

URBANIZED AREA/STATE	APPORTIONMENT
Burlington, VT	929,724
VIRGIN ISLANDS*	480,653
VIRGINIA	$5,476,055
Blacksburg, VA	737,760
Bristol, TN--Bristol, VA	115,726
Charlottesville, VA	770,564
Danville, VA	313,880
Fredericksburg, VA	595,593
Harrisonburg, VA	556,130
Kingsport, TN--VA	9,256
Lynchburg, VA	767,548
Roanoke, VA	1,278,236
Winchester, VA	334,137
WASHINGTON	$9,167,499
Bellingham, WA	682,713
Bremerton, WA	1,349,413
Kennewick--Richland, WA	1,405,884
Lewiston, ID--WA	131,321
Longview, WA--OR	429,356
Marysville, WA	703,623
Mount Vernon, WA	516,989
Olympia--Lacey, WA	1,149,719
Wenatchee, WA	650,826
Yakima, WA	948,943
WEST VIRGINIA	$3,430,887
Charleston, WV	1,252,080
Cumberland, MD--WV--PA	13,566
Hagerstown, MD--WV--PA	176,850
Huntington, WV--KY--OH	572,895
Morgantown, WV	480,081
Parkersburg, WV--OH	391,811
Weirton, WV--Steubenville, OH--PA	179,864
Wheeling, WV--OH	363,681
WISCONSIN	$9,025,550
Appleton, WI	1,449,196
Beloit, WI--IL	304,808
Duluth, MN--WI	260,433
Eau Claire, WI	829,861
Fond du Lac, WI	377,898
Green Bay, WI	1,360,810
Janesville, WI	476,376
Kenosha, WI	868,181
La Crosse, WI--MN	734,408
Oshkosh, WI	692,841
Racine, WI	1,053,760
Sheboygan, WI	606,130
Wausau, WI	511,858
WYOMING	$884,563
Casper, WY	415,273
Cheyenne, WY	469,290
Total	**$237,169,597**

* Language in section 5307(j) of SAFETEA-LU directs that the Virgin Islands be treated as an urbanized area.

FEDERAL TRANSIT ADMINISTRATION

TABLE 3A

URBANIZED AREAS 200,000 OR MORE IN POPULATION ELIGIBLE TO USE SECTION 5307 FUNDS FOR OPERATING ASSISTANCE

State	2000 Census Urbanized Area Description	Population	FY 2002 Apportionment	FY 2012 Apportionment Operating Limitation
AL	Huntsville, AL	213,253	$1,677,473	$838,737
CA	Antioch, CA	217,591	$1,914,688	$957,344
CA	Indio--Cathedral City--Palm Springs, CA	254,856	$1,849,608	$924,804
	(Indio-Coachella, CA -- $621,797)			
	(Palm Springs, CA -- $1,227,811)			
CA	Lancaster--Palmdale, CA	263,532	$2,206,544	$1,103,272
CA	Santa Rosa, CA	285,408	$2,636,339	$1,318,170
CA	Victorville--Hesperia--Apple Valley, CA	200,436	$1,311,837	$655,919
CA	Temecula--Murrieta, CA	229,810	----------	$623,817
CO	Fort Collins, CO	206,757	$1,156,197	$578,099
CT	Bridgeport--Stamford, CT--NY	888,890	$9,676,425	$4,838,213
	(Stamford, CT-NY -- $5,332,860)			
	(Norwalk, CT -- $4,343,565)			
CT	Hartford, CT	851,535	$2,824,453	$1,412,227
	(Bristol, CT -- $983,277)			
	(New Britain, CT -- $1,841,176)			
FL	Port St. Lucie, FL	270,774	$1,982,206	$991,103
	(Fort Pierce, FL -- $1,142,501)			
	(Stuart, FL -- $839,705)			
FL	Bonita Springs--Naples, FL	221,251	$954,953	$477,477
FL	Tallahassee, FL	204,260	$1,617,975	$808,988
GA	Savannah, GA	208,886	$1,824,225	$912,113
ID	Boise City, ID	272,625	$2,021,464	$1,010,732
IL	Round Lake Beach--McHenry--Grayslake, IL--WI	226,848	$1,088,609	$544,305
IL	Chicago, IL--IN	8,307,904	$6,599,240	$3,299,620
	(Aurora, IL -- $2,290,318)			
	(Crystal Lake, IL -- $746,464)			
	(Elgin, IL -- $1,652,124)			
	(Joliet, IL -- $1,910,334)			
IN	Evansville, IN--KY	211,989	$2,251,898	$1,125,949
MA	Barnstable Town, MA	243,667	$538,120	$269,060
MA	Boston, MA--NH--RI	4,032,484	$4,760,673	$2,380,337
	(Brockton, MA -- $1,906,558)			
	(Lowell, MA-NH -- $2,366,926)			
	(Taunton, MA -- $487,189)			
MD	Baltimore, MD	2,076,354	$858,335	$429,168
	(Annapolis, MD -- $858,335)			
MO	Springfield, MO	215,004	$1,748,930	$874,465
MS	Gulfport--Biloxi, MS	205,754	$1,687,127	$843,564
NC	Winston-Salem, NC	299,290	$1,811,413	$905,707
NC	Asheville, NC	221,570	$968,044	$484,022
NC	Greensboro, NC	267,884	$2,211,540	$1,105,770
NE	Lincoln, NE	226,582	$2,658,761	$1,329,381
NJ	Atlantic City, NJ	227,180	$1,842,968	$921,484
NY	Poughkeepsie--Newburgh, NY	351,982	$2,225,147	$1,112,574
	(Poughkeepsie, NY -- $1,507,504)			
	(Newburgh, NY -- $717,643)			
OH	Youngstown, OH--PA	417,437	$465,043	$232,522

	(Sharon, PA-OH -- $465,043)			
OH	Cincinnati, OH--KY--IN	1,503,262	$1,384,842	$692,421
	(Hamilton, OH -- $1,384,842)			
OR	Eugene, OR	224,049	$2,559,936	$1,279,968
OR	Salem, OR	207,229	$2,070,221	$1,035,111
PA	Reading, PA	240,264	$2,636,837	$1,318,419
PA	Lancaster, PA	323,554	$2,258,871	$1,129,436
PR	Aguadilla--Isabela--San Sebastian, PR	299,086	$1,148,984	$574,492
PR	San Juan, PR	2,216,616	$5,925,223	$2,962,612
	(Caguas, PR -- $2,811,557)			
	(Cayey, PR -- $831,273)			
	(Humacao, PR -- $719,451)			
	(Vega Baja-Manati, PR -- $1,562,942)			
RI	Providence, RI--MA	1,174,548	$2,695,482	$1,347,741
	(Newport, RI -- $644,329)			
	(Fall River, MA-RI -- $2,051,153)			
TX	Lubbock, TX	202,225	$1,939,424	$969,712
TX	Denton--Lewisville, TX	299,823	$1,291,722	$645,861
	(Denton, TX -- $599,570)			
	(Lewisville, TX -- $692,152)			
VA	Richmond, VA	818,836	$1,016,957	$508,479
	(Petersburg, VA -- $1,016,957)			

* The amount shown represents the amount allowable based on funding provided in the Surface and Air Transportation Programs Extension Act of 2011 (Pub. L. 112-30, Div. C) and the Consolidated and Further Continuing Appropriations Act, 2012 (Pub. L. 112-055). In cases where an urbanized area's FY 2012 available apportionment is less than the allowable amount, FTA will set the operating assistance budget, in TEAM-Web, at an amount not to exceed the FY 2012 available apportionment.

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 4

FY 2012 SECTION 5307 APPORTIONMENT FORMULA

Distribution of Available Funds

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

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

UZA Population and Weighting Factors

50,000-199,999 in population :
(Apportioned to Governors)

9.32% of available Section 5307 funds
50% apportioned based on population
50% apportioned based on population x population density

200,000 and greater in population:
(Apportioned to UZAs)

90.68% of available Section 5307 funds
33.29% (Fixed Guideway Tier*)
95.61% (Non-incentive Portion of Tier)
--- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater
60% - fixed guideway revenue vehicle miles
40% - fixed guideway route miles

4.39% ("Incentive" Portion of Tier)
-- at least 0.75% to each UZA with commuter rail and pop. 750,000 or greater
-- fixed guideway passenger miles x fixed guideway passenger miles/operating cost

66.71% ("Bus" Tier)
90.8% (Non-incentive Portion of Tier)
73.39% for UZAs with population 1,000,000 or greater
50% - bus revenue vehicle miles
25% - population
25% - population x population density
26.61% for UZAs pop. < 1,000,000
50% - bus revenue vehicle miles
25% - population
25% - population x density
9.2% ("Incentive" Portion of Tier)
-- bus passenger miles x bus passenger miles/operating cost

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

FEDERAL TRANSIT ADMINISTRATION
TABLE 5

FISCAL YEAR 2012 FORMULA PROGRAMS APPORTIONMENT DATA UNIT VALUES

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

	APPORTIONMENT DATA UNIT VALUE
Section 5307 Urbanized Area Formula Program - Bus Tier	
Urbanized Areas Over 1,000,000:	
Population	$1.74568100
Population x Density	$0.00044294
Bus Revenue Vehicle Mile	$0.21647380
Urbanized Areas Under 1,000,000:	
Population	$1.59984792
Population x Density	$0.00069999
Bus Revenue Vehicle Mile	$0.27182732
Bus Incentive (PM denotes Passenger Mile):	
Bus PM x Bus PM = / Operating Cost	$0.00505970
Section 5307 Urbanized Area Formula Program - Fixed Guideway Tier	
Fixed Guideway Revenue Vehicle Mile	$0.30745826
Fixed Guideway Route Mile	$15,703
Commuter Rail Floor	$4,465,712
Fixed Guideway Incentive:	
Fixed Guideway PM x Fixed Guideway PM = / Operating Cost	$0.00036576
Commuter Rail Incentive Floor	$205,046
Section 5307 Urbanized Area Formula Program - Areas Under 200,000	
Population	$3.21775150
Population x Density	$0.00160066
Section 5307 Small Transit Intensive Cities	
For Each Qualifying Performance Category	$65,894
Section 5311 Urbanized Area Formula Program - Areas Under 50,000	
Population	$2.46681247

Section 5309 Capital Program - Fixed Guideway Modernization

	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7
Legislatively Specified Areas:						
Revenue Vehicle Mile	$0.03043443	------	$0.13671435	$0.03239541	$0.00000000	$0.00000000
Route Mile	$2,122.43	------	$7,825.39	$2,512.01	$0.00	$0.00
Other Urbanized Areas:						
Revenue Vehicle Mile	$0.16288440	$0.00576164	$0.13671435	$0.05643728	$0.00000000	$0.00000000
Route Mile	$4,758.70	$168.33	$7,825.39	$1,571.13	$0.00	$0.00

Notes:

1. Unit values for Section 5307 do not take into account Section 5340 funding added to the program.
2. The unit value for Section 5311 is based on the total nonurbanized/rural population for the States and territories. It does not take into account Section 5311 funds allocated based on land area in nonurbanized areas, or Section 5340 funding added to the program.

