

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****FTA Transit Program Changes, Authorized Funding Levels and Implementation of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**

[Docket No. FTA-2005-23089]

AGENCY: Federal Transit Administration (FTA), DOT.**ACTION:** Notice.

SUMMARY: This notice announces changes in the Federal Transit Administration (FTA) programs in accordance with SAFETEA-LU, which authorizes funds for all of the surface transportation programs of the Department of Transportation for Federal fiscal years 2005 through 2009. This notice provides preliminary implementation instructions and guidance for grants under the new and revised programs in FY 2006 and invites public comment. The notice also includes tables of unobligated (or carryover) amounts for earmarks from prior years under the discretionary programs, and tables that list discretionary program earmarks authorized under SAFETEA-LU.

DATES: Comments on the content of this notice will be received until December 30, 2005. Late filed comments will be considered to the extent practicable.

ADDRESSES: You may submit comments [identified by DOT DMS Docket Number FTA-2005-23089] by any of the following methods:

1. Web Site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site. Fax: 202-493-2251.

2. Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, PL-401, Washington, DC 20590-0001.

3. Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: You must include the agency name (Federal Transit Administration) and the docket number (FTA-2005-23089). You should submit two copies of your comments if you submit them by mail. If you wish to receive confirmation that FTA received your comments, you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to the Department's Docket Management System (DMS) Web site located at

<http://dms.dot.gov>. This means that if your comment includes any personal identifying information, such information will be made available to users of DMS.

FOR FURTHER INFORMATION CONTACT: For general information about this notice contact Mary Martha Churchman, Director, Office of Resource Management and State Programs, (202) 366-2053. Please contact the appropriate FTA regional office, from the list in Appendix A, for grantee specific requests for information or technical assistance.

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I. Overview

This document contains important information about new FTA programs authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU) (Pub. L. 109-059), signed into law by President Bush on August 10, 2005, and changes to programs reauthorized by that legislation. It also contains information on how FTA plans to administer the transit programs

discussed in this document, in fiscal year (FY) 2006. For each FTA program included, we have provided information on the SAFETEA-LU authorized funding levels for fiscal years 2006–2009, the basis for apportionment or allocation for funds, requirements specific to the program, period of availability of funds, and other program information. The document also includes a section that introduces planning emphasis areas for FY 2006. A separate section of the document provides information on pre-award authority and other requirements and guidance applicable to FTA program administration. Finally, the notice includes tables that show unobligated or carryover funding available, in FY 2006, from prior years under certain discretionary programs, and tables that list authorized project earmarks under SAFETEA-LU.

Information in this document includes references to the existing FTA program guidance circulars. While some information in the circulars has been superseded by new provisions in SAFETEA-LU, the circulars remain a resource for program guidance in most areas. FTA intends to revise the circulars, with an opportunity for public comment.

To supplement the guidance provided in this document FTA is preparing answers to frequently asked questions (FAQs), on SAFETEA-LU changes and impacts, from its grantees, stakeholders, and other interested parties. These FAQs will be posted on the FTA Web site at <http://www.fta.dot.gov> when they become available.

Throughout the document we have included specific questions on which we seek comment, and we invite your comments to the docket on any information provided in this notice. A list of the specific questions or issues can be found in Appendix B.

II. FY 2006 Funding for FTA Programs

A. Authorized Funding for FY 2006

SAFETEA-LU provides a combination of trust and general funds that total \$8.6 billion for FTA programs for FY 2006. Table 1 of this document shows the authorized funding for the FTA programs for the fiscal years 2006–2009. This notice provides a narrative explanation of the funding levels and other factors affecting the apportionments and allocations for each program.

B. Status of FY 2006 Funding

When the FY 2006 appropriations bill is passed and enacted into law, FTA will publish another notice that will

include a table for each program that contains the apportionments or allocations, based on the program funding level in the FY 2006 appropriations act. At the time this notice was prepared the agency was operating under a Continuing Resolution and only a small fraction of the FY 2006 funds authorized in SAFETEA-LU was available for FTA programs and administrative expenses. No FY 2006 program funds have been apportioned at this time. Congress recently took action on the FY 2006 Appropriations Act and we will publish the FY 2006 apportionments and allocations shortly.

C. Project Management Oversight Takedown

FTA draws money from funds appropriated to certain FTA programs for program oversight activities conducted by the agency. The funds are used to provide necessary oversight activities, including oversight of the construction of any major project under these statutory programs; to conduct safety and security, civil rights, procurement, management and financial reviews and audits; and to provide technical assistance to correct deficiencies identified in compliance reviews and audits.

49 U.S.C. 5327 authorizes the takedown of funds from FTA programs for project management oversight. SAFETEA-LU increased the amount that may be set-aside for such activities above the levels established under TEA-21 and identified additional programs to which the oversight takedown applies. SAFETEA-LU provides oversight takedowns at the following levels: 0.5 percent of Planning funds, 0.75 percent of Urbanized Area Formula funds, 1 percent of Capital Investment funds, 0.5 percent of Special Needs of Elderly Individuals and Individuals with Disabilities formula funds, 0.5 percent of Nonurbanized Area Formula funds, and 0.5 percent of Alternative Transportation in the Parks and Public Lands funds. Language in section 5327 also specifies the addition of “safety and security management” to the list of project management plan requirements.

III. SAFETEA-LU: FY 2006–2009 Authorized Funding Levels and Project Authorizations

SAFETEA-LU provides a combination of trust and general fund authorizations that total \$45.3 billion for public transportation for fiscal years 2005–2009 (\$52.6 billion over the six year period 2004–2009). Just over 80 percent is derived from the Mass Transit Account, with only New Starts,

Research and FTA Administrative funding coming from the General Fund. All funds, including the General Fund portion, are guaranteed, which means that the guaranteed annual levels are already “paid for” under Congressional budgetary rules. This assures that in each year’s appropriations process the specified amount of authorized funding will be available each year for transit programs. See Table 1 for the guaranteed funding levels by program.

Previously, under TEA-21, all the FTA programs were funded with both Mass Transit Account and General Funds. Because of this change in the structure of FTA’s accounts, except for New Starts and Research program grants, FTA will not be able to combine FY 2006 funds in the same grant with funds appropriated in prior years. See section VIII F below for grant application procedures.

SAFETEA-LU includes 405 New Starts project designations for fiscal years 2006–2009, many of which are listed more than once. The total funding authorized for these projects is \$5.49 billion. Thirty-one (31) projects are authorized for Full Funding Grant Agreements (FFGAs); 38 projects are authorized for Final Design (FD) and Construction, and 264 projects are authorized for Preliminary Engineering (PE). Dollar amounts are specified by fiscal year for each FFGA project. No funding amounts are specified for the FD and construction and PE projects.