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

FY 2012 Small Transit Intensive Cities Performance Data and Apportionments

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @~ $65,894 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.536**	**109.294**	**12.609**	**0.819**	**97.343**	**16.388**		
Alabama	Anniston, AL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Alabama	Auburn, AL	1.035	16.618	5.241	0.326	5.423	0.904	0	0
Alabama	Decatur, AL	0.886	12.811	10.510	0.739	9.311	3.926	0	0
Alabama	Dothan, AL	0.998	17.395	7.468	0.429	7.454	0.735	0	0
Alabama	Florence, AL	2.222	26.692	7.266	0.605	16.148	5.159	0	0
Alabama	Gadsden, AL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Alabama	Montgomery, AL	4.426	71.244	8.305	0.516	36.765	6.917	0	0
Alabama	Tuscaloosa, AL	4.015	47.828	2.777	0.233	11.150	2.034	0	0
Alaska	Fairbanks, AK	5.332	88.144	11.315	0.684	60.334	8.067	0	0
Arizona	Avondale, AZ	1.261	17.968	5.504	0.386	6.943	1.622	0	0
Arizona	Flagstaff, AZ	3.971	52.733	12.952	0.975	51.438	20.927	3	197,682
Arizona	Prescott, AZ	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Arizona	Yuma, AZ--CA	2.192	42.785	12.306	0.630	26.971	3.843	0	0
Arkansas	Fayetteville--Springdale, AR	3.656	46.701	5.565	0.436	20.348	10.490	0	0
Arkansas	Fort Smith, AR--OK	2.508	33.182	4.340	0.328	10.885	2.280	0	0
Arkansas	Hot Springs, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Arkansas	Jonesboro, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Arkansas	Pine Bluff, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Atascadero--El Paso de Robles (Paso Robles), CA	14.052	393.895	2.140	0.076	30.086	1.107	2	131,788
California	Camarillo, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Chico, CA	5.514	80.940	14.226	0.969	78.447	14.475	2	131,788
California	Davis, CA	3.299	113.571	17.305	1.417	160.911	57.387	6	395,362
California	El Centro, CA	12.865	252.072	13.998	0.721	181.759	10.018	4	263,576
California	Fairfield, CA	4.578	83.537	12.058	0.660	55.171	6.163	0	0
California	Gilroy--Morgan Hill, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Hanford, CA	4.165	130.759	47.565	1.515	198.092	13.530	4	263,576
California	Hemet, CA	2.318	44.936	6.996	0.361	16.218	1.819	0	0
California	Livermore, CA	4.065	58.964	4.230	0.292	17.194	3.472	0	0
California	Lodi, CA	1.680	18.347	4.673	0.428	7.853	2.722	0	0
California	Lompoc, CA	9.652	131.045	8.417	0.620	81.239	5.005	2	131,788
California	Madera, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Manteca, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Merced, CA	1.706	28.381	11.276	0.678	19.235	5.695	0	0
California	Napa, CA	2.286	27.177	7.945	0.668	18.182	4.580	0	0
California	Petaluma, CA	3.880	46.998	8.807	0.533	25.052	4.669	0	0
California	Porterville, CA	4.813	109.807	13.452	0.590	64.744	9.044	2	131,788
California	Redding, CA	4.028	57.220	9.281	0.658	37.380	7.001	0	0
California	Salinas, CA	6.597	107.639	9.269	0.568	61.141	8.953	1	65,894
California	San Luis Obispo, CA	9.567	160.457	17.457	1.041	166.999	23.275	6	395,362
California	Santa Barbara, CA	10.665	145.049	16.750	1.232	178.641	41.237	6	395,362
California	Santa Clarita, CA	10.729	185.880	14.557	0.841	156.171	15.117	5	329,470
California	Santa Cruz, CA	10.104	142.739	21.618	1.530	218.438	34.514	6	395,362
California	Santa Maria, CA	8.617	148.867	10.843	0.628	93.440	10.835	2	131,788
California	Seaside--Monterey--Marina, CA	5.743	92.456	19.832	1.232	113.887	16.723	4	263,576
California	Simi Valley, CA	3.806	51.447	5.524	0.409	21.026	4.249	0	0
California	Tracy, CA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
California	Turlock, CA	1.927	26.978	3.456	0.247	6.660	1.840	0	0
California	Vacaville, CA	7.294	139.293	0.663	0.035	4.838	0.497	2	131,788
California	Vallejo, CA	4.989	74.675	7.748	0.518	38.656	5.115	0	0
California	Visalia, CA	4.049	80.074	22.898	1.157	92.646	14.064	2	131,788
California	Watsonville, CA	8.234	124.143	9.469	0.628	77.969	12.092	2	131,788
California	Yuba City, CA	8.096	92.439	12.055	0.795	73.483	10.864	0	0
Colorado	Boulder, CO	8.862	121.643	25.199	1.836	223.311	44.695	6	395,362
Colorado	Grand Junction, CO	4.439	70.643	9.051	0.569	40.179	10.650	0	0
Colorado	Greeley, CO	3.460	43.861	5.904	0.466	20.425	5.518	0	0
Colorado	Lafayette--Louisville, CO	8.599	120.657	8.904	0.492	59.372	11.654	2	131,788
Colorado	Longmont, CO	8.036	109.400	14.842	1.090	119.266	24.194	6	395,362
Colorado	Pueblo, CO	3.630	51.269	7.019	0.497	25.482	8.128	0	0
Connecticut	Danbury, CT--NY	26.472	716.358	35.585	1.315	942.000	42.767	6	395,362
Connecticut	Norwich--New London, CT	5.908	117.145	9.262	0.467	54.718	6.518	1	65,894
Connecticut	Waterbury, CT	26.111	611.974	29.712	1.268	775.811	43.937	6	395,362
Delaware	Dover, DE	3.359	57.591	34.619	2.019	116.269	15.767	3	197,682
Florida	Brooksville, FL	3.236	44.988	3.594	0.179	8.036	0.993	0	0
Florida	Deltona, FL	3.498	54.188	7.284	0.470	25.481	4.982	0	0
Florida	Fort Walton Beach, FL	1.385	19.201	6.443	0.465	8.926	1.555	0	0
Florida	Gainesville, FL	8.370	95.433	19.930	1.748	186.824	59.041	5	329,470
Florida	Kissimmee, FL	4.940	74.288	13.813	0.919	68.236	11.809	2	131,788
Florida	Lady Lake, FL	2.361	39.315	11.074	0.665	26.145	2.473	0	0

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

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State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @~ $65,894 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.536**	**109.294**	**12.609**	**0.819**	**97.343**	**16.388**		
Florida	Lakeland, FL	4.565	69.174	9.169	0.605	41.858	7.939	0	0
Florida	Leesburg--Eustis, FL	2.435	41.042	12.005	0.712	29.232	2.757	0	0
Florida	North Port--Punta Gorda, FL	1.103	17.971	3.895	0.239	4.286	0.548	0	0
Florida	Ocala, FL	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Florida	Panama City, FL	3.307	59.790	9.734	0.538	32.187	6.881	0	0
Florida	St. Augustine, FL	2.759	53.415	9.680	0.500	26.704	3.651	0	0
Florida	Titusville, FL	5.953	198.771	21.564	0.848	128.374	6.003	3	197,682
Florida	Vero Beach--Sebastian, FL	3.220	44.514	8.487	0.614	27.324	6.257	0	0
Florida	Winter Haven, FL	2.166	35.907	10.984	0.663	23.793	3.473	0	0
Florida	Zephyrhills, FL	3.942	66.895	6.055	0.357	23.869	3.572	0	0
Georgia	Albany, GA	6.673	109.144	6.586	0.403	43.951	9.158	1	65,894
Georgia	Athens-Clarke County, GA	6.258	52.758	15.111	1.792	94.565	103.725	3	197,682
Georgia	Brunswick, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Dalton, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Gainesville, GA	0.604	10.479	3.975	0.229	2.400	1.857	0	0
Georgia	Hinesville, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Macon, GA	2.770	39.419	8.700	0.611	24.103	5.624	0	0
Georgia	Rome, GA	8.231	128.397	9.954	0.638	81.926	12.309	2	131,788
Georgia	Valdosta, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Georgia	Warner Robins, GA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Hawaii	Kailua (Honolulu County)--Kaneohe, HI	10.130	141.213	2.504	0.180	25.365	4.532	2	131,788
Idaho	Coeur d'Alene, ID	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Idaho	Idaho Falls, ID	1.766	25.715	11.390	0.782	20.108	2.512	0	0
Idaho	Lewiston, ID--WA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Idaho	Nampa, ID	5.454	131.425	4.992	0.224	27.229	1.817	1	65,894
Idaho	Pocatello, ID	4.871	66.890	7.830	0.572	38.137	7.895	0	0
Illinois	Alton, IL	4.390	77.229	5.000	0.284	21.951	3.135	0	0
Illinois	Bloomington--Normal, IL	2.323	33.055	13.872	0.975	32.226	11.221	2	131,788
Illinois	Champaign, IL	9.343	110.838	27.235	2.296	254.444	82.145	6	395,363
Illinois	Danville, IL	4.596	83.602	10.295	0.566	47.320	9.923	0	0
Illinois	Decatur, IL	3.373	46.545	11.653	0.844	39.306	13.254	1	65,894
Illinois	DeKalb, IL	1.886	29.009	11.662	0.758	21.994	2.404	0	0
Illinois	Kankakee, IL	5.992	78.077	14.068	1.080	84.206	11.344	2	131,788
Illinois	Springfield, IL	2.886	35.133	10.515	0.864	30.351	10.846	1	65,894
Indiana	Anderson, IN	1.851	24.396	4.247	0.322	7.861	1.811	0	0
Indiana	Bloomington, IN	6.633	70.726	11.924	1.118	79.087	35.317	3	197,682
Indiana	Columbus, IN	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Indiana	Elkhart, IN--MI	2.356	39.491	6.063	0.362	14.283	2.200	0	0
Indiana	Kokomo, IN	1.224	13.486	14.954	1.583	18.187	3.516	2	131,788
Indiana	Lafayette, IN	6.053	66.774	13.165	1.193	79.691	39.338	3	197,682
Indiana	Michigan City, IN--MI	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Indiana	Muncie, IN	5.888	79.395	11.587	0.859	68.228	21.966	2	131,788
Indiana	Terre Haute, IN	1.079	8.859	5.784	0.705	6.242	3.677	0	0
Iowa	Ames, IA	7.254	75.909	22.774	2.176	165.206	106.004	5	329,470
Iowa	Cedar Rapids, IA	4.277	55.637	8.562	0.658	36.619	7.552	0	0
Iowa	Dubuque, IA--IL	2.159	25.581	8.454	0.713	18.240	5.727	0	0
Iowa	Iowa City, IA	5.470	60.668	23.492	2.119	128.492	75.907	4	263,576
Iowa	Sioux City, IA--NE--SD	8.613	105.210	6.952	0.569	59.880	11.681	1	65,894
Iowa	Waterloo, IA	1.059	15.980	9.589	0.635	10.152	5.000	0	0
Kansas	Lawrence, KS	4.899	51.272	15.270	1.459	74.796	39.402	3	197,682
Kansas	Topeka, KS	3.468	52.096	9.946	0.662	34.492	8.779	0	0
Kentucky	Bowling Green, KY	0.853	9.992	3.670	0.313	3.130	1.549	0	0
Kentucky	Owensboro, KY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Kentucky	Radcliff--Elizabethtown, KY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Alexandria, LA	5.215	81.925	8.130	0.518	42.399	9.977	0	0
Louisiana	Houma, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Lafayette, LA	9.072	116.435	4.672	0.364	42.399	8.142	2	131,788
Louisiana	Lake Charles, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Mandeville--Covington, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Louisiana	Monroe, LA	4.544	65.515	7.289	0.506	33.118	10.286	0	0
Louisiana	Slidell, LA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Maine	Bangor, ME	5.250	72.398	11.155	0.809	58.569	15.271	0	0
Maine	Lewiston, ME	2.181	27.152	16.340	1.312	35.629	12.288	2	131,788
Maine	Portland, ME	5.859	67.783	8.882	0.768	52.038	12.953	0	0
Maryland	Aberdeen--Havre de Grace--Bel Air, MD	4.238	74.968	3.317	0.186	14.058	1.849	0	0
Maryland	Cumberland, MD--WV--PA	4.032	57.569	7.500	0.525	30.240	3.316	0	0
Maryland	Frederick, MD	3.282	44.866	9.643	0.701	31.451	6.603	0	0
Maryland	Hagerstown, MD--WV--PA	3.057	46.359	3.890	0.257	11.892	3.164	0	0

FEDERAL TRANSIT ADMINISTRATION

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	Average for UZAs with populations 200,000 - 999,999	**6.536**	**109.294**	**12.609**	**0.819**	**97.343**	**16.388**		
Maryland	Salisbury, MD--DE	1.344	44.078	33.289	1.015	44.727	6.406	2	131,788
Maryland	St. Charles, MD	4.149	87.977	7.574	0.462	31.425	3.742	0	0
Maryland	Westminster, MD	1.520	20.449	11.097	0.825	16.866	1.921	1	65,894
Massachusetts	Leominster--Fitchburg, MA	2.815	42.178	24.019	1.489	62.816	7.580	2	131,788
Massachusetts	New Bedford, MA	4.785	55.185	5.855	0.508	28.017	6.929	0	0
Massachusetts	Pittsfield, MA	3.687	53.607	15.925	1.095	58.718	7.313	2	131,788
Michigan	Battle Creek, MI	3.752	49.646	6.775	0.512	25.424	6.826	0	0
Michigan	Bay City, MI	2.485	45.996	20.857	1.127	51.824	7.912	2	131,788
Michigan	Benton Harbor--St. Joseph, MI	1.458	16.967	9.244	0.794	13.475	2.778	0	0
Michigan	Holland, MI	1.989	24.622	8.447	0.682	16.804	3.681	0	0
Michigan	Jackson, MI	2.766	40.112	8.271	0.570	23.880	8.847	0	0
Michigan	Kalamazoo, MI	3.693	52.580	11.515	0.809	42.528	12.044	0	0
Michigan	Monroe, MI	2.707	34.681	9.111	0.711	24.659	5.492	0	0
Michigan	Muskegon, MI	3.799	48.787	5.437	0.425	20.658	4.976	0	0
Michigan	Port Huron, MI	1.423	22.605	27.003	1.700	38.422	13.540	2	131,788
Michigan	Saginaw, MI	4.295	72.002	5.906	0.352	25.363	7.187	0	0
Michigan	South Lyon--Howell--Brighton, MI	2.325	42.984	5.069	0.274	11.785	0.934	0	0
Minnesota	Duluth, MN--WI	6.841	91.852	16.840	1.254	115.211	27.030	5	329,471
Minnesota	Rochester, MN	4.869	74.617	12.687	0.828	61.770	17.106	3	197,682
Minnesota	St. Cloud, MN	5.112	72.013	19.119	1.357	97.740	26.445	4	263,576
Mississippi	Hattiesburg, MS	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Mississippi	Pascagoula, MS	6.844	352.913	4.412	0.086	30.192	0.676	2	131,788
Missouri	Columbia, MO	5.907	56.393	8.145	0.853	48.114	22.317	2	131,788
Missouri	Jefferson City, MO	1.856	30.928	9.453	0.584	17.541	6.042	0	0
Missouri	Joplin, MO	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Missouri	Lee's Summit, MO	1.880	26.256	0.787	0.056	1.480	0.225	0	0
Missouri	St. Joseph, MO--KS	2.060	23.521	11.104	0.972	22.873	4.574	1	65,894
Montana	Billings, MT	3.556	48.133	7.444	0.550	26.468	6.874	0	0
Montana	Great Falls, MT	1.498	19.092	8.409	0.660	12.594	5.916	0	0
Montana	Missoula, MT	4.156	56.285	12.138	0.896	50.438	17.282	2	131,788
N. Mariana Islands	Saipan, MP	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Nevada	Carson City, NV	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Hampshire	Dover--Rochester, NH--ME	5.752	89.393	8.503	0.547	48.905	12.339	0	0
New Hampshire	Manchester, NH	2.313	24.903	3.490	0.324	8.070	3.209	0	0
New Hampshire	Nashua, NH--MA	4.729	67.093	2.569	0.181	12.150	2.390	0	0
New Hampshire	Portsmouth, NH--ME	5.647	87.666	6.860	0.442	38.738	9.690	0	0
New Jersey	Hightstown, NJ	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Jersey	Vineland, NJ	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Jersey	Wildwood--North Wildwood--Cape May, NJ	1.000	20.996	15.564	0.741	15.564	3.185	1	65,894
New Mexico	Farmington, NM	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New Mexico	Las Cruces, NM	3.225	40.005	8.681	0.539	21.547	8.296	0	0
New Mexico	Santa Fe, NM	4.550	59.285	16.376	1.257	74.506	12.502	2	131,788
New York	Binghamton, NY--PA	5.236	77.182	16.333	1.108	85.515	19.431	3	197,682
New York	Elmira, NY	3.123	59.011	14.055	0.744	43.897	10.115	1	65,894
New York	Glens Falls, NY	3.403	56.686	5.967	0.358	20.304	5.642	0	0
New York	Ithaca, NY	4.552	64.962	39.585	2.774	180.186	68.142	4	263,576
New York	Kingston, NY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New York	Middletown, NY	0.000	0.000	0.000	0.000	0.000	0.000	0	0
New York	Saratoga Springs, NY	0.948	11.683	5.524	0.448	5.239	2.450	0	0
New York	Utica, NY	3.060	36.396	9.247	0.777	28.294	9.721	0	0
North Carolina	Burlington, NC	10.200	460.925	2.599	0.060	27.529	0.691	2	131,788
North Carolina	Concord, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Gastonia, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Goldsboro, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Greenville, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Hickory, NC	3.056	51.958	3.667	0.216	11.240	1.106	0	0
North Carolina	High Point, NC	5.112	89.957	10.902	0.620	55.730	7.692	0	0
North Carolina	Jacksonville, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Rocky Mount, NC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
North Carolina	Wilmington, NC	1.770	22.813	11.625	0.902	20.573	8.827	1	65,894
North Dakota	Bismarck, ND	1.226	18.188	12.967	0.874	15.891	3.993	2	131,788
North Dakota	Fargo, ND--MN	5.207	66.695	9.203	0.719	47.923	14.111	0	0
North Dakota	Grand Forks, ND--MN	2.138	27.565	11.731	0.910	25.087	6.149	1	65,894
Ohio	Lima, OH	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Ohio	Lorain--Elyria, OH	0.455	4.151	0.811	0.089	0.369	0.514	0	0
Ohio	Mansfield, OH	2.491	30.774	4.179	0.338	10.408	3.335	0	0
Ohio	Middletown, OH	4.214	60.299	2.652	0.185	11.177	2.230	0	0
Ohio	Newark, OH	1.023	18.837	14.167	0.769	14.488	1.808	1	65,894

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	Average for UZAs with populations 200,000 - 999,999	**6.536**	**109.294**	**12.609**	**0.819**	**97.343**	**16.388**		
Ohio	Sandusky, OH	1.467	16.472	5.986	0.540	8.902	2.024	0	0
Ohio	Springfield, OH	2.007	25.227	3.129	0.249	6.281	3.238	0	0
Ohio	Weirton, WV--Steubenville, OH--PA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Oklahoma	Lawton, OK	2.579	37.705	7.866	0.538	20.288	4.515	0	0
Oklahoma	Norman, OK	5.297	62.996	6.518	0.548	34.525	15.106	0	0
Oregon	Bend, OR	0.424	5.031	7.202	0.606	3.050	6.561	0	0
Oregon	Corvallis, OR	9.062	125.738	6.422	0.463	58.193	12.038	2	131,788
Oregon	Medford, OR	5.419	91.451	7.692	0.456	41.679	8.023	0	0
Pennsylvania	Altoona, PA	4.454	56.997	6.574	0.514	29.283	8.476	0	0
Pennsylvania	Erie, PA	3.662	42.038	15.158	1.321	55.514	16.495	3	197,682
Pennsylvania	Hazleton, PA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Pennsylvania	Johnstown, PA	4.473	60.395	15.284	1.132	68.356	16.850	3	197,682
Pennsylvania	Lebanon, PA	3.279	52.659	12.911	0.804	42.339	5.518	1	65,894
Pennsylvania	Monessen, PA	11.508	204.581	5.977	0.336	68.784	3.261	2	131,788
Pennsylvania	Pottstown, PA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Pennsylvania	State College, PA	9.788	155.593	27.829	1.751	272.390	102.311	6	395,363
Pennsylvania	Uniontown--Connellsville, PA	1.505	25.787	20.889	1.219	31.438	3.845	2	131,788
Pennsylvania	Williamsport, PA	7.407	111.982	14.421	0.954	106.817	22.098	6	395,363
Pennsylvania	York, PA	3.000	42.651	13.543	0.953	40.633	7.571	2	131,788
Puerto Rico	Arecibo, PR	4.305	43.552	11.041	1.091	47.535	12.248	1	65,894
Puerto Rico	Fajardo, PR	17.601	175.773	18.814	1.884	331.132	41.811	6	395,363
Puerto Rico	Florida--Barceloneta--Bajadero, PR	4.135	48.663	2.516	0.214	10.401	2.873	0	0
Puerto Rico	Guayama, PR	7.120	60.168	7.674	0.908	54.639	12.006	2	131,788
Puerto Rico	Juana Diaz, PR	2.957	43.587	14.705	0.998	43.482	12.484	2	131,788
Puerto Rico	Mayaguez, PR	3.586	34.173	24.534	2.575	87.981	28.327	3	197,682
Puerto Rico	Ponce, PR	3.688	39.589	6.488	0.604	23.931	8.388	0	0
Puerto Rico	San German--Cabo Rojo--Sabana Grande, PR	3.796	46.392	6.522	0.542	25.138	6.474	0	0
Puerto Rico	Yauco, PR	3.587	54.621	20.548	1.350	73.712	14.169	2	131,788
South Carolina	Anderson, SC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Florence, SC	2.479	52.279	35.439	1.680	87.852	4.559	2	131,788
South Carolina	Mauldin--Simpsonville, SC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Myrtle Beach, SC	2.162	37.507	7.129	0.411	15.412	2.902	0	0
South Carolina	Rock Hill, SC	0.000	0.000	0.000	0.000	0.000	0.000	0	0
South Carolina	Spartanburg, SC	2.733	43.470	15.143	0.952	41.383	5.275	2	131,788
South Carolina	Sumter, SC	2.903	57.322	24.256	1.228	70.412	4.986	2	131,788
South Dakota	Rapid City, SD	2.398	28.390	8.047	0.679	19.279	5.088	0	0
South Dakota	Sioux Falls, SD	4.971	62.097	10.988	0.880	54.618	8.618	1	65,894
Tennessee	Bristol, TN--Bristol, VA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Clarksville, TN--KY	3.044	48.968	11.072	0.688	33.705	6.025	0	0
Tennessee	Cleveland, TN	0.835	7.779	4.696	0.504	3.922	1.424	0	0
Tennessee	Jackson, TN	3.348	44.933	11.875	0.885	39.756	9.144	1	65,894
Tennessee	Johnson City, TN	3.734	43.932	5.911	0.502	22.074	5.886	0	0
Tennessee	Kingsport, TN--VA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Morristown, TN	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Tennessee	Murfreesboro, TN	1.648	13.551	3.966	0.482	6.535	1.940	0	0
Texas	Abilene, TX	2.065	31.395	8.142	0.535	16.809	5.066	0	0
Texas	Amarillo, TX	1.714	26.626	5.142	0.331	8.810	2.010	0	0
Texas	Beaumont, TX	3.283	44.146	6.198	0.461	20.348	4.339	0	0
Texas	Brownsville, TX	13.766	184.036	5.574	0.488	76.726	8.997	2	131,788
Texas	College Station--Bryan, TX	1.166	20.746	4.795	0.270	5.593	1.636	0	0
Texas	Galveston, TX	3.217	39.231	10.869	0.891	34.960	11.175	1	65,894
Texas	Harlingen, TX	0.787	11.481	1.355	0.090	1.038	0.159	0	0
Texas	Killeen, TX	2.932	49.335	5.766	0.343	16.904	2.176	0	0
Texas	Lake Jackson--Angleton, TX	2.080	35.979	2.459	0.142	5.114	0.480	0	0
Texas	Laredo, TX	5.870	63.487	11.042	1.021	64.821	19.467	2	131,788
Texas	Longview, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	McKinney, TX	1.198	14.608	5.998	0.492	7.183	0.921	0	0
Texas	Midland, TX	1.150	17.257	4.565	0.304	5.252	2.571	0	0
Texas	Odessa, TX	1.150	17.355	3.508	0.239	4.151	2.094	0	0
Texas	Port Arthur, TX	3.225	46.778	2.984	0.206	9.626	1.187	0	0
Texas	San Angelo, TX	1.502	21.093	12.159	0.866	18.266	3.948	1	65,894
Texas	Sherman, TX	2.559	47.894	18.248	0.975	46.697	2.266	2	131,788
Texas	Temple, TX	1.629	23.933	8.633	0.588	14.066	2.206	0	0
Texas	Texarkana, TX--Texarkana, AR	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Texas City, TX	1.552	26.856	4.740	0.274	7.354	0.672	0	0
Texas	The Woodlands, TX	29.649	732.280	4.395	0.178	130.311	3.920	3	197,682
Texas	Tyler, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Texas	Victoria, TX	0.985	13.359	10.751	0.793	10.595	4.218	0	0

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

FY 2012 Small Transit Intensive Cities Performance Data and Apportionments

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ -- $65,894 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	**6.536**	**109.294**	**12.609**	**0.819**	**97.343**	**16.388**		
Texas	Waco, TX	3.849	59.446	6.519	0.422	25.091	4.748	0	0
Texas	Wichita Falls, TX	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Utah	Logan, UT	7.350	107.993	10.915	0.743	80.224	22.568	2	131,788
Utah	St. George, UT	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Vermont	Burlington, VT	6.678	82.976	13.828	1.113	92.335	22.716	4	263,576
Virgin Islands	Virgin Islands	0.084	4.882	6.919	0.118	0.578	0.131	0	0
Virginia	Blacksburg, VA	8.136	83.852	19.603	1.902	159.489	68.848	5	329,470
Virginia	Charlottesville, VA	3.403	43.539	27.027	2.112	91.969	30.049	3	197,682
Virginia	Danville, VA	3.710	60.426	6.756	0.415	25.067	4.845	0	0
Virginia	Fredericksburg, VA	4.144	77.908	11.409	0.607	47.285	5.074	0	0
Virginia	Harrisonburg, VA	8.645	94.650	11.100	1.134	95.968	35.377	3	197,682
Virginia	Lynchburg, VA	3.245	39.421	13.445	1.107	43.634	30.493	3	197,682
Virginia	Roanoke, VA	5.170	76.917	8.971	0.603	46.377	9.797	0	0
Virginia	Winchester, VA	0.000	0.000	0.000	0.000	0.000	0.000	0	0
Washington	Bellingham, WA	5.857	91.645	37.464	2.394	219.415	60.578	4	263,576
Washington	Bremerton, WA	5.074	99.469	20.290	1.035	102.949	17.887	4	263,576
Washington	Kennewick--Richland, WA	7.618	194.439	64.697	2.535	492.833	32.986	6	395,363
Washington	Longview, WA--OR	4.591	50.413	6.668	0.607	30.616	7.478	0	0
Washington	Marysville, WA	5.469	91.383	9.564	0.572	52.310	6.730	0	0
Washington	Mount Vernon, WA	4.843	90.067	30.204	1.624	146.271	12.856	3	197,682
Washington	Olympia--Lacey, WA	5.911	92.441	28.455	1.819	168.191	28.654	4	263,576
Washington	Wenatchee, WA	7.512	100.635	13.350	0.997	100.288	10.653	4	263,576
Washington	Yakima, WA	5.305	85.959	15.399	0.957	81.694	13.308	2	131,788
West Virginia	Charleston, WV	5.343	89.440	15.198	0.908	81.201	13.228	2	131,788
West Virginia	Huntington, WV--KY--OH	2.657	40.774	7.014	0.457	18.635	4.599	0	0
West Virginia	Morgantown, WV	0.958	16.367	16.210	0.949	15.537	13.634	2	131,788
West Virginia	Parkersburg, WV--OH	2.137	26.943	5.022	0.398	10.732	3.810	0	0
West Virginia	Wheeling, WV--OH	1.567	19.637	8.259	0.659	12.940	4.643	0	0
Wisconsin	Appleton, WI	2.287	38.549	10.548	0.626	24.121	6.178	0	0
Wisconsin	Beloit, WI--IL	2.784	43.357	6.956	0.447	19.370	4.596	0	0
Wisconsin	Eau Claire, WI	2.830	40.481	12.329	0.862	34.893	10.831	1	65,894
Wisconsin	Fond du Lac, WI	1.009	13.594	8.083	0.600	8.158	3.892	0	0
Wisconsin	Green Bay, WI	3.090	44.011	8.353	0.586	25.811	7.678	0	0
Wisconsin	Janesville, WI	3.436	52.893	7.567	0.492	26.001	6.647	0	0
Wisconsin	Kenosha, WI	4.204	60.268	10.846	0.757	45.602	15.012	0	0
Wisconsin	La Crosse, WI--MN	3.172	42.051	14.220	1.072	45.099	14.584	2	131,788
Wisconsin	Oshkosh, WI	3.017	42.402	14.230	1.013	42.932	14.116	2	131,788
Wisconsin	Racine, WI	4.029	51.914	9.924	0.770	39.987	11.232	0	0
Wisconsin	Sheboygan, WI	1.686	22.944	11.711	0.860	19.742	7.363	1	65,894
Wisconsin	Wausau, WI	3.478	54.901	12.751	0.808	44.352	11.768	1	65,894
Wyoming	Casper, WY	1.607	19.259	7.788	0.648	12.483	3.113	0	0
Wyoming	Cheyenne, WY	2.746	40.530	6.766	0.459	18.583	3.925	0	0
				Total				317	$20,888,361