Fifty-two New Starts project designations listed have a total amount specified but this amount is not identified with any particular fiscal year. In addition, 18 New Starts projects for Alternative Analysis under section 5339 are designated and amounts authorized for fiscal years 2006 and 2007 specified. The Alaska and Hawaii Ferry Boat and Denali Commission projects are also authorized. All New Starts earmarks are listed in Table 2 and Table 3 by State, including the dollar amount if specified.

Also authorized are project specific allocations for 646 Bus and Bus-Related Facilities projects totaling \$1,819,662,341 for fiscal years 2006–2009. These projects and amounts are displayed in Table 4.

Under the Clean Fuels program, 16 projects totaling \$78,385,000 are earmarked for funding for FY 2006–2009. These projects and amounts are displayed in Table 5.

It should be noted that projects earmarked in SAFETEA-LU are subject to Congressional actions in later appropriations bills and funding is not available for immediate obligation. Estimates of formula program funding

levels for fiscal years 2006–2009, by State and urbanized area (UZA), are available on the FTA Web site. These numbers are for planning purposes only as they will be revised when each year's appropriation bill is enacted but may be used for the purpose of programming metropolitan transportation improvement programs (TIPs) and statewide transportation improvement programs (STIPs).

In the estimates of formula funding for UZAs, for the JARC and New Freedom programs, FTA included the amount of funding attributable to each UZA less than 200,000 in population (small UZA) low income individuals and individuals with disabilities, respectively. These amounts were provided, for information purposes only. Under these programs, funds for the UZAs under 200,000 in population will be apportioned to the state for competitive selection of projects. Similarly, we estimated the amount of funding that might go to each State under the Public Transportation on Indian Reservations Program (49 U.S.C. 5311(c)(1) also referred to as the Tribal Transit Program in this document), based on tribal population. But these funds will not be apportioned to the States and the process for apportioning them among the Tribes has not yet been determined.

IV. SAFETEA-LU: Highlights of Cross-Cutting Changes

A. Definitional Changes

1. Mobility Management

SAFETEA-LU added "mobility management" to the list of capital projects at 5302(a)(1)(L). This allows "short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or subrecipient" to be funded as a capital project. The definition excludes the actual costs of operating public transportation services, but allows the costs of planning and coordination with human service transportation to be treated as capital rather than operating costs.

2. Security Planning, Training, and Drills

Four new eligible capital activities were added at 5302(a)(1)(J). These include projects "to refine and develop security and emergency response plans, projects aimed at detecting chemical and biological agents in public transportation, the conduct of emergency response drills with public transportation agencies and local first

response agencies, and security training for public transportation employees." Expenses related to transit operations, other than those incurred in conducting emergency response drills or security training, are excluded from this definition and will continue to be eligible only as operating in those areas eligible to use FTA funds for operating assistance.

3. Debt Service Reserve

SAFETEA-LU allows recipients to be reimbursed from section 5309 funds for deposits of bond proceeds in a debt service reserve. The Act also allows up to ten recipients to be reimbursed from section 5307 funds for bond proceeds deposited in a debt service reserve established with a bondholders' trustee. These provisions will have the effect of reducing grantees' out of pocket bond issuance costs due to the reimbursement for the cost of the debt service reserve. The new capital definition of debt service reserve is found at 5302(a)(1)(K) and the limitations on its use are at sections 5323(e)(3) and (4).

4. Intercity Bus and Intercity Rail

The definition of an eligible joint development capital project in section 5302(A)(1)(G) has been expanded to include "construction, renovation, and improvement of intercity bus and intercity rail stations and terminals." Further, the limitation that made "commercial revenue-producing facilities" ineligible for FTA assistance has been lifted with respect to intercity bus stations or terminals. Intercity bus stations and terminals are not required to provide a fair share of revenue for public transportation that will be used for public transportation.

The result of these changes is that FTA funds can now be used for all aspects of intercity bus and rail facilities in facilities (such as intermodal terminals) which meet the criteria in section 5302(a)(1)(G) for joint development projects (physical and functional relationship to public transportation). Further, \$35 million per year is set aside in the section 5309 Bus and Bus-Related Facilities program for intermodal terminals, including the intercity bus portions of those terminals.

5. Definition of Public Transportation

Throughout SAFETEA-LU, the term public transportation is used wherever the FTA statute previously referred to mass transit or mass transportation. The definition of public transportation at 5302(a)(10) was also modified to specifically exclude intercity bus transportation. This change does not affect the eligibility of intercity bus

service under the rural program (section 5311) or the over-the-road bus accessibility program (TEA-21, section 3038). The definition now also specifically excludes intercity passenger rail transportation provided by AMTRAK. The intercity bus and intercity rail portion of intermodal terminals, however, is an eligible capital cost under 49 U.S.C. 5302(a)(1)(G).

B. Cross-cutting Programmatic Requirements and Changes

1. State Infrastructure Bank

SAFETEA-LU establishes a new State Infrastructure Bank (SIB) program under which all States, Puerto Rico, the District of Columbia, American Samoa, Guam, the Virgin Islands, and the Commonwealth of the Northern Mariana Islands are authorized to enter into cooperative agreements with the Secretary of Transportation to establish financial entities that provide various types of transportation infrastructure credit assistance for fiscal years 2005–2009. The new program is a continuation and expansion of similar programs created by the National Highway System (NHS) Act in 1995 and the TEA-21 legislation of 1998. It gives States the capacity to increase the efficiency of their transportation investment and significantly leverage Federal resources by attracting non-Federal public and private investment. The program provides greater flexibility to the States by allowing other types of project assistance in addition to grant assistance.

2. Coordination

Under three FTA formula programs [the Special Needs of Elderly Individuals and Individuals with Disabilities Program (section 5310), Job Access and Reverse Commute (section 5316), and New Freedom (section 5317)], there is a requirement that the designated recipient competitively select projects and that the projects must be derived from a locally developed coordinated public transit/human service transportation plan. Public transit operators, including those funded under both the urbanized and non-urbanized formula programs (sections 5307 and 5311) are expected to be participants in the local planning process for coordinated public transit/human service transportation. See the specific programs below for more information about the planning requirements as it relates to the three programs. See also the metropolitan planning public participation requirement below.