FEDERAL TRANSIT ADMINISTRATION

TABLE 7

PRIOR YEAR UNOBLIGATED SECTION 5308 CLEAN FUELS GRANT PROGRAM ALLOCATIONS AS OF SEPTEMBER 30, 2011[1]

State	Earmark ID	Project Location and Description	Allocation
GA	D2010-CLNF-002	Metropolitan Atlanta Rapid Transit Authority, retrofit of buses, GA	$840,000
KY	D2010-CLNF-005	Transit Authority of River City, hybrid bus program, KY	3,975,740
NY	D2010-CLNF-009	New York Metropolitan Transportation Authority, CNG fueling facility, NY	5,810,000
PA	D2010-CLNF-013	County of Lackawanna Transit System, hybrid buses, PA	2,500,000
TN	D2010-CLNF-014	First TN Human Resource Agency, biofuel vehicles for paratransit, TN	635,967
		Total Prior Year Unobligated Allocations	**$13,761,707**

[1] FTA allocated FY 2010 Clean Fuels Program funds on January 31, 2011. Funds are available for obligation until September 30, 2013

FEDERAL TRANSIT ADMINISTRATION

TABLE 8

FY 2012 SECTION 5309 FIXED GUIDEWAY MODERNIZATION APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/St. Extension Enacted - P.L. 112-55/112-30)

STATE	AREA	APPORTIONMENT
Alaska	Anchorage, AK	$910,277
Arizona	Phoenix--Mesa, AZ	931,983
California	Antioch, CA	187,582
California	Concord, CA	959,088
California	Lancaster--Palmdale, CA	154,648
California	Los Angeles--Long Beach--Santa Ana, CA	13,576,063
California	Mission Viejo, CA	111,033
California	Oxnard, CA	97,574
California	Riverside--San Bernardino, CA	292,574
California	Sacramento, CA	1,290,524
California	San Diego, CA	3,952,560
California	San Francisco--Oakland, CA	53,468,833
California	San Jose, CA	5,235,366
California	Stockton, CA	109,795
California	Thousand Oaks, CA	45,370
Colorado	Denver--Aurora, CO	1,147,587
Connecticut	Hartford, CT	611,211
Connecticut	Southwestern Connecticut	33,241,588
District of Columbia	Washington, DC--VA--MD	23,708,796
Florida	Jacksonville, FL	57,414
Florida	Miami, FL	6,758,368
Florida	Orlando, FL	13,207
Florida	Tampa--St. Petersburg, FL	55,699
Georgia	Atlanta, GA	9,479,281
Hawaii	Honolulu, HI	367,827
Illinois	Chicago, IL--IN	110,689,716
Illinois	Round Lake Beach--McHenry--Grayslake, IL--WI	170,298
Indiana	South Bend, IN--MI	59,370
Louisiana	New Orleans, LA	2,585,882
Massachusetts	Boston, MA	56,652,842
Massachusetts	Worcester, MA--CT	83,316
Maryland	Baltimore Commuter Rail	13,908,743
Maryland	Baltimore, MD	3,545,033
Michigan	Detroit, MI	177,231
Minnesota	Minneapolis--St. Paul, MN	2,712,064
Missouri	Kansas City, MO--KS	2,248
Missouri	St. Louis, MO--IL	1,767,333
New Jersey	Atlantic City, NJ	96,640
New Jersey	Northeastern New Jersey	70,281,078
New Jersey	Trenton, NJ	890,214
New York	Buffalo, NY	508,257
New York	New York	280,360,767
New York	Poughkeepsie--Newburgh, NY	163,894
North Carilina	Charlotte, NC--SC	11,910
Ohio	Cleveland, OH	11,520,690
Ohio	Dayton, OH	1,942,866
Oregon	Portland, OR--WA	1,808,388
Pennsylvania	Harrisburg, PA	69,702
Pennsylvania	Lancaster, PA	202,575
Pennsylvania	Philadelphia/Southern New Jersey	78,252,145
Pennsylvania	Pittsburgh, PA	19,016,280
Puerto Rico	San Juan, PR	812,559
Rhode Island	Providence, RI--MA	1,084,347
Tennessee	Chattanooga, TN--GA	34,159
Tennessee	Memphis, TN--MS--AR	35,206
Texas	Dallas--Fort Worth--Arlington, TX	1,159,438
Texas	Houston, TX	3,072,804
Utah	Salt Lake City, UT	273,447
Virginia	Virginia Beach, VA	580,555
Washington	Seattle, WA	9,259,811
West Virginia	Morgantown, WV	387,072
Wisconsin	Madison, WI	294,263
Wisconsin	Milwaukee, WI	19,754
	TOTAL	**$831,257,145**

FEDERAL TRANSIT ADMINISTRATION
TABLE 9

FY 2012 FIXED GUIDEWAY MODERNIZATION PROGRAM APPORTIONMENT FORMULA

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

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

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

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

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

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

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

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

FEDERAL TRANSIT ADMINISTRATION
TABLE 10
SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES AND FERRYBOAT ALLOCATIONS[1]

FY 2012 SECTION 5309 Bus and Bus Facilities Allocations - New and Small Starts BRT Projects[2]

State	Earmark ID	Project Location and Description	Allocation
CA	E-2012-BUSP-001	Fresno, Fresno Area Express	$17,800,000
CA	E-2012-BUSP-002	Oakland, East Bay BRT	25,000,000
CA	E-2012-BUSP-003	San Francisco, Van Ness BRT	30,000,000
FL	E-2012-BUSP-004	Jacksonville, JTA BRT	6,443,200
MI	E-2012-BUSP-005	Grand Rapids, Silver Line BRT	12,887,943
TX	E-2012-BUSP-006	El Paso, Mesa Corridor BRT	13,540,000
WA	E-2012-BUSP-007	King County, RapidRide E BRT	21,629,000
WA	E-2012-BUSP-008	King County, RapidRide F BRT	15,880,000
CT	E-2012-BUSP-009	Hartford-New Britain Busway	45,000,000
		Total FY 2012 New and Small Starts BRT Project Allocations.....	**$188,180,143**

FY 2012 SECTION 5309 Bus and Bus Facilities Allocations - Ferry Boat Systems Projects

State	Earmark ID	Project Location and Description	Allocation
CA	E-2012-BUSP-010	San Francisco, Water Transit Authority	$2,500,000
MA	E-2012-BUSP-011	Massachusetts Bay Transportation Authority Ferry System	2,500,000
ME	E-2012-BUSP-012	Main State Ferry Service, Rockland	650,000
ME	E-2012-BUSP-013	Swans Island, Maine Ferry Service	350,000
NJ	E-2012-BUSP-014	Camden, New Jersey Ferry System	1,000,000
NY	E-2012-BUSP-015	Governor's Island, New York Ferry System	1,000,000
NY	E-2012-BUSP-016	Staten Island Ferry	1,000,000
PA	E-2012-BUSP-017	Philadelphia Penn's Landing Ferry Terminal	1,000,000
		Total FY 2012 Ferry Boat Systems Project Allocations.....	**$10,000,000**

FY 2012 SECTION 5309 Bus and Bus Facilities Allocations - Unallocated

Total Unallocated FY 2012 Section 5309 Bus and Bus Related Facilities...	**$290,926,579**

FY 2011 SECTION 5309 Bus and Bus Facilities Allocations - Ferry Boat Systems Projects[3]

State	Earmark ID	Project Location and Description	Allocation
CA	E2011-BUSP-002	San Francisco Water Transit Authority	$2,500,000
MA	E2011-BUSP-003	Massachusetts Bay Transportation Authority Ferry System	2,500,000
ME	E2011-BUSP-004	Maine State Ferry Service, Rockland	650,000
ME	E2011-BUSP-005	Swans Island, Maine Ferry Service	350,000
NJ	E2011-BUSP-006	Camden, New Jersey Ferry System	1,000,000
NY	E2011-BUSP-007	Governors Island, New York Ferry System	1,000,000
NY	E2011-BUSP-008	Staten Island Ferry	1,000,000
PA	E2011-BUSP-009	Philadelphia Penns Landing Ferry Terminal	1,000,000
		Total FY 2011 Ferry Boat Systems Project Allocations.....	**$10,000,000**

Correction to FY 2010 SECTION 5309 Bus and Bus Facilities Allocations - Ferry Boat Systems Projects[4]

State	Earmark ID	Project Location and Description	Allocation
CA	E2010-BUSP-228	San Francisco Water Transit Authority	$2,500,000
MA	E2010-BUSP-229	Massachusetts Bay Transportation Authority Ferry System	2,500,000
ME	E2010-BUSP-230	Maine State Ferry Service, Rockland	650,000
ME	E2010-BUSP-231	Swans Island, Maine Ferry Service	350,000
NJ	E2010-BUSP-232	Camden, New Jersey Ferry System	1,000,000
NY	E2010-BUSP-233	Governors Island, New York Ferry System	1,000,000
NY	E2010-BUSP-234	Staten Island Ferry	1,000,000
	E2010-BUSP-235 ($298,722)		
PA	E2011-BUSP-001 ($701,278)	Philadelphia Penns Landing Ferry Terminal	1,000,000
		Total FY 2010 Ferry Boat Systems Project Allocations.....	**$10,000,000**

[1] All funds listed in Table 10 are available for obligation until September 30, 2014.

[2] The Appropriations Act, 2012 directed that all New and Small Starts BRT projects be funded with Section 5309 Bus and Bus Facilities funds.

[3] With this notice, FTA is publishing the availability of the FY 2011 Ferry Boat Systems Projects. These projects were not published in the FY 2011 Notice of Apportionment and Allocations (76 FR 6958) and are available for obligation.

[4] FY 2010 Ferry Boat Systems Projects listed above replace the list of projects that FTA published on February 16, 2010 (75 FR 7049). Projects listed in that notice will be managed by the Federal Highway Administration unless the funds are transferred to FTA. The projects above are available for obligation.

FEDERAL TRANSIT ADMINISTRATION

TABLE 11

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES ALLOCATIONS AS OF SEPTEMBER 30, 2011

Section 5309 Prior Year Unobligated Bus and Bus Related Equipment and Facilities Allocations [1]

State	Earmark ID	Project Location and Description	Allocation
AK	E2010-BUSP-001	Anchorage People Mover, AK	$750,000
AL	E2010-BUSP-003	Buses and Bus Facility Improvement, Baldwin County, AL	275,000
AL	E2010-BUSP-004	Morgan County System of Services, transit vans for HANDS Home Shelter for Girls, AL	50,000
AL	E2010-BUSP-005	Senior Transportation Program, AL	2,000,000
AL	E2010-BUSP-006	U.S. Space and Rocket Center Transportation Request, Huntsville, AL	1,600,000
CA	E2010-BUSP-012	Alternative Fuel SolanoExpress Bus Replacement, Solano, CA	500,000
CA	E2010-BUSP-014	Bob Hope Airport Regional Transportation Center, Burbank, CA	550,000
CA	E2010-BUSP-015	Brawley Transfer Terminal Transit Station, Brawley, CA	300,000
CA	E2010-BUSP-016	City of Bellflower bus shelters, CA	500,000
CA	E2010-BUSP-017	City of Corona Dial-A-Ride Bus Replacement, CA	208,000
CA	E2010-BUSP-019	City of Hawaiian Gardens bus shelters, CA	200,000
CA	E2010-BUSP-020	City of Imperial Downtown Transportation Park, CA	974,000
CA	E2010-BUSP-021	City of Whittier bus shelters, CA	450,000
CA	E2010-BUSP-023	Los Angeles Central Avenue Streetscape bus shelters and lighting, CA	700,000
CA	E2010-BUSP-024	McBean Regional Transit Center Park & Ride Facility, CA	300,000
CA	E2010-BUSP-025	Monrovia Station Square Transit Village, CA	750,000
CA	E2010-BUSP-026	Municipal Transit Operators Coalition (MTOC) Bus/Bus Facility Improvement Project, CA	550,000
CA	E2010-BUSP-027	Norwalk/Santa Fe Springs Transportation Center Improvements, Santa Fe Springs, CA	500,000
CA	E2010-BUSP-028	Palmdale Transportation Center Train Platform Extension, Palmdale, CA	370,000
CA	E2010-BUSP-032	San Jose High Volume Bus Stop Upgrades, Santa Clara County, CA	600,000
CA	E2010-BUSP-033	South Bay Regional Intermodal Transit Centers, CA	800,000
CA	E2010-BUSP-034	SunLine Transit Agency paratransit buses and commuter coaches, CA	750,000
CA	E2010-BUSP-035	Union City Intermodal Station, Phases 1C and 2, CA	500,000
CA	E2010-BUSP-037	VTA Renewable Energy Conversion Project, San Jose, CA	750,000
CO	E2010-BUSP-038	Colorado Transit Coalition Statewide Bus & Bus Facilities, CO	431,195
CT	E2010-BUSP-039	Bridgeport Intermodal Transportation Center, CT	2,435,000
CT	E2010-BUSP-040	Harbor Point Bus Expansion, CT	487,000
CT	E2010-BUSP-041	Thompsonville Intermodal Transportation Center, CT	974,000
CT	E2010-BUSP-042	Waterbury Intermodal Transportation Center, CT	500,000
DC	E2010-BUSP-043	Union Station Intermodal Transit Center, Washington, DC	500,000
DE	E2010-BUSP-044	40 Fixed Route Transit Buses, DE	974,000
FL	E2010-BUSP-046	Broward County Transit Infrastructure Improvements, FL	500,000
FL	E2010-BUSP-047	Bus Shelter Replacement, Bal Harbour, FL	250,000
FL	E2010-BUSP-048	City of Doral Transit Circulator Program, FL	350,000
FL	E2010-BUSP-050	Clearwater Downtown Intermodal Terminal, St. Petersburg, FL	1,250,000
FL	E2010-BUSP-052	Lakeland Area Mass Transit District Bus Replacement and Facility Maintenance, FL	200,000
FL	E2010-BUSP-053	LYNX Buses, Orlando, FL	1,500,000
FL	E2010-BUSP-054	Lynx's Central Station improvements, Orlando, FL	550,000
FL	E2010-BUSP-055	Palm Tran Park and Ride Facilities, FL	800,000
FL	E2010-BUSP-056	Regional Intermodal Terminal Center, JTA, Jacksonville, FL	400,000
FL	E2010-BUSP-059	St. Petersburg Central Avenue Bus Rapid Transit, FL	500,000
FL	E2010-BUSP-060	Transit Facility and Bus Apron Access Construction along US 1, Key West, FL	1,000,000
FL	E2010-BUSP-061	Winter Haven/Polk County Buses, FL	200,000
GA	E2010-BUSP-062	Albany Heavy-Duty Buses, GA	500,000
GA	E2010-BUSP-063	Albany Transit Multimodal Transportation Center, GA	1,500,000
GA	E2010-BUSP-064	Chatham Area Transit Bus and Bus Facilities, Savannah, GA	2,525,000
GA	E2010-BUSP-065	MARTA Acquisition of Clean Fuel Buses, GA	4,000,000
IA	E2010-BUSP-069	Coralville Intermodal Facility, Coralville, IA	750,000
IA	E2010-BUSP-072	Transit Maintenance Garage Initiative, IA	681,800
ID	E2010-BUSP-073	Idaho Transit Coalition Bus & Bus Facilities, ID	362,598
IL	E2010-BUSP-074	Illinois Downstate Bus & Bus Facilities, IL	3,896,000
IL	E2010-BUSP-078	Pace Milwaukee Avenue Transit Infrastructure Enhancements, IL	400,000
IN	E2010-BUSP-085	IndyGo Bus Replacement, IN	300,000
KS	E2010-BUSP-087	Bus and bus facilities, Kansas City, KS	600,000
KS	E2010-BUSP-088	Statewide (Rural and Urban) Bus & Bus Facilities, KS	2,000,000
KY	E2010-BUSP-089	Audubon Area Community Services, bus facility, Owensboro, KY	1,350,000
KY	E2010-BUSP-090	Frankfort Transit Bus Facilities, KY	275,000
KY	E2010-BUSP-091	Lake Cumberland Community Action Agency, bus equipment, KY	70,000
KY	E2010-BUSP-092	Pennyrile Allied Community Services, bus facilities, KY	500,000
KY	E2010-BUSP-094	Transit Facility for LKLP Community Action Council in West Liberty, KY	1,000,000
KY	E2010-BUSP-095	Western Kentucky University Shuttle Bus Improvement Project, KY	1,200,000
MI	E2010-BUSP-107	Big Rapids Dial-A-Ride--Replacement buses, MI	55,571
MI	E2010-BUSP-113	Eaton County Transportation Authority Bus and Bus Facilities, Eaton Cty, MI	740,277
MI	E2010-BUSP-114	Midland County Connection--Bus Replacement, MI	114,721
MI	E2010-BUSP-115	Roscommon County Transportation Authority--Replacement buses, MI	383,669

FEDERAL TRANSIT ADMINISTRATION

TABLE 11

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES ALLOCATIONS AS OF SEPTEMBER 30, 2011

MI	E2010-BUSP-119	Troy/Birmingham Multi-Modal Transit Center, MI	1,300,000
MN	E2010-BUSP-120	Cedar Avenue Bus Rapid Transit, Phase I, Dakota County, MN	681,800
MO	E2010-BUSP-124	Metro St. Louis--Downtown Transfer Center, MO	1,150,000
MS	E2010-BUSP-127	Harrison County Multimodal, MS	1,156,900
MS	E2010-BUSP-128	JATRAN Fleet Replacement, MS	500,000
ND	E2010-BUSP-132	North Dakota Statewide Transit, ND	677,277
NJ	E2010-BUSP-133	Newark Penn Station Intermodal Improvements, NJ	1,948,000
NJ	E2010-BUSP-134	Northern New Jersey Intermodal Improvements	2,550,000
NJ	E2010-BUSP-135	Passaic/Bergen County Intermodal Facilities, NJ	800,000
NM	E2010-BUSP-138	Statewide Bus & Bus Facilities for Commuter Choice, NM	1,224,127
NY	E2010-BUSP-141	Arverne East Transit Plaza, Queens, NY	500,000
NY	E2010-BUSP-145	Green Vehicle Depot, North Hempstead, NY	600,000
NY	E2010-BUSP-146	Jamaica Intermodal Station Plaza, NY	584,400
NY	E2010-BUSP-148	Mt. Hope Station Transit Center, NY	800,000
NY	E2010-BUSP-149	Multi-Modal Parking Hub, Glen Cove, NY	500,000
NY	E2010-BUSP-150	Ramapo Friends Helping Friends Medical Vans, NY	135,000
NY	E2010-BUSP-151	Suffolk County bus and bus facilities, NY	600,000
OH	E2010-BUSP-153	Multimodal University Hub, Cincinnati, OH	1,000,000
OR	E2010-BUSP-163	Silverton Senior and Disabled Transportation Service, OR	38,404
PA	E2010-BUSP-167	Centre Area Transportation Authority CNG Articulated Transit Buses, PA	300,000
PA	E2010-BUSP-168	Erie Mass Transit Authority consolidation and transit facility, PA	1,400,000
PA	E2010-BUSP-169	Harrisburg Transportation Cent. train shed rehab phase II improvements, PA	400,000
PA	E2010-BUSP-170	Intermodal Transit Facility/East Chestnut Street Garage, Washington Cty, PA	625,000
PA	E2010-BUSP-172	Rabbittransit Bus Facility, PA	250,000
PA	E2010-BUSP-174	Wilkes-Barre Intermodal Transportation Center, PA	600,000
SC	E2010-BUSP-178	Commuter Bus Replacement, Charleston, SC	1,000,000
TN	E2010-BUSP-181	Tennessee Public Transit Administration Rural Transportation Project	800,000
TN	E2010-BUSP-182	Tennessee Statewide Bus Program, TN	4,000,954
TX	E2010-BUSP-183	Abilene Paratransit buses, TX	200,000
TX	E2010-BUSP-187	Capital Metro--Bus & Bus Facilities, Austin, TX	2,000,000
TX	E2010-BUSP-189	City of Roma Bus Terminal, TX	300,000
TX	E2010-BUSP-190	Clean Fuel Downtown Transit Circulator, Houston, TX	800,000
TX	E2010-BUSP-192	Concho Valley Multi-modal Terminal, TX	250,000
TX	E2010-BUSP-193	Corpus Christi Regional Intermodal Transit Facility, Robstown, TX	500,000
VA	E2010-BUSP-202	GRTC Down Multimodal Center, Richmond, VA	450,000
VA	E2010-BUSP-204	Potomac and Rappahannock Transportation Commission Western Maintenance Facility, VA	1,000,000
VI	E2010-BUSP-206	Virgin Islands, Bus and Bus Facilities, VI	200,000
VT	E2010-BUSP-207	Chittenden County Transportation Authority Buses, Equipment, and Facilities, Including Downtown	1,948,000
VT	E2010-BUSP-209	Marble Valley Regional Transit District Buses, Facilities, and Equipment, VT	1,461,000
WA	E2010-BUSP-211	C-Tran Transit Vehicle Replacement, WA	1,850,600
WA	E2010-BUSP-215	Pierce Transit Diesel-Electric Bus Acquisition, WA	1,272,700
WA	E2010-BUSP-219	West Seattle RapidRide and Hybrid Bus Program, Seattle, WA	600,000
WA	E2010-BUSP-220	Whatcom Transportation Authority Fleet Replacement Project, WA	974,000
WI	E2010-BUSP-226	Wisconsin Bus Capital on Behalf of Transit Agencies Statewide, WI	736,000
WV	E2010-BUSP-227	Colonial Intermodal Facility, Bluefield, WV	600,000
		Total Prior Year Unobligated Bus and Bus Related Equipment and Facilities Project Allocations:	**$93,196,993**

Section 5309 Prior Year Unobligated Other Project Allocations

State	Earmark ID	Project Location and Description	Allocation
----	E2010-BUSP-237	Fuel Cell Bus Program	$2,970,001
		Total Prior Year Unobligated Other Project Allocations:	**2,970,001**

Section 5309 Prior Year Unobligated Bus Livability Program Allocations[2]

State	Earmark ID	Project Location and Description	Allocation
CA	D2010-BLIV-06001	Orange County Trans Auth - Anaheim Regional Transportation Intermodal Center	$5,000,000
CA	D2010-BLIV-09002	San Francisco MTA - Phelan Loop Bus Facility Project	6,822,106
CA	D2010-BLIV-09003	San Joaquin RTD - Metro Express: Hammer Lane Corridor Bus Rapid Transit (BRT) project	5,227,161
CO	D2010-BLIV-05003	Colorado DOT - South Central COG Transit Center	152,500
CO	D2010-BLIV-09005	Colorado DOT - Montrose Livability	160,000
CT	D2010-BLIV-06002	Stamford, CT - Stamford Urban Transitway Project	16,000,000
FL	D2010-BLIV-06003	Broward County Trans Dept - Boulevard Livable Mobility Plan	8,034,017
FL	D2010-BLIV-09008	LYNX-Orlando - Urban Trail Project	1,233,132
ID	D2010-BLIV-09010	Shoshone-Bannock Tribes DOT - Bus Garage	125,000
KY	D2010-BLIV-09011	KY Transportation Cabinet - Transit Hub Downtown Revitalization Project	5,043,760
NC	D2010-BLIV-06004	City of Asheville Fleet Replacement	428,000
NY	D2010-BLIV-04001	NYC DOT - Bus Rapid Transit Facility Project - 34th Street, Manhattan	18,379,510
OH	D2010-BLIV-09020	Stark Area RTA - Mahoning Transit Corridor	2,774,400
OR	D2010-BLIV-09022	Lane Transit District - Gateway Park and Ride Project	2,000,000
RI	D2010-BLIV-03001	Rhode Island Public Transit Auth. - Customer Service Enhancements	700,000
SC	D2010-BLIV-05002	SC DOT - Multi-use trail, pedestrian connectors, buses, shelters, signage	3,100,000
		Total Prior Year Unobligated Bus Livability Program Discretionary Allocations: $	**75,179,586**

Section 5309 Prior Year Unobligated State of Good Repair Program Allocations[3]

State	Earmark ID	Project Location and Description	Allocation
AK	D2010-BUSP-001	Alaska DOT (Capital Transit) - Maintenance Facility and Equipment (Replacement of Mobile Vehicle Hoist and Stationary Vehicle Wash Facility Equipment	$400,000
AL	D2010-BUSP-002	City of Huntsville - Rehabilitate and Renovate Bus Shelters, Maintenance facility, and Sidewalk	620,000