3. Public Participation Planning Requirement

Metropolitan Planning Organizations (MPOs) must develop and utilize a "participation plan" that provides reasonable opportunities for the interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP. This requirement is intended to afford parties who participate in the metropolitan planning process a specific opportunity to comment on the plan prior to its approval, including governmental agencies and nonprofit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C. The participation plan must be in place prior to MPO adoption of transportation plans and TIPs addressing SAFETEA-LU provisions.

4. Public Hearings

The public hearing requirement in 49 U.S.C. 5323(b) for capital projects was changed by SAFETEA-LU. Formerly, an opportunity for a public hearing was required on a section 5309 grant application if the grant would substantially affect the community or its mass transportation service. Many of the notices published under this requirement did not ultimately result in a hearing being held.

SAFETEA-LU associates more clearly the public involvement and hearing requirements for capital projects with the environmental review required by the National Environmental Policy Act (NEPA) and its implementing regulations. It also broadens the requirement to apply to all capital projects (as defined in section 5302). Now, the grant applicant must provide an adequate opportunity for public review and comment on a capital project, and, after providing notice, must hold a public hearing on the project if the project affects significant economic, social, or environmental interests. These requirements will be satisfied through compliance with the NEPA requirements for a public scoping process, public review and comment on NEPA documents, and a public hearing on every draft environmental impact statement (EIS). FTA will also require a public hearing on environmental assessments (EAs) that have a high probability of being elevated to EISs.

Section 5323(b) must be read in concert with section 5324(b) which states that FTA must review the public comments and hearing transcript to

ascertain that an adequate opportunity to present views was given to all parties having a significant economic, social, or environmental interest in the project, and that FTA must make a written finding to this effect.

5. Labor Protection

SAFETEA-LU codified in 5333(b) streamlined labor protection arrangements already used by the Department of Labor (DOL) in certifying FTA grants for purchase of like-kind equipment or facilities or non-material grant amendments. It also codified existing practice when a contractor is changed through competitive bidding. In section 5311, the use of a special warranty is written into the law. Awards under two new programs, New Freedom and Alternative Transportation in Parks and Public Lands, will not be required to be certified by DOL.

6. Buy America

The Buy America stipulation is intended to ensure that Federal grants stimulate domestic economic activity. FTA funds must be used for goods that must be produced or manufactured in the United States or with specific products, and have a defined percent of domestic content. Four changes from the previous law are that SAFETEA-LU:

- Requires the Secretary of Transportation to issue a written justification for public interest waivers on Buy America requirements. (Under the law, he may waive the Buy America requirements if they are deemed inconsistent with the public interest). The Secretary must publish the written justification in the **Federal Register** and provide the public with a reasonable period of time for notice and comment.
- Clarifies that a party adversely affected by a FTA decision under the Buy America provisions has the right to seek administrative review.
- Repeals the general waiver of subsections (b) and (c) of Appendix A of section 661.7.
- Requires a rulemaking within 180 days clarifying or defining the following Buy America requirements:

1. Microprocessors; Buy America requirements have been waived for microprocessors since few are manufactured in the United States. The Secretary is directed to apply the waiver to a device that is solely for the purpose of processing and storing data and not extended to a product containing the microprocessor.
2. Defining the term "end product" for non-rolling stock. Does the end product serve a purpose by itself or with other end products on an interoperative basis? A product that does not work

with products of other manufacturers is part of that manufacturers system that is the end product. A list of systems and end products will be developed.

3. Defining the term "negotiated procurement" and determine Buy America compliance on the basis of the certification with the final offer.

4. Defining the term "contractor".

5. Clarifying that a grant recipient may request a non-availability waiver after the contract award if the contractor has made a certification of compliance with the requirements in good faith. The contractor must have certified that it can meet the Buy America requirements before being awarded a contract. If the contractor later finds that parts are not available to meet the requirement, the grantee may now request a Buy America waiver.

7. Procurement

SAFETEA-LU recodified FTA's procurement requirements in section 5325 of Title 49 U.S.C. Section 5325(a) establishes full and open competition as the basic requirement for FTA-funded third party contracts. Section 5325(b), which covers architectural, engineering, and design contracts, has been modified to match similar language in Title 23 U.S.C., on reciprocity of audited indirect cost rates. Section 5325(c) on use of other-than-low-bid procurement has been reenacted. Language on Turnkey Contracting, formerly in section 5326, now appears as section 5325(d), and is re-titled "Design-Build", reflecting more up-to-date terminology. Provisions formerly in section 5326 governing rolling stock procurements now appear in sections 5325(e) and (f). Section 5325(g) now allows access by DOT or the Government Accountability Office (GAO) to any contract-related record, not just those in sole-source procurements. Section 5325(h) continues the prohibition on exclusionary or discriminatory procurements. A new section 5325(i) prohibits application of State laws requiring bus purchases to go through in-State bus dealers from applying to projects assisted under the FTA program. Finally, section 5325(j) codifies in law the requirement that contracts be awarded only to "responsible" contractors. Grantees are required to assess the integrity of the contractor, compliance with public policy, the contractor's financial and technical resources, and the contractor's past performance, particularly as reported in the Contractor Performance Assessment Report required under section 5309(l)(2).

8. Pre-Award/Post-Delivery Reviews

Under the current Buy America provisions, there is a requirement for a resident factory inspector for rolling stock procurements of greater than 10 buses. SAFETEA-LU eliminates the requirement for a resident factory inspector for rolling stock procurements of 20 vehicles or less for use in rural (other than urbanized) areas, or UZAs of 200,000 population or less.

9. Charter Service and School Bus

SAFETEA-LU section 3023(d) amended 49 U.S.C., section 5323(d)(2) and provided new remedies for violations of charter service. The amended provision states that the Secretary shall bar a recipient or an operator from receiving Federal transit assistance in an amount the Secretary considers appropriate if the Secretary finds a pattern of violations of the agreement. The previous provision stated that the Secretary could bar a recipient from receiving further assistance when the Secretary found a continuing pattern of violations of the agreement. The new provision allows for more flexibility. Under the prior law the Secretary could totally bar a recipient from receiving further financial assistance, but this penalty was so harsh that it was only rarely invoked. Under SAFETEA-LU the Secretary can determine a penalty less than a complete bar of financial assistance; the Secretary shall bar an operator from receiving assistance in an amount the Secretary considers appropriate.