FEDERAL TRANSIT ADMINISTRATION

TABLE 11

PRIOR YEAR UNOBLIGATED SECTION 5309 BUS AND BUS RELATED EQUIPMENT AND FACILITIES ALLOCATIONS AS OF SEPTEMBER 30, 2011

CA	D2010-BUSP-012	City of Phoenix - Repower Transit Buses	1,204,456
CO	D2010-BUSP-024	Colorado DOT - Facilities and Equipment	260,920
DE	D2010-BUSP-028	Delaware Transit Corp. - Five Points Maintenance/Park and Ride Facility	5,000,000
FL	D2010-BUSP-029	Broward County - Transit Asset Management	1,000,000
FL	D2010-BUSP-032	Manatee County - Transit Administration/Fleet Maintenance Facility	15,948,237
GA	D2010-BUSP-034	Metropolitan Atlanta Rapid Transit Authority - Facilities ($18.32 million) and Asset Management	19,680,000
HI	D2010-BUSP-035	Hawaii Department of Transportation - Rehabilitation of public transportation facility and Vehicle Replacement	4,000,000
KY	D2010-BUSP-049	Kentucky Transportation Cabinet - Multiple Projects	4,036,720
KY	D2010-BUSP-050	Transit Auth of Lexington Fayette Urban County - Construction and Rehabilitation of Administrative/Maintenance Facility	8,780,000
KY	D2010-BUSP-051	Transit Authority of River City - Fare Collection System Replacement	2,543,892
MN	D2010-BUSP-064	Duluth Transit Auth. - Twin Ports Multimodal Transportation Terminal	16,000,000
NC	D2010-BUSP-071	Cape Fear Public Transportation Auth. - Wave Transit Operations & Maintenance Facility	6,000,000
NC	D2010-BUSP-073	City of Ashville - Vehicle Replacement	1,388,500
NC	D2010-BUSP-074	City of Charlotte - Phase I Facility Upgrade for the Tryon and North Davidson Bus Garages	1,549,600
NJ	D2010-BUSP-077	County of Cape May - Vehicle Wash Facility	995,200
NM	D2010-BUSP-079	City of Albuquerque - Vehicle Replacement	3,000,000
NV	D2010-BUSP-082	RTC of Southern Nevada - Vehicle Replacement (Diesel)	8,000,000
NY	D2010-BUSP-085	Dutchess County - Albany Facility Roof Replacement/Solar Panel Installation	3,600,000
NY	D2010-BUSP-086	Metropolitan Transportation Authority - Bus Radios and Control Center Project	27,793,222
NY	D2010-BUSP-087	Niagra Frontier Transporation Auth. - Vehicle Replacement (Hybrid)	7,000,000
NY	D2010-BUSP-088	Rochester Genesee RTA - Transit Campus and Facility Improvements	10,520,037
OH	D2010-BUSP-091	Ohio DOT - Facility Rehabilitation for 20 Different Transit Agencies and Various Equipment ($3,454,771) and Vehicle Replacement ($10 million)	3,873,110
OK	D2010-BUSP-092	Oklahoma Department of Transportation - Purchase Equipment and Facility Renovation	1,397,734
OR	D2010-BUSP-095	Oregon DOT - Vehicle Replacement for Rural Areas	3,000,000
PA	D2010-BUSP-097	Cambria County Transit Auth. - Construction of Administration/Operations/Maintenance Facility	10,000,000
PA	D2010-BUSP-099	PA DOT - Statewide Facilities and Equipment ($5,104,512) and Statewide Bus Purchases ($429,272)	5,533,784
SC	D2010-BUSP-104	Waccamaw RTA - Electronic Farebox Equipment	144,000
TN	D2010-BUSP-106	Chattanooga Area RTA - Transit Asset Management	250,000
TX	D2010-BUSP-109	Capital MTA - Vehicle Replacement	2,000,000
TX	D2010-BUSP-114	VIA Metropolitan Transit - Rehabilitation of Facilities	3,117,087
UT	D2010-BUSP-116	UTA - Central Operations and Maintenance Facility ($4.448 million) and Vehicle Replacement ($4 million)	4,448,000
WA	D2010-BUSP-121	Clark County Public Transportation Benefit Area - Maintenance Efficiency Project	1,399,200
WA	D2010-BUSP-123	Kalispel Tribe of Indians - Transit Asset Management	15,876
WA	D2010-BUSP-127	Snohomish County Transportation Benefit Area - Community Transit Radio Tower Site Expansion Project ($2.784 million) and Vehicle Community Transit Replacement ($4 million)	6,784,000
		Total Prior Year Unobligated State of Good Repair Program Discretionary Allocations:	**$191,283,575**

Section 5309 Prior Year Clean Fuels Program Allocations[4]

State	Earmark ID	Project Location and Description	Allocation
SC	D2010-BUSP-08044	Pee Dee Regional Transportation Authority Hybrid Buses	5,000,000
		Total Prior Year Unobligated Clean Fuels Program Discretionary Allocations:	**5,000,000**

Prior Year Unobligated Bus and Bus Facilities Project Allocations:	**$ 96,166,994**
Prior Year Unobligated Bus and Bus Facilities Discretionary Program Allocations:	**$ 271,463,161**
Total Prior Year Unobligated Bus and Bus Facilities Allocations:	**$ 367,630,155**

[1] Funds listed in this section of Table 11 are available for obligation until September 30, 2012.

[2] FTA allocated FY 2010 Bus and Bus Facilities funds for the Bus Livability Program on August 24, 2010. Funds listed in this section of Table 11 are available for obligation until September 30, 2012.

[3] FTA allocated FY 2010 Bus and Bus Facilities funds for the State of Good Repair Program on November 30, 2010. Funds listed in this section of Table 11 are available for obligation until September 30, 2013.

[4] FTA allocated FY 2010 Bus and Bus Facilities funds for the Clean Fuels program on January 31, 2011. Funds listed in this section of Table 11 are available for obligation until September 30, 2013.

FEDERAL TRANSIT ADMINISTRATION

TABLE 12

FY 2012 SECTION 5309 NEW STARTS ALLOCATIONS

FY 2012 SECTION 5309 NEW STARTS ALLOCATIONS

State	Earmark ID	Project Location and Description	Full Year Allocation
AK	E2012-NWST-001	Denali Commission	$5,000,000
AK/HI	E2012-NWST-002	Alaska and Hawaii	$15,000,000
CO	E2012-NWST-003	Denver, Eagle Commuter Rail	$140,920,000
FL	E2012-NWST-004	Orlando, Central Florida Commuter Rail Transit	$47,308,000
MN	E2012-NWST-005	St. Paul - Minneapolis, Central Corridor LRT	$93,144,000
NY	E2012-NWST-006	New York, Long Island Rail Road East Side Access	$203,424,000
NY	E2012-NWST-007	New York, Second Avenue Subway Phase I	$186,566,000
TX	E2012-NWST-008	Dallas, Northwest/Southeast LRT MOS	$81,606,000
TX	E2012-NWST-009	Houston, North Corridor LRT	$94,616,000
TX	E2012-NWST-010	Houston, Southeast Corridor LRT	$94,616,000
UT	E2012-NWST-011	Salt Lake City, Draper Transit Corridor	$100,468,000
UT	E2012-NWST-012	Salt Lake City, Mid Jordan LRT	$78,889,510
UT	E2012-NWST-013	Salt Lake City, Weber County to Salt lake City Commuter Rail	$52,047,490
VA	E2012-NWST-014	Northern Virginia, Dulles Corridor Metrorail Extension to Wiehle	$90,832,000
WA	E2012-NWST-015	Seattle, University Link LRT Extension	$104,078,000
		Discretionary Award[1]	$35,481,000
		Unallocated	$511,454,000
		Total 2012 Allocations	**$1,935,450,000**

FY 2012 SECTION 5309 NEW STARTS DISCRETIONARY ALLOCATIONS[1]

State	Earmark ID	Project Location and Description	Full Year Allocation
AZ	D2012-NWST-001	Mesa, Central Mesa LRT Extension	$35,481,000
		Total 2012 Discretionary Allocations	**$35,481,000**

[1] The Appropriations Act, 2012 directed that all New and Small Starts BRT projects be funded through the Section 5309 Bus and Bus Facilities Program, as shown in Table 10. As a result, the entire amount of funds appropriated for Small Starts are allocated to this remaining Small Starts Light Rail transit project.

FEDERAL TRANSIT ADMINISTRATION
TABLE 13
PRIOR YEAR UNOBLIGATED NEW STARTS ALLOCATIONS
AS OF SEPTEMBER 30, 2011

FY 2010 Unobligated Allocations[1]

State	Earmark ID	Project Location and Description	Allocation
AK/HI	E2010-NWST-002	Alaska/Hawaii	$5,827,603
CA	E2010-NWST-007	Livermore-Amador Route 10 BRT	79,900
CA	E2010-NWST-008	Los Angles-Wilshire Blvd Bus-Only Lane	13,558,474
CA	E2010-NWST-013	Perris Valley Line	5,000,000
CA	E2010-NWST-014	Sacramento South Corridor Phase II	38,000,000
CA	E2010-NWST-017	Sonoma-Marin Area Rail Transit (SMART)	2,500,000
CO	E2010-NWST-019	Mason Corridor BRT, Fort Collins	49,055,155
CT	E2010-NWST-025	Stamford Urban Transitway	2,000,000
DE	E2010-NWST-028	Wilmington to Newark Commuter Rail Improvement Program	3,000,000
FL	E2010-NWST-030	Fort Lauderdale-The Downtown, Transit Corridor Program, Downtown Transit Circulator	500,000
FL	E2010-NWST-031	HART Light Rail Preliminary Engineering	1,650,000
FL	E2010-NWST-032	Miami-Dade County Metrorail Orange Line Expansior	4,000,000
IL	E2010-NWST-034	Chicago Transit Hub (Circle Line-Ogden Streetcar)	1,500,000
IL	E2010-NWST-035	CTA Red Line North Station, Track, Viaduct and Station Rehabilitation	7,500,000
IL	E2010-NWST-036	Metra Commuter Rail (Union Pacific Northwest, STAR and UP-West)	8,000,000
MA	E2010-NWST-039	Assembly Square Orange Line Station	1,000,000
MD	E2010-NWST-042	Purple Line	3,000,000
MI	E2010-NWST-043	Ann Arbor-Detroit Regional Rail Project	3,500,000
MN	E2010-NWST-046	Northstar Phase II-Extension of Northstar Commuter Rail to the St. Cloud Area	3,000,000
NC	E2010-NWST-048	Charlotte Streetcar Project	500,000
NJ	E2010-NWST-050	Hudson-Bergen MOS-2, Northern NJ	11,039
PA	E2010-NWST-055	Lackawanna Cut-Off Restoration Project, PA/NJ	1,000,000
TX	E2010-NWST-057	Fort Worth Transportation Authority Southwest-to-Northeast Rail Corridor	4,000,000
TX	E2010-NWST-058	Galveston-Houston Commuter Rail	2,000,000
TX	E2010-NWST-059	Houston North Corridor LRT	50,000,000
TX	E2010-NWST-060	Houston Southeast Corridor LRT	50,000,000
TX	E2010-NWST-061	Metro Rapid BRT, Austin	13,370,204
VA	E2010-NWST-066	Improvements to the Rosslyn Metro Station	1,000,000
VA	E2010-NWST-067	Route 1 Bus Rapid Transit, Potomac Yard High Capacity Transit	1,000,000
VA	E2010-NWST-068	Virginia Railway Express Rolling Stock	3,000,000
	Total FY 2010 Unobligated Allocations		**$278,552,375**

FY 2010 Unobligated Urban Circulator Allocations[2]

State	Earmark ID	Project Location and Description	Allocation
IL	D2010-URBC-06001	Chicago Urban Circulator	$24,650,000
MO	D2010-URBC-07001	St. Louis Urban Circulator	22,110,000
	Total FY 2010 Unobligated Urban Circulator Allocations		**$46,760,000**

FY 2010 Unobligated Discretionary Allocations[3]

State	Earmark ID	Project Location and Description	Allocation
VA	D2010-NWST-005	Northern Virginia- Wiehle Ave.	$11,581,001
VA	D2010-NWST-06001	Northern Virginia- Wiehle Ave.	1,063,999
VA	D2010-NWST-08001	Northern Virginia- Wiehle Ave.	7,154,000
	Total FY 2010 Unobligated Discretionary Allocations		**$19,799,000**

FEDERAL TRANSIT ADMINISTRATION
TABLE 13
PRIOR YEAR UNOBLIGATED NEW STARTS ALLOCATIONS
AS OF SEPTEMBER 30, 2011

FY 2011 Unobligated Discretionary Allocations[4]			
State	Earmark ID	Project Location and Description	Allocation
AK/HI	D2011-NWST-002	Alaska/Hawaii	$7,485,000
CA	D2011-NWST-004	San Francisco, Van Ness Avenue BRT	15,000,000
CA	D2011-NWST-006	San Bernardino, E Street Corridor sbX BRT	42,630,000
CA	D2011-NWST-007	Riverside, Perris Valley Line	23,490,000
CO	D2011-NWST-008	Denver, East Corridor	40,000,000
CO	D2011-NWST-009	Denver, Gold Line	40,000,000
CO	D2011-NWST-012	Fort Collins, Mason Corridor BRT	5,450,573
CT	D2011-NWST-013	Hartford, New Britain - Hartford Busway	45,000,000
FL	D2011-NWST-014	Orlando, Central Florida Commuter Rail Transit – Initial Operating Segment	40,000,000
HI	D2011-NWST-015	Honolulu, High Capacity Transit Corridor Project	55,000,000
NY	D2011-NWST-017	New York, Long Island Rail Road East Side Access	215,000,000
NY	D2011-NWST-018	New York, Second Avenue Subway Phase I	197,182,000
NY	D2011-NWST-019	New York City, Nostrand Ave BRT	28,398,554
TX	D2011-NWST-021	Houston, North Corridor LRT	75,000,000
TX	D2011-NWST-022	Houston, Southeast Corridor LRT	75,000,000
TX	D2011-NWST-023	Austin, MetroRapid BRT	24,229,796
VA	D2011-NWST-026	Northern Virginia, Dulles Corridor Metrorail Project Extension to Wiehle Ave.	96,000,000
	Total FY 2011 Unobligated Allocations		**$1,024,865,923**
	Grand Total FY 2010 and FY 2011 Unobligated Allocations		**$1,369,977,298**

[1] FY 2010 funds listed in this section of Table 13 are available for obligation until September 30, 2012.

[2] FTA published FY 2010 NWST discretionary allocations for Urban Circular Projects on March 4, 2011. Funds listed in this section of Table 13 are available for obligation until September 30, 2012 as stated in the March 4, 2011 Federal Register

[3] FTA published FY 2010 NWST discretionary allocations on March 30, 2011. Funds listed in this section of Table 13 are available for obligation until September 30, 2013.

[4] FTA published FY 2011 NWST discretionary allocations on June 24, 2011. Funds listed in this section of Table 13 are available for obligation until September 30, 2013.

FEDERAL TRANSIT ADMINISTRATION

TABLE 14

FY 2012 SECTION 5310 SPECIAL NEEDS FOR ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

STATE	APPORTIONMENT
Alabama	$1,172,407
Alaska	207,836
American Samoa	57,248
Arizona	1,222,641
Arkansas	775,081
California	6,852,257
Colorado	868,575
Connecticut	846,042
Delaware	288,796
District of Columbia	257,220
Florida	4,392,350
Georgia	1,684,436
Guam	148,153
Hawaii	377,272
Idaho	362,632
Illinois	2,568,542
Indiana	1,379,739
Iowa	739,872
Kansas	669,315
Kentucky	1,085,416
Louisiana	1,080,901
Maine	418,177
Maryland	1,145,505
Massachusetts	1,501,796
Michigan	2,146,534
Minnesota	1,016,568
Mississippi	777,127
Missouri	1,320,319
Montana	311,420
N. Mariana Islands	57,901
Nebraska	463,743
Nevada	553,856
New Hampshire	364,129
New Jersey	1,894,313
New Mexico	505,913
New York	4,411,200
North Carolina	1,877,035
North Dakota	258,429
Ohio	2,500,247
Oklahoma	903,339
Oregon	841,636
Pennsylvania	2,940,812
Puerto Rico	1,040,780
Rhode Island	367,830
South Carolina	1,028,964
South Dakota	278,962
Tennessee	1,410,856
Texas	4,090,372
Utah	460,734
Vermont	246,720
Virgin Islands	143,515
Virginia	1,484,759
Washington	1,271,553
West Virginia	598,678
Wisconsin	1,166,286
Wyoming	219,153
TOTAL	$67,055,892

FEDERAL TRANSIT ADMINISTRATION

TABLE 15

FY 2012 SECTION 5311 AND SECTION 5340 NONURBANIZED APPORTIONMENTS AND SECTION 5311(b)(3) RURAL TRANSIT ASSISTANCE PROGRAM (RTAP) APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

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

STATE	SECTIONS 5311 AND 5340 APPORTIONMENT	SECTION 5311(b)(3) APPORTIONMENT
Alabama	$6,700,850	$86,298
Alaska	3,050,391	67,968
American Samoa	114,207	10,487
Arizona	4,715,636	75,390
Arkansas	5,101,522	80,406
California	11,418,271	97,739
Colorado	4,192,803	74,250
Connecticut	1,364,314	69,735
Delaware	636,226	67,147
Florida	6,841,002	86,353
Georgia	8,566,965	91,997
Guam	308,697	11,316
Hawaii	996,779	68,193
Idaho	2,935,580	70,866
Illinois	7,107,097	87,794
Indiana	6,847,364	87,689
Iowa	5,107,412	80,397
Kansas	4,734,565	77,584
Kentucky	6,469,058	86,036
Louisiana	5,171,759	81,432
Maine	2,727,977	73,168
Maryland	2,506,772	73,491
Massachusetts	1,758,007	71,068
Michigan	8,649,594	93,557
Minnesota	6,405,241	83,764
Mississippi	5,807,904	83,399
Missouri	6,965,434	86,287
Montana	3,788,723	70,678
N. Mariana Islands	17,582	10,064
Nebraska	3,305,222	72,702
Nevada	2,463,154	67,736
New Hampshire	1,750,517	70,813
New Jersey	1,630,791	70,614
New Mexico	4,128,610	73,131
New York	8,811,257	94,508
North Carolina	11,147,706	101,449
North Dakota	2,010,842	68,497
Ohio	10,043,937	99,353
Oklahoma	5,714,929	81,718
Oregon	4,908,805	77,284
Pennsylvania	10,205,187	99,593
Puerto Rico	706,666	67,821
Rhode Island	291,179	66,022
South Carolina	5,607,268	83,173
South Dakota	2,476,239	69,762
Tennessee	7,129,587	88,157
Texas	17,044,586	116,470
Utah	2,426,933	69,123
Vermont	1,321,918	69,279
Virginia	6,261,899	85,103
Washington	4,815,204	78,516
West Virginia	3,396,017	75,992
Wisconsin	6,772,892	86,428
Wyoming	2,350,913	68,126
TOTAL	**$257,729,990**	**$4,105,923**

FEDERAL TRANSIT ADMINISTRATION

TABLE 16

PRIOR YEAR UNOBLIGATED TRIBAL TRANSIT FUNDS AS OF SEPTEMBER 30, 2011[1]

State	Earmark ID	Project Location and Description	Allocation
AK	D2010-TRTR-001	Native Village of Unalakleet	$25,000
AK	D2010-TRTR-002	Crooked Creek	65,427
AK	D2010-TRTR-004	Sitka Tribe of Alaska	270,000
AZ	D2010-TRTR-005	Tohono O'Odham Nation	389,693
AZ	D2010-TRTR-006	San Carlos Apache Tribe	214,739
AZ	D2010-TRTR-007	White Mountain Apache Tribe	362,500
AZ	D2010-TRTR-008	Navajo Transit System	500,000
AZ	D2010-TRTR-010	Yavapai Apache Nation	325,500
AZ	D2010-TRTR-011	Kaibab Paiute Tribal Transportation	103,500
CA	D2010-TRTR-013	Reservation Transportation Authority	400,000
CA	D2010-TRTR-014	Susanville Indian tribe	200,000
CA	D2010-TRTR-015	Blue Lake Rancheria	230,000
CO	D2010-TRTR-016	Southern Ute Indian Tribe	238,986
MN	D2010-TRTR-018	Red Lake Public Transit System	439,284
NE	D2010-TRTR-030	Santee Sioux Nation	221,934
NM	D2010-TRTR-034	Pueblo of Tesuque	110,000
NV	D2010-TRTR-035	Fallon Paiute Shoshone Tribe	270,000
OK	D2010-TRTR-036	Citizen Potawatomi Nation	373,131
OK	D2010-TRTR-039	Ponca tribe of OK	174,367
OK	D2010-TRTR-040	Cheyenne & Arapaho Tribes	400,000
OR	D2010-TRTR-044	Confederated Tribes of Warm Springs	25,000
OR	D2010-TRTR-047	Confederated Tribes of Siletz Indian	164,000
SC	D2010-TRTR-048	Catawba Indian Nation	55,000
SD	D2010-TRTR-051	Oglala Sioux Tribe	250,000
WA	D2010-TRTR-052	Snoqualmie Indian Tribe	329,013
WA	D2010-TRTR-058	Tulalip Tribes	236,702
	Total FY 2010 Tribal Transit Allocations.....		**$6,373,776**

[1] FTA allocated FY 2010 TTP Program funds on March 2, 2011. Funds in this table are available for obligation until September 30, 2013.

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

FY 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

URBANIZED AREA/STATE	APPORTIONMENT
200,000 or more in Population	$57,028,235
50,000-199,999 in Population	19,009,412
Nonurbanized	19,009,412
National Total	**595,047,060**
Amounts Apportioned to Urbanized Areas 200,000 or more in Population:	
Aguadilla--Isabela--San Sebastian, PR	$369,342
Akron, OH	173,132
Albany, NY	160,584
Albuquerque, NM	237,013
Allentown--Bethlehem, PA--NJ	150,563
Anchorage, AK	56,415
Ann Arbor, MI	84,354
Antioch, CA	58,953
Asheville, NC	79,348
Atlanta, GA	934,419
Atlantic City, NJ	67,567
Augusta-Richmond County, GA--SC	133,214
Austin, TX	282,538
Bakersfield, CA	221,437
Baltimore, MD	606,018
Barnstable Town, MA	52,262
Baton Rouge, LA	205,029
Birmingham, AL	247,766
Boise City, ID	67,666
Bonita Springs--Naples, FL	51,010
Boston, MA--NH--RI	955,908
Bridgeport--Stamford, CT--NY	181,250
Buffalo, NY	337,177
Canton, OH	78,545
Cape Coral, FL	102,534
Charleston--North Charleston, SC	152,866
Charlotte, NC--SC	193,391
Chattanooga, TN--GA	117,502
Chicago, IL--IN	2,461,567
Cincinnati, OH--KY--IN	402,972
Cleveland, OH	540,896
Colorado Springs, CO	117,901
Columbia, SC	133,358
Columbus, GA--AL	103,786
Columbus, OH	339,432
Concord, CA	70,011
Corpus Christi, TX	139,508
Dallas--Fort Worth--Arlington, TX	1,382,812
Davenport, IA--IL	87,597
Dayton, OH	211,179
Daytona Beach--Port Orange, FL	94,998
Denton--Lewisville, TX	57,958
Denver--Aurora, CO	485,973
Des Moines, IA	88,654
Detroit, MI	1,172,286
Durham, NC	108,071
El Paso, TX--NM	445,808
Eugene, OR	92,539
Evansville, IN--KY	69,116
Fayetteville, NC	105,811
Flint, MI	144,163
Fort Collins, CO	59,673
Fort Wayne, IN	83,633
Fresno, CA	333,804
Grand Rapids, MI	144,204
Greensboro, NC	80,520
Greenville, SC	107,706
Gulfport--Biloxi, MS	81,208
Harrisburg, PA	82,345
Hartford, CT	218,922
Honolulu, HI	205,984
Houston, TX	1,548,706
Huntsville, AL	63,386

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

FY 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

URBANIZED AREA/STATE	APPORTIONMENT
Indianapolis, IN	322,080
Indio--Cathedral City--Palm Springs, CA	116,659
Jackson, MS	130,929
Jacksonville, FL	275,266
Kansas City, MO--KS	362,168
Knoxville, TN	146,423
Lancaster, PA	75,958
Lancaster--Palmdale, CA	113,930
Lansing, MI	104,878
Las Vegas, NV	425,154
Lexington-Fayette, KY	87,026
Lincoln, NE	65,360
Little Rock, AR	134,692
Los Angeles--Long Beach--Santa Ana, CA	5,572,262
Louisville, KY--IN	280,363
Lubbock, TX	99,593
Madison, WI	93,366
McAllen, TX	464,393
Memphis, TN--MS--AR	405,241
Miami, FL	1,947,200
Milwaukee, WI	407,962
Minneapolis--St. Paul, MN	496,659
Mission Viejo, CA	77,063
Mobile, AL	160,294
Modesto, CA	143,650
Nashville-Davidson, TN	231,984
New Haven, CT	139,354
New Orleans, LA	519,800
New York--Newark, NY--NJ--CT	6,298,451
Ogden--Layton, UT	97,864
Oklahoma City, OK	285,722
Omaha, NE--IA	179,524
Orlando, FL	382,229
Oxnard, CA	129,469
Palm Bay--Melbourne, FL	113,125
Pensacola, FL--AL	123,900
Peoria, IL	82,554
Philadelphia, PA--NJ--DE--MD	1,514,872
Phoenix--Mesa, AZ	1,000,050
Pittsburgh, PA	525,380
Port St. Lucie, FL	93,303
Portland, OR--WA	453,551
Poughkeepsie--Newburgh, NY	96,184
Providence, RI--MA	392,909
Provo--Orem, UT	115,274
Raleigh, NC	116,676
Reading, PA	75,504
Reno, NV	94,204
Richmond, VA	226,166
Riverside--San Bernardino, CA	713,525
Rochester, NY	210,359
Rockford, IL	77,525
Round Lake Beach--McHenry--Grayslake, IL--WI	32,119
Sacramento, CA	511,843
Salem, OR	142,446
Salt Lake City, UT	225,139
San Antonio, TX	598,915
San Diego, CA	974,799
San Francisco--Oakland, CA	870,055
San Jose, CA	321,188
San Juan, PR	2,209,539
Santa Rosa, CA	73,188
Sarasota--Bradenton, FL	155,983
Savannah, GA	93,613
Scranton, PA	134,157
Seattle, WA	669,147
Shreveport, LA	139,055
South Bend, IN--MI	84,884
Spokane, WA--ID	124,335
Springfield, MA--CT	192,093

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

FY 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

URBANIZED AREA/STATE	APPORTIONMENT
Springfield, MO	82,540
St. Louis, MO--IL	593,775
Stockton, CA	183,122
Syracuse, NY	142,172
Tallahassee, FL	92,247
Tampa--St. Petersburg, FL	680,475
Temecula--Murrieta, CA	60,619
Thousand Oaks, CA	32,766
Toledo, OH--MI	175,465
Trenton, NJ	68,906
Tucson, AZ	307,115
Tulsa, OK	196,488
Victorville--Hesperia--Apple Valley, CA	90,994
Virginia Beach, VA	429,599
Washington, DC--VA--MD	829,373
Wichita, KS	126,563
Winston-Salem, NC	92,002
Worcester, MA--CT	124,762
Youngstown, OH--PA	152,335
TOTAL	$57,028,236
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population	
ALABAMA	$531,936
ALASKA	23,970
ARIZONA	191,740
ARKANSAS	341,915
CALIFORNIA	1,960,204
COLORADO	318,824
CONNECTICUT	194,401
DELAWARE	32,718
FLORIDA	1,108,142
GEORGIA	607,073

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

FY 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

URBANIZED AREA/STATE	APPORTIONMENT
HAWAII	35,935
IDAHO	205,744
ILLINOIS	437,116
INDIANA	467,852
IOWA	281,261
KANSAS	128,656
KENTUCKY	174,901
LOUISIANA	552,210
MAINE	167,935
MARYLAND	208,843
MASSACHUSETTS	178,493
MICHIGAN	592,283
MINNESOTA	160,719
MISSISSIPPI	99,090
MISSOURI	198,142
MONTANA	151,846
N. MARIANA ISLANDS	55,099
NEBRASKA	10,131
NEVADA	26,234
NEW HAMPSHIRE	152,246
NEW JERSEY	97,490
NEW MEXICO	188,235
NEW YORK	357,135
NORTH CAROLINA	608,599
NORTH DAKOTA	115,176
OHIO	445,809
OKLAHOMA	120,731
OREGON	154,246
PENNSYLVANIA	584,081
PUERTO RICO	1,789,006
SOUTH CAROLINA	341,147
SOUTH DAKOTA	86,227
TENNESSEE	396,476
TEXAS	2,132,576
UTAH	87,770
VERMONT	45,518
VIRGINIA	405,306
WASHINGTON	527,469
WEST VIRGINIA	361,262
WISCONSIN	483,632
WYOMING	67,842
TOTAL	$19,009,412
Amounts Apportioned to State Governors for Nonurbanized Areas Less than 50,000 in Population	
ALABAMA	$536,255
ALASKA	61,971
AMERICAN SAMOA	57,177
ARIZONA	342,078
ARKANSAS	479,745
CALIFORNIA	968,313
COLORADO	179,930
CONNECTICUT	46,364
DELAWARE	42,251
FLORIDA	549,195
GEORGIA	753,548