In addition, the Conference Report for SAFETEA-LU stated that the conferees directed FTA to initiate a negotiated rulemaking seeking public comment on the charter service regulation implementing 49 U.S.C., 5323(d) and to consider the following issues: (1) Whether public transit agencies can provide community-based charter services directly to local governments and private non-profit agencies that would not otherwise be served in a cost effective manner by private operators; (2) how can the administration and enforcement of charter bus provisions be better communicated to the public, including use of internet technology; (3) improve the enforcement of violations; and (4) improve the complaint and administrative appeals process. FTA has initiated the negotiated rulemaking process.

SAFETEA-LU section 3023(f) amended 49 U.S.C., 5323(f) and provided new remedies for violations of the school bus transportation provision. The amended provision states that if the

Secretary finds a violation, the Secretary shall bar a recipient or operator from receiving Federal transit assistance in an amount the Secretary considers appropriate. The previous provision stated that in the case of a violation, an applicant could not receive other mass transportation financial assistance. The new provision allows for more flexibility. Under the prior law the penalty was so severe that it was only rarely invoked. Under SAFETEA-LU the Secretary can determine a penalty less than a complete bar of financial assistance; the Secretary shall bar an operator from receiving assistance in an amount the Secretary considers appropriate.

10. Revenue Bonds as Local Match

Originally allowed in TEA-21, revenue bonds may now be used as local match, provided that the grantee maintains a greater level of local transit investment in the subsequent three years (as demonstrated in the TIP) than as in the current and prior two years. This provision in 5323(e) allows bond proceeds, secured by the revenues of a transit capital project, to be used as local match for that project.

11. Government's Share of Cost of Equipment and Facilities for ADA and Clean Air Act Compliance

The provision allowing a 90 percent Federal share for the incremental cost of compliance with the Americans with Disabilities Act (ADA) or Clean Air Act (CAA) was expanded to include vehicle-related facilities as well as equipment at section 5323(i). Under the provision allowing the Secretary "to determine through practicable administrative procedures, the costs of such equipment or facilities attributable to compliance with those Acts", FTA previously computed an 83 percent composite match for vehicle-related equipment. Given changes in technology, FTA may revisit that calculation, but for the time being, grantees may use the 83 percent share. FTA seeks public comment on the continued use of the 83 percent share. Also, the administratively determined 83 percent Federal share does not apply to facilities, for which the costs are more variable. Grantees may apply for the 90 percent share of the actual incremental costs of vehicle-related facility improvements related to ADA or CAA compliance, but FTA requests that grantees provide supporting documentation for that request. Until FTA develops guidance, the eligibility of facility related costs at the higher share will be reviewed on a case-by-case basis as part of the grant application process.

V. SAFETEA-LU: Summary of New Programs and Formulas

A. *New Freedom (49 U.S.C. 5317)*

The New Freedom program provides formula funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. Details are provided in section VI N below.

B. *Alternative Transportation in the Parks and Public Lands (49 U.S.C. 5320)*

SAFETEA-LU provides \$22 million annually for alternative transportation projects to enhance the protection of national parks and public lands and increase the enjoyment of those visiting the parks and public lands by ensuring access to all, including persons with disabilities, improving conservation and park and public land opportunities in urban areas through partnering with State and local governments, and improving park and public land transportation infrastructure. The program is to be implemented by FTA in consultation with the Department of the Interior and other Federal land management agencies.

The Secretary of Transportation will develop cooperative arrangements with the Secretary of the Interior that provide: (1) Technical assistance; (2) interagency and multidisciplinary teams to develop alternative transportation policy, procedures, and coordination; and, (3) procedures and criteria relating to the planning, selection, and funding of qualified projects and the implementation and oversight of selected projects. The Secretary of the Interior, after consultation with and in cooperation with the Secretary of Transportation, will determine the final selection and funding levels of an annual program of qualified projects.

C. *Small Starts (Component of the Section 5309 New Starts Program)*

SAFETEA-LU specifies a new category of projects to be funded separately out of the section 5309 New Starts program. This new category encompasses smaller scale projects, referred to as Small Starts, and has been authorized at a funding level of \$200 million per year, beginning in FY 2007.

Projects requesting less than \$75 million in section 5309 New Starts funds with a total project cost less than \$250 million will be eligible to receive funds under the new Small Starts provision. SAFETEA-LU lays out a

simplified evaluation and rating process that FTA will use to support funding decisions for Small Starts projects. The statute specifies both cost-based and project-definition-based eligibility requirements. The definition of fixed guideway capital project to be applied in Small Starts has been expanded to include substantial corridor bus projects that either operate in a separate right of way during peak hours or contain significant investment in corridor-based bus improvements. Small Starts projects must also be the result of planning and alternatives analysis.

The transit program statute provides for an evaluation process for proposed Small Starts projects that include a subset of the evaluation criteria specified for traditional New Starts projects. The Small Starts evaluation criteria in the statute include:

- Transit supportive land use,
- Cost-effectiveness,
- Reliability of cost and ridership estimates,
- Effect on economic development, and
- Other factors that the Secretary determines are appropriate.

Currently, projects requesting less than \$25 million in New Starts funding are exempt from the annual evaluation and rating process. Under the new statute, this exemption no longer applies once a regulation is issued for Small Starts. All eligible projects that meet the aforementioned Small Starts cost criterion will be rated and evaluated according to the Small Starts process. SAFETEA-LU also calls for a simplified project development process to be applied to Small Starts projects. SAFETEA-LU requires that FTA issue regulations establishing an evaluation and rating process for the Small Starts process. The Small Starts Advance Notice of Proposed Rulemaking will be issued soon.

D. Alternatives Analysis (49 U.S.C. 5339)

Alternatives Analysis is no longer included in the eight percent of the

section 5309 New Starts program that can be used for projects prior to FD and Construction. Instead, \$25 million annually is provided for Alternatives Analysis grants under section 5339. As before, Metropolitan Planning funds and Urbanized Area Formula funds can also be used to support alternatives analysis. The procedures grantees should use to apply for section 5339 funds are referred to in section VI P below.

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

SAFETEA-LU creates a new Tribal Transit program as a takedown under the section 5311 program. Forty-five million dollars is authorized for fiscal years 2006–2009, growing from \$8 million annually to \$15 million. The funds are to be apportioned to the Tribes, not to the States, for capital and operating assistance for rural transit and rural intercity bus service. FTA will develop procedures for the Tribal Transit program in consultation with tribal leaders and other interested stakeholders.

In addition to funding under the Tribal Transit program, States must continue to include the Tribes in the equitable distribution of the section 5311 funds apportioned to the States. Indian Tribes are established as direct recipients under section 5311 for funding from the States' apportionment as well as from the new Tribal Transit program.

See section VI K for additional information and for specific questions on which FTA seeks comments from Tribes and other interested stakeholders.

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

SAFETEA-LU establishes new Growing States and High Density States formula factors to distribute funds to the section 5307 and section 5311 programs. One-half of the funds are made available under the Growing States factors and are apportioned by a formula based on State population forecasts for 15 years beyond

the most recent Census. Amounts apportioned for each State are then distributed between UZAs and nonurbanized areas based on the ratio of urbanized/nonurbanized population within each State. The High Density States factors distribute the other half of the funds to States with population densities in excess of 370 persons per square mile. These funds are apportioned only to UZAs within those States. Additional details on the Growing States and High Density States formula and factors are discussed in section VI Q below.

VI. Program Specific Information and Requests for Comments

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

Section 5303 authorizes a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan area level. State Departments of Transportation and MPOs may receive funds for planning projects that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increasing the safety and security of the transportation system for motorized and non-motorized users; increasing the accessibility and mobility options available to people and for freight; protecting and enhancing the environment, promoting energy conservation, and improving quality of life; enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; promoting efficient system management and operation; and emphasizing the preservation of the existing transportation system.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts to carryout section 5305 Planning programs for fiscal years 2006–2009:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|--------------|--------------|---------------|---------------|
| Funds Authorized | \$95,000,000 | \$99,000,000 | \$107,000,000 | \$113,500,000 |

As specified in law, 82.72 percent of the amounts authorized for section 5305 are allocated to the Metropolitan

Planning program. The table below shows the amount of funding authorized

under section 5305 to be allocated to the Metropolitan Planning program.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|-----------------------|--------------|--------------|---------------|---------------|
| Metropolitan Planning | \$78,584,000 | \$81,892,800 | \$ 88,510,400 | \$ 93,887,200 |

2. Basis for Formula Apportionment

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

3. Requirements

The State allocates Metropolitan Planning funds to MPOs in UZAs or portions thereof to provide funds for projects included in an annual work program (the Unified Planning Work Program, or UPWP) that includes both highway and transit planning projects. Each State has either reaffirmed or developed, in consultation with their MPOs, a new allocation formula, as a

result of the 2000 Census. The State allocation formula may be changed annually, but any change requires approval by the FTA regional office before grant approval. Program guidance for the Metropolitan Planning Program is found in FTA Circular C8100.1B, Program Guidance and Application Instructions for Metropolitan Planning Program Grants, dated October 25, 1996. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU.

4. Period of Availability

The funds apportioned under the Metropolitan Planning program will remain available to be obligated by FTA to recipients for four fiscal years—which includes the year of apportionment plus three additional years. Any apportioned funds that remain unobligated at the end of this period will revert to FTA for reapportionment under the program.

5. Other Program Information

Sections VII and VIII F of this document provide guidance and

information specific to FTA planning programs, including the Metropolitan Planning program. Please refer to those sections for additional information relevant to this program.

B. Statewide Planning and Research Program (49 U.S.C. 5304)

This program provides financial assistance to States for Statewide planning and other technical assistance activities (including supplementing the technical assistance program provided through the Metropolitan Planning program), planning support for nonurbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development.

1. Authorized Amounts

SAFETA-LU authorizes the following amounts to carryout section 5305 Planning programs for fiscal years 2006–2009:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|--------------|--------------|---------------|---------------|
| Funds Authorized | \$95,000,000 | \$99,000,000 | \$107,000,000 | \$113,500,000 |

As specified in law, 17.28 percent of the amounts authorized for section 5305 are allocated to the Statewide Planning

and Research program. The table below shows the amount of funding authorized under section 5305 to be allocated to the

Statewide Planning and Research program.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|---------------------------------|--------------|--------------|---------------|---------------|
| Statewide Planning and Research | \$16,416,000 | \$17,107,200 | \$ 18,489,600 | \$ 19,612,800 |

2. Basis for Apportionment Formula

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

3. Requirements

Funds are provided to States for statewide planning and research programs. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, management training, and cooperative research. In addition, a State may authorize a portion of these funds to be used to supplement Metropolitan Planning funds allocated by the State to its UZAs, as the State

deems appropriate. Program guidance for the Statewide Planning and Research program is found in FTA Circular C8200.1, Program Guidance and Application Instructions for State Planning and Research Program Grants, dated December 27, 2001. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU.

4. Period of Availability

The funds apportioned under the Statewide Planning and Research program will remain available to be obligated by FTA to recipients for four fiscal years which include the year of apportionment plus three additional fiscal years. Any apportioned funds that remain unobligated at the end of this period will revert to FTA for reapportionment under the program.

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

Section 5307 authorizes Federal capital and operating assistance for transit in UZAs. A UZA is an area with a population of 50,000 or more that has been defined and designated as such in the most recent decennial census by the U.S. Census Bureau. The Urbanized Area Formula Program also supports planning, in addition to that funded under the Metropolitan Planning program described above. Funding is apportioned directly to each UZA with a population of 200,000 or more, and to the State Governors for UZAs with populations between 50,000 and 200,000. 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 2(e) below.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts under section 5307

to provide financial assistance to UZAs for fiscal years 2006–2009:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|-----------------|-----------------|-----------------|-----------------|
| Funds Authorized | \$3,466,681,000 | \$3,606,175,000 | \$3,910,843,000 | \$4,160,365,000 |

SAFETEA-LU directs that there be a one percent takedown from the funds

made available under section 5307. This takedown amount will be for

apportionment under the new Small Transit Intensive Cities (STIC) formula.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|---------------|---------------|---------------|---------------|---------------|
| STIC Takedown | \$ 34,666,810 | \$ 36,061,750 | \$ 39,108,430 | \$ 41,603,650 |

Under the formula for STIC, funds are apportioned to UZAs with a population less than 200,000 that meet or exceed the average level of service for all UZAs with populations between 200,000 and 1,000,000.

In addition to the funds made available to UZAs under section 5307, approximately 84 percent of the funds authorized for the new section 5340 Growing States and High Density States formula factors will be apportioned to

UZAs. The portion of authorized section 5340 funds allocable to UZAs, based on the section 5340 formulas, is shown in the following table.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|----------------|----------------|----------------|----------------|
| Funds Authorized | \$ 388,000,000 | \$ 404,000,000 | \$ 438,000,000 | \$ 465,000,000 |
| UZA Portion | \$ 327,616,605 | \$ 341,126,568 | \$ 369,835,239 | \$ 392,633,302 |

Language in the SAFETEA-LU conference report indicates that FTA is to show a single apportionment amount for 5307, STIC and 5340. Accordingly, the apportionment amount for a UZA that will be displayed in the Urbanized Area Formula apportionment table to be published in the FTA FY 2006 apportionments and allocations Notice, after FY 2006 funding is appropriated, will include regular 5307 funds (that amount remaining after the one percent takedown for STIC), STIC funds, and Growing States and High Density States funding for the area. Although a single UZA amount will be shown to comply with conference report language (as noted above), separate formula calculations will be used to generate the respective apportionment amounts for the 5307, STIC and 5340.