FEDERAL TRANSIT ADMINISTRATION

TABLE 17

FY 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

URBANIZED AREA/STATE	APPORTIONMENT
GUAM	57,254
HAWAII	75,635
IDAHO	164,213
ILLINOIS	428,470
INDIANA	383,402
IOWA	273,531
KANSAS	272,468
KENTUCKY	693,355
LOUISIANA	593,573
MAINE	183,372
MARYLAND	118,309
MASSACHUSETTS	73,917
MICHIGAN	510,159
MINNESOTA	326,516
MISSISSIPPI	687,726
MISSOURI	559,457
MONTANA	165,572
N. MARIANA ISLANDS	32,529
NEBRASKA	169,883
NEVADA	50,965
NEW HAMPSHIRE	79,421
NEW JERSEY	63,127
NEW MEXICO	320,413
NEW YORK	609,637
NORTH CAROLINA	958,425
NORTH DAKOTA	87,542
OHIO	652,397
OKLAHOMA	516,230
OREGON	261,365
PENNISYLVANIA	692,873
PUERTO RICO	246,429
RHODE ISLAND	10,846
SOUTH CAROLINA	531,248
SOUTH DAKOTA	131,333
TENNESSEE	619,311
TEXAS	1,516,647
UTAH	93,427
VERMONT	84,486
VIRGIN ISLANDS	57,483
VIRGINIA	445,723
WASHINGTON	321,291
WEST VIRGINIA	375,502
WISCONSIN	324,196
WYOMING	72,930
TOTAL	$19,009,412

FEDERAL TRANSIT ADMINISTRATION
TABLE 18
FY 2012 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension

URBANIZED AREA/STATE	APPORTIONMENT
UZAs 200,000 or more in Population	$32,643,308
UZAs 50,000-199,999 in Population	10,881,103
Nonurbanized	10,881,103
National Total	**$54,405,514**
Amounts Apportioned to Urbanized Areas 200,000 or more in Population:	
Aguadilla--Isabela--San Sebastian, PR	$84,698
Akron, OH	109,264
Albany, NY	105,025
Albuquerque, NM	122,735
Allentown--Bethlehem, PA--NJ	104,792
Anchorage, AK	35,017
Ann Arbor, MI	41,241
Antioch, CA	40,704
Asheville, NC	52,066
Atlanta, GA	597,098
Atlantic City, NJ	49,589
Augusta-Richmond County, GA--SC	72,648
Austin, TX	133,553
Bakersfield, CA	88,042
Baltimore, MD	426,807
Barnstable Town, MA	53,014
Baton Rouge, LA	94,247
Birmingham, AL	145,710
Boise City, ID	42,952
Bonita Springs--Naples, FL	49,159
Boston, MA--NH--RI	754,723
Bridgeport--Stamford, CT--NY	159,632
Buffalo, NY	202,877
Canton, OH	49,964
Cape Coral, FL	78,792
Charleston--North Charleston, SC	87,199
Charlotte, NC--SC	129,690
Chattanooga, TN--GA	76,881
Chicago, IL--IN	1,532,527
Cincinnati, OH--KY--IN	270,447
Cleveland, OH	346,889
Colorado Springs, CO	73,017
Columbia, SC	77,860
Columbus, GA--AL	53,553
Columbus, OH	193,049
Concord, CA	81,795
Corpus Christi, TX	62,382
Dallas--Fort Worth--Arlington, TX	761,589
Davenport, IA--IL	49,512
Dayton, OH	135,761
Daytona Beach--Port Orange, FL	64,912
Denton--Lewisville, TX	35,042
Denver--Aurora, CO	341,337
Des Moines, IA	62,209
Detroit, MI	800,629
Durham, NC	48,233

FEDERAL TRANSIT ADMINISTRATION
TABLE 18
FY 2012 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension

URBANIZED AREA/STATE	APPORTIONMENT
El Paso, TX--NM	136,066
Eugene, OR	42,443
Evansville, IN--KY	46,054
Fayetteville, NC	52,451
Flint, MI	81,462
Fort Collins, CO	28,945
Fort Wayne, IN	50,931
Fresno, CA	122,742
Grand Rapids, MI	90,113
Greensboro, NC	50,683
Greenville, SC	66,006
Gulfport--Biloxi, MS	49,144
Harrisburg, PA	61,941
Hartford, CT	165,870
Honolulu, HI	133,875
Houston, TX	710,951
Huntsville, AL	37,602
Indianapolis, IN	231,613
Indio--Cathedral City--Palm Springs, CA	60,033
Jackson, MS	59,285
Jacksonville, FL	183,430
Kansas City, MO--KS	250,456
Knoxville, TN	89,500
Lancaster, PA	56,893
Lancaster--Palmdale, CA	50,616
Lansing, MI	52,603
Las Vegas, NV	286,835
Lexington-Fayette, KY	46,548
Lincoln, NE	34,573
Little Rock, AR	77,933
Los Angeles--Long Beach--Santa Ana, CA	2,430,781
Louisville, KY--IN	181,678
Lubbock, TX	39,975
Madison, WI	45,976
McAllen, TX	109,974
Memphis, TN--MS--AR	205,604
Miami, FL	1,126,844
Milwaukee, WI	237,897
Minneapolis--St. Paul, MN	352,238
Mission Viejo, CA	72,722
Mobile, AL	78,275
Modesto, CA	70,620
Nashville-Davidson, TN	145,388
New Haven, CT	101,090
New Orleans, LA	232,431
New York--Newark, NY--NJ--CT	3,839,068
Ogden--Layton, UT	61,864
Oklahoma City, OK	158,500
Omaha, NE--IA	101,574
Orlando, FL	235,963
Oxnard, CA	68,778
Palm Bay--Melbourne, FL	89,991
Pensacola, FL--AL	69,897
Peoria, IL	46,562
Philadelphia, PA--NJ--DE--MD	1,008,381
Phoenix--Mesa, AZ	548,963
Pittsburgh, PA	334,362

FEDERAL TRANSIT ADMINISTRATION
TABLE 18
FY 2012 SECTION 5317 NEW FREEDOM APPORTIONMENTS

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension

URBANIZED AREA/STATE	APPORTIONMENT
Port St. Lucie, FL	68,802
Portland, OR--WA	283,484
Poughkeepsie--Newburgh, NY	61,233
Providence, RI--MA	256,025
Provo--Orem, UT	34,839
Raleigh, NC	73,218
Reading, PA	47,118
Reno, NV	61,379
Richmond, VA	153,365
Riverside--San Bernardino, CA	303,593
Rochester, NY	129,086
Rockford, IL	52,171
Round Lake Beach--McHenry--Grayslake, IL--WI	31,121
Sacramento, CA	284,120
Salem, OR	41,236
Salt Lake City, UT	147,421
San Antonio, TX	281,592
San Diego, CA	486,505
San Francisco--Oakland, CA	638,229
San Jose, CA	268,293
San Juan, PR	609,350
Santa Rosa, CA	53,794
Sarasota--Bradenton, FL	135,317
Savannah, GA	47,476
Scranton, PA	91,995
Seattle, WA	482,945
Shreveport, LA	59,917
South Bend, IN--MI	54,540
Spokane, WA--ID	68,606
Springfield, MA--CT	128,029
Springfield, MO	41,488
St. Louis, MO--IL	382,676
Stockton, CA	72,995
Syracuse, NY	77,221
Tallahassee, FL	28,722
Tampa--St. Petersburg, FL	504,104
Temecula--Murrieta, CA	39,773
Thousand Oaks, CA	30,876
Toledo, OH--MI	103,012
Trenton, NJ	53,589
Tucson, AZ	150,011
Tulsa, OK	113,746
Victorville--Hesperia--Apple Valley, CA	42,520
Virginia Beach, VA	251,712
Washington, DC--VA--MD	618,770
Wichita, KS	79,449
Winston-Salem, NC	56,263
Worcester, MA--CT	90,031
Youngstown, OH--PA	89,696
TOTAL	**$32,643,308**
Amounts Apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population	
Alabama	$286,829
Alaska	13,427
Arizona	92,943
Arkansas	191,572

FEDERAL TRANSIT ADMINISTRATION
TABLE 18
FY 2012 SECTION 5317 NEW FREEDOM APPORTIONMENTS
(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension

URBANIZED AREA/STATE	APPORTIONMENT
California	1,113,894
Colorado	184,730
Connecticut	176,879
Delaware	21,975
Florida	835,395
Georgia	302,488
Hawaii	31,318
Idaho	108,847
Illinois	246,403
Indiana	279,676
Iowa	162,940
Kansas	76,792
Kentucky	104,920
Louisiana	295,056
Maine	119,930
Maryland	190,492
Massachusetts	129,615
Michigan	403,566
Minnesota	95,756
Mississippi	46,490
Missouri	113,769
Montana	79,171
N. Mariana Islands	17,056
Nebraska	4,748
Nevada	21,642
New Hampshire	148,679
New Jersey	79,224
New Mexico	84,666
New York	221,349
North Carolina	448,701
North Dakota	68,060
Ohio	307,444
Oklahoma	52,509
Oregon	80,411
Pennsylvania	361,724
Puerto Rico	487,360
South Carolina	248,424
South Dakota	59,923
Tennessee	253,543
Texas	956,864
Utah	34,059
Vermont	28,502
Virginia	249,130
Washington	344,980
West Virginia	217,389
Wisconsin	356,415
Wyoming	43,428
TOTAL	**$10,881,103**
Amounts Apportioned to State Governors for Nonurbanized Areas Less than 50,000 in Population	
Alabama	$368,830
Alaska	29,927
American Samoa	5,249
Arizona	157,156
Arkansas	265,903
California	457,484

FEDERAL TRANSIT ADMINISTRATION
TABLE 18
FY 2012 SECTION 5317 NEW FREEDOM APPORTIONMENTS
(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension

URBANIZED AREA/STATE	APPORTIONMENT
Colorado	103,112
Connecticut	49,284
Delaware	31,714
Florida	355,345
Georgia	420,177
Guam	15,316
Hawaii	43,454
Idaho	71,656
Illinois	280,490
Indiana	307,487
Iowa	182,577
Kansas	159,004
Kentucky	385,786
Louisiana	258,462
Maine	117,343
Maryland	103,612
Massachusetts	65,233
Michigan	368,149
Minnesota	210,379
Mississippi	313,319
Missouri	304,813
Montana	70,065
N. Mariana Islands	504
Nebraska	91,846
Nevada	38,055
New Hampshire	79,449
New Jersey	49,634
New Mexico	119,785
New York	383,306
North Carolina	599,719
North Dakota	42,288
Ohio	441,708
Oklahoma	268,171
Oregon	180,807
Pennsylvania	444,492
Puerto Rico	55,861
Rhode Island	11,615
South Carolina	304,725
South Dakota	55,852
Tennessee	392,588
Texas	746,603
Utah	43,643
Vermont	54,432
Virgin Islands	10,583
Virginia	306,894
Washington	183,203
West Virginia	199,330
Wisconsin	238,077
Wyoming	36,607
TOTAL	**$10,881,103**

FEDERAL TRANSIT ADMINISTRATION

TABLE 19

PRIOR YEAR UNOBLIGATED SECTION 5339 ALTERNATIVES ANALYSIS ALLOCATIONS AS OF SEPTEMBER 30, 2011

FY 2010 Unobligated Allocations[1]

State	Earmark ID	Project Location and Description	Allocation
CT	E2010-ALTA-004	New Haven-Hartford-Springfield Rail Line Improvements	$3,896,000
CT	E2010-ALTA-005	Route 8 Corridor Transit Oriented Development & Alternate Modes Study	300,000
IL	E2010-ALTA-007	Pace J-Route Bus Rapid Transit	360,000
KY	E2010-ALTA-008	Central Kentucky Mass Transit Alternatives Analysis	300,000
MA	E2010-ALTA-009	Green Line Extension	300,000
NJ	E2010-ALTA-013	Hudson-Bergen MOS-2, Northern NJ	400,000
NJ/PA	E2010-ALTA-014	Northwest New Jersey - Northeast Pennsylvania Passenger Rail Project	974,000
TX	E2010-ALTA-016	Transportation Study for the Texas Medical Center, Houston	1,000,000
UT	E2010-ALTA-017	South Davis Streetcar, Salt Lake City	360,000
VA	E2010-ALTA-018	Enhanced Transit Service - Route 7 Corridor	350,000
WA	E2010-ALTA-021	Puyallup Bus Rapid Transit Project - Alternatives Analysis	1,461,000
WA	E2010-ALTA-022	SE King County Commuter Rail and Transit Centers Feasibility Study	360,000
		Total FY 2010 Unobligated Allocations	**$10,061,000**

FY 2010 Unobligated Discretionary Allocations[2]

State	Earmark ID	Project Location and Description	Allocation
DC	D2010-ALTA-07003	DC Streetcar Alignment and Vehicle Propulsion Technology	$1,000,000
FL	D2010-ALTA-07004	Osceola County Corridor	800,000
NE	D2010-ALTA-09007	Omaha Downtown / Midtown	700,000
OR	D2010-ALTA-001	Southwest Corridor	2,000,000
UT	D2010-ALTA-007	Downtown Salt Lake City Streetcar	470,000
		Total FY 2010 Discretionary Unobligated Allocations	**$4,970,000**
	Grand Total FY 2010 Unobligated Allocations		**$15,031,000**

[1] The funds listed in this section of Table 19 are available for obligation until September 30, 2012.

[2] FTA published these allocations in the Federal Register on March 1, 2011. Funds are available for obligation until September 30, 2013.

[FR Doc. 2012–249 Filed 1–10–12; 8:45 am]

BILLING CODE C