2. Requirements

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

(a) Urbanized Area Formula Apportionments to Governors

For small UZAs, the funds are apportioned to the Governor of each State for distribution. A single total Governor apportionment amount for the Urbanized Area Formula, STIC, and Growing States and High Density States will be shown in the Urbanized Area Formula Apportionment table to be published in the FTA FY 2006 apportionments and allocations Notice, after FY 2006 funding is appropriated. The table will also show the apportionment amount attributable to each small UZA within the State. The Governor may determine the suballocation of funds among the small UZAs except that funds attributed to a small UZA that is located within the planning boundaries of a Transportation Management Area (TMA) must be obligated to that small UZA, as discussed in subsection (g) below.

(b) STIC Apportionments

SAFETEA-LU establishes a one percent set-aside program from section 5307 that provides funding 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 comes from the most current National Transit Database (NTD) reports. This data is used to determine a UZA's eligibility under the STIC formula, and is also used in the STIC apportionment calculations. Because this performance data change with each year's NTD reports the eligible STIC UZAs may vary each year. The performance categories for providing bonus grants to STIC were established in the September 2000 FTA report to Congress called "The Urbanized Area Formula Program and the Needs of Small Transit Intensive Cities."

(c) Transit Enhancements

SAFETEA-LU 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 TEA-21. Grantees in UZAs with populations of 200,000 or more will be certifying they are spending not less than one percent of section 5307 funds for transit enhancements and will be required to

submit an annual report on how they spent the money. The report must be submitted with the Federal fiscal year's final quarterly progress report in TEAM-Web. The report should include the following elements: (a) Grantee name, (b) UZA name and number, (c) FTA project number, (d) transit enhancement category, (e) brief description of enhancement and progress towards project implementation, (f) activity line item code from the approved budget, and (g) amount awarded by FTA for the enhancement. The list of transit enhancement categories and activity line item (ALI) codes may be found in FTA Circular 9030.1C, Urbanized Area Formula Program: Grant Application Instructions, dated October 1, 1998, and 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 mass transportation service or use and are physically or functionally related to transit facilities. Eligible enhancements include the following: (1) Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities); (2) bus shelters; (3) landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights; (4) public art; (5) pedestrian access and walkways; (6) bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles; (7) transit connections to parks within the recipient's transit service area; (8) signage; and (9) enhanced access for persons with disabilities to mass transportation.

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

(d) Transit Security Projects

Each recipient of Urbanized Area Formula funds must certify that of the amount received each fiscal year, it will expend at least one percent on "public transportation security projects" or must certify that it has decided the expenditure is not necessary. For applicants not eligible to receive section

5307 funds for operating assistance, only capital security projects may be funded with the one percent. SAFETEA-LU, however, expanded the definition of eligible "capital" projects to include specific crime prevention and security activities, including: (1) Projects to refine and develop security and emergency response plans; (2) projects aimed at detecting chemical and biological agents in public transportation; (3) the conduct of emergency response drills with public transportation agencies and local first-response agencies; and (4) security training for public transportation employees but excluding all expenses related to operations, other than such expenses incurred in conducting emergency drills and training. New ALI codes have been established for these four new capital activities. The one percent may also include security expenditures included within other capital activities, and, where the recipient is eligible, operating assistance. The relevant ALI codes would be used for those activities.

Given the importance of transit security, 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 new non-additive ("non-add") scope code for security expenditures—Scope 991. The non-add scope is to be used to aggregate activities included in other scopes, and it does not increase the budget total. Section 5307 grantees should include this non-add scope in the project budget for each new section 5307 grant application or amendment. Under this non-add scope, the applicant should repeat the full amount of any of the line items in the budget that are exclusively for security and include the *portion* of any other line item in the project budget that is attributable to security, using under the non-add scope the same line item used in the project budget. The grantee can modify the ALI description or use the extended text feature, if necessary, to describe the security expenditures.

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.

To summarize, a grant application requesting 5307 funds cannot be considered complete until the applicant has indicated whether it will or will not expend one percent of the 5307 funds

being requested for security purposes. If the applicant has determined expenditure for security purposes is not necessary, an explanation must be provided. FTA is implementing these new grant application procedures in response to requests for information from the Inspector General.

(e) FY 2006 Operating Assistance

Several SAFETEA-LU provisions allow FY 2006 Urbanized Area Formula funds to be used for operating assistance in a UZA with a population of 200,000 or more. They include: (1) Continuation of the operating assistance flexibility provisions of TEA-21 that allows transit systems in UZAs that crossed over the 200,000 population threshold, as a result of the 2000 Census, to use 5307 funds for operating assistance; (2) a provision applicable to portions of the UZAs between 200,000 and 225,000 in population that meet certain criteria; (3) a provision for certain local governmental authorities that lie outside the service area of the principal public transportation agency that serves the Houston, TX UZA; and (4) language that stipulates that section 5307 funds made available to the Anchorage UZA under fixed guideway tiers of the section 5307 apportionment formula shall be made available to the Alaska Railroad for any costs related to passenger operations. In addition, language in section 3027(c)(3) of TEA-21, as amended, is still applicable and allows the use of funds for operating assistance by certain recipients of section 5307 funds, in a UZA at least 200,000 in population, that provide service exclusively for elderly persons and persons with disabilities and operate 20 or fewer vehicles.

The requirements for each of the above provisions are described below.

(1) Section 5307(b)(2) provides exception to the use of operating assistance in UZAs that grew in population from under 200,000 to over 200,000, as a result of the 2000 Census. This exception allows for the use of funds for operating assistance in eligible UZAs at 100% of the grandfathered amount for FY 2005 funds, but this amount "phases down and out" to 50 percent in FY 2006, 25 percent in FY 2007, and zero percent in FY 2008. FTA has identified and listed all eligible UZAs in previous years apportionment notices (FY 2003–FY 2005), along with the maximum amount of the area's 5307 fund that could be used for operating. A similar list will be included in the FY 2006 apportionment Notice.

(2) 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.

(3) 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.

(4) 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.

(5) Section 3027(c)(3) of TEA-21, as previously amended, provides an exception to the restriction on the use of operating assistance in a UZA with a

population of 200,000 or more, by allowing transit providers/grantees that provide service exclusively to elderly persons and persons with disabilities and that operate 20 or fewer vehicles to use section 5307 funds apportioned to the UZA for operating assistance. The total amount of funding made available for this purpose under section 3027(c)(3) of TEA-21, as amended, is \$1.4 million. Transit providers/grantees eligible under this provision have already been identified.

Unless one of the exceptions noted above applies, the use of FY 2006 Urbanized Area Formula funds for operating assistance is available only to small UZAs. For small UZAs, there is no limitation on the amount of the Governor’s apportionment that may be used for operating assistance, and the Federal/local share ratio is 50/50.

(f) Expansion of Local Match Eligibility

SAFETEA-LU expands the categories of funds that can be used as local match for section 5307 projects. The newly eligible sources are advertising and concessions revenue, social service contract revenue, and revenue bonds proceeds.

Pursuant to 49 U.S.C. 5307(e) the Federal share of a grant under Section 5307 is 80 percent of net project cost for a capital project and 50 percent of net project cost for operating assistance. The remainder of the net project cost (*i.e.*, 20 percent and 50 percent, respectively) shall be provided from the following sources:

1. In cash from non-Government sources other than revenues from

providing public transportation services;

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

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

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

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

(g) 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 and 49 CFR part 613. In some cases, the TMA planning boundaries established by the MPO for the designated TMA includes one or more small UZAs. In addition, one small UZA (Santa Barbara, CA) has been designated as a TMA. In either of these situations, the Governor cannot allocate “Governor’s Apportionment” funds attributed to the small UZAs to other areas; that is, the Governor only has discretion to allocate Governor’s Apportionment funds attributable to areas that are outside of designated TMA planning boundaries.

The list of small UZAs included within the planning boundaries of designated TMAs is provided in the table below.

| Designated TMA | Small Urbanized Area Included in TMA Planning Boundary |
|-------------------------------|---|
| Albany, NY..... | Saratoga Springs, NY |
| Houston, TX..... | Galveston, TX; Lake Jackson-Angleton, TX; Texas City, TX; The Woodlands, TX |
| Jacksonville, FL..... | St. Augustine, FL |
| Orlando, FL..... | Kissimmee, FL |
| Palm Bay-Melbourne, FL..... | Titusville, FL |
| Philadelphia, PA-NJ-DE-MD.... | Pottstown, PA |
| Pittsburgh, PA..... | Monessen, PA; Weirton, WV-Steubenville, OH-PA (PA portion); Uniontown-Connellsville, PA |
| Seattle, WA..... | Bremerton, WA |
| Washington, DC-VA-MD..... | Frederick, MD |

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

20590, in writing, no later than July 1 of each year, to identify any small UZA within the planning boundaries of a TMA.

(h) Urbanized Area Formula Funds Used for Highway Purposes

Funds apportioned to a TMA are eligible for transfer to FHWA for

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

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

3. Basis for Formula Apportionment

Urbanized Area Formula Program funds are apportioned based on legislative formulas. Different formulas are used for UZAs with populations of 200,000 or more and UZAs with populations of less than 200,000. For UZAs of 50,000 to 199,999 in population, the formula is based simply on population and population density. For UZAs with populations of 200,000

and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density.

To comply with language in the SAFETEA-LU conference report, we will combine a UZA's section 5307, STIC, and section 5340 apportionment amounts and publish a single amount. For technical assistance purposes we will identify the UZAs that received STIC funds each year and will make available breakdowns of the funding allocated to each UZA under 5307, STIC and 5340 formulas, upon request to the regional office.

4. Period of Availability

Urbanized Area Formula funds will remain available to be obligated by FTA to recipients for four fiscal years—which include the year of apportionment plus three additional years. Any apportioned funds that remain unobligated after this period will revert to FTA for reapportionment.

5. Other Program Information

Population and population density statistics from the 2000 Census and (when applicable) validated mileage and transit service data from transit

providers' 2004 NTD Report Year will be used to calculate a UZA's FY 2006 Urbanized Area Formula apportionment when FY 2006 funds are appropriated.

We will calculate dollar unit values for the formula factors used in the Urbanized Area Formula program apportionment. These values represent the amount of money each unit of a factor is worth in the FY 2006 apportionment. The unit values change each year as a result of changes in the data used to calculate a particular year's apportionments. The FTA apportionment amount for a UZA may be replicated by multiplying the dollar unit value by the appropriate formula factor.

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

SAFETEA-LU establishes the Clean Fuels Grant Program—formerly the Clean Fuels Formula Program under TEA-21—to support the use of alternative fuels in air quality maintenance or nonattainment areas for ozone or carbon monoxide.

1. Total Allocations

SAFETA-LU authorizes the following amounts for the Clean Fuels Grant Program for fiscal years 2006–2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|--------------|--------------|--------------|--------------|
| Funds Authorized | \$43,000,000 | \$45,000,000 | \$49,000,000 | \$51,500,000 |

2. Basis for Allocation of Funds

Under SAFETEA-LU, funding for the Clean Fuels program is now appropriated on a discretionary basis rather than by formula. [Note: Congress never appropriated funds for the formula program authorized by TEA-21.]

SAFETEA-LU includes 16 projects to be funded through the Clean Fuels program in section 3044, Projects for Bus and Bus-Related Facilities and Clean Fuels Buses. Table 5 displays the SAFETEA-LU authorized Clean Fuels earmarked projects.

It is important to note that these allocations are subject to be changed by subsequent appropriations acts and additional projects may be earmarked during the appropriations process. Final Clean Fuels program allocations for FY 2006 will be published after enactment of the FY 2006 Appropriations Act.

3. Requirements

Clean Fuels program funds may be made available to any grantee in a UZA that is designated as maintenance or

nonattainment area for ozone or carbon monoxide as defined in the Clean Air Act. Eligible recipients include section 5307 designated recipients as well as recipients in small UZAs. In the case of a small UZA, the State in which the area is located will act as the recipient.

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

If a recipient wishes to use funds designated under the program in SAFETEA-LU for eligible project activities outside the scope of a project designation, the recipient must submit its request for reprogramming to the House and Senate Authorizing Committees for resolution. Changes to designations that are in statute, as opposed to report language, can only be made in law. If in the future, Congress

designates projects in report language, FTA will not reprogram the projects without direction from the Appropriations Committees.

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

4. Period of Availability

Funds designated for specific Clean Fuels Program projects will remain available for obligation for three fiscal years, which includes the year of appropriation plus two additional fiscal years. Clean Fuels funds not obligated in a FTA grant for their original purpose at the end of the period of availability will generally be made available for other projects.

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

This program provides capital assistance for the modernization of existing fixed guideway systems. Funds

are allocated by a statutory formula to UZAs with fixed guideway systems that have been in operation for at least seven years. A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail,

commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts for the Fixed Guideway Modernization for fiscal years 2006-2009:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|-----------------|-----------------|-----------------|-----------------|
| Funds Authorized | \$1,391,000,000 | \$1,448,000,000 | \$1,570,000,000 | \$1,666,500,000 |

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. Because the Fixed Guideway Modernization apportionment formula did not change from TEA-21 to SAFETEA-LU, you may refer to Table 8 of the FTA Fiscal Year 2005 Apportionments, Allocations and Program Information Notice for additional information and details on the formula.

3. 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. Program guidance for Fixed Guideway Modernization is presently found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU.

4. Period of Availability

Funds apportioned under the Fixed Guideway Modernization Program will remain available to be obligated by FTA to recipients for four fiscal years—which include the year of apportionment plus three additional years. Any apportioned funds that remain unobligated at the end of this period will revert to FTA for reapportionment under the program.

5. Other Program Information

Generally, there were no changes to the formula or eligibility criteria for the

program in SAFETEA-LU from those specified in TEA-21. However, sections 5337(f) (g) of SAFETEA-LU provides for the inclusion of Morgantown, WV (population 55,997) as an eligible UZA for purposes of apportioning fixed guideway modernization funds. Also, language in section 5336(b) has the impact of directing FTA to use 60 percent of the directional route miles attributable to the Alaska Railroad passenger operations system to calculate apportionments for the Anchorage, AK UZA under the 5307 and Fixed Guideway Modernization formulas.

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

The Bus and Bus-Related Facilities program provides capital assistance for new and replacement buses and related equipment and facilities.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts for the Bus and Bus-Related Facilities program for fiscal years 2006-2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|----------------|----------------|----------------|----------------|
| Funds Authorized | \$ 822,250,000 | \$ 855,500,000 | \$ 927,750,000 | \$ 984,000,000 |

2. Basis for Allocation of Funds

Funding is appropriated on a discretionary basis. SAFETEA-LU includes 646 earmarked projects to be funded through the Bus Program in section 3044, Projects for Bus and Bus-Related Facilities and Clean Fuels Buses. Table 4 displays the SAFETEA-LU authorized earmarked projects.

It is important to note that these allocations are subject to be changed by subsequent appropriations acts and additional projects may be earmarked during the appropriations process. Final Bus and Bus-Related Facilities program allocations for FY 2006 will be

published after enactment of the FY 2006 Appropriations Act.

3. Requirements

Eligible capital projects include the 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.

A general provision in the appropriations acts of FY 2004 (section 547) and FY 2005 (section 125) contained language making the earmarked projects eligible under the program "notwithstanding any other provision of law." SAFETEA-LU did not include a similar "Notwithstanding" provision, but the wording of certain bus program earmarks included expanded eligibility. The FY 2006 Appropriations Act might modify some of the authorized earmarks. Unless stated in law to the contrary, projects

earmarked prior to FY 2004 must conform to the eligibility requirements of the Bus and Bus-Related Facilities program.

If a recipient wishes to apply for use of funds designated under the Bus and Bus-Related Facilities program in SAFETEA-LU for project activities outside the scope of the project designation, the recipient must submit its request for reprogramming to the House and Senate Authorizing Committees for resolution. Changes to earmarks that are in statute, as opposed to report language, can only be made in law. FTA will not reprogram projects earmarked by Congress in report language without direction from the Appropriations Committees.

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

Program guidance for Bus and Bus-Related Facilities is found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU.

4. Period of Availability

Funds designated for specific Bus Program projects remain available for obligation for three fiscal years—which includes the fiscal year in which the amount is made available or appropriated plus two additional years. Bus and Bus-Related Facilities funds not obligated in a FTA grant for their original purpose by the end of this period will generally be made available for other projects.

2. Requirements

Because New Starts projects are earmarked in law rather than report language, reprogramming for a purpose other than that specified must also occur in law. New Starts projects are subject to a complex set of approvals related to planning and project development set forth in 49 CFR part 611. Program guidance for New Starts is found in FTA Circular C9300.1A, Capital Program: Grant Application Instructions, dated October 1, 1998; and C5200.1A, Full Funding Grant Agreement Guidance, dated December 5, 2002. FTA is in the process of updating these circulars to incorporate

Prior year unobligated balances for Bus and Bus-Related Facilities allocations in the amount of \$723,995,747 remain available for obligation in FY 2006. The amounts that remain unobligated as of September 30, 2005, can be found in Table 6. Projects appropriated prior to FY 2004 and extended in the FY 2006 Appropriations Act or accompanying Conference Report will be included in the FY 2006 Apportionments and Allocations Notice.

5. Other Program Information

The Bus Program remains largely unchanged with the passage of SAFETEA-LU; however, one significant change is the inclusion of private companies engaged in public transportation and private non-profit organizations as eligible subrecipients of FTA grants. Prior to SAFETEA-LU, private non-profit entities could only receive FTA funds if they were selected by a public authority through a competitive process, and private operators were not eligible subrecipients. Private operators may now receive FTA funds as a pass-through without competition if they are included in a program of projects submitted by the designated public authority acting as the direct recipient of a grant.

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

SAFETEA-LU made several changes in the way funding is allocated for New Starts projects. Beginning in FY 2007, \$200,000,000 each year is designated for “Small Starts” (section 5309(e)) projects with a New Starts share of less than \$75,000,000 and a net project cost of

changes resulting from language in SAFETEA-LU.

3. Period of Availability

New Starts funds remain available for three fiscal years—which includes the fiscal year the funds are made available or appropriated plus two additional years. Funds may be extended by Congress or made available for other projects after the period of availability has expired.

4. Other Program Information and Highlights

Prior year unobligated allocations for New Starts in the amount of \$557,727,154 remain available for

less than \$250,000,000. Major Capital Investment grants of \$75,000,000 or more (section 5309 (d)) will receive \$7.4 billion over the five years. In addition, SAFETEA-LU authorizes 38 projects for FD and 264 projects for PE. The total amount of FY 2006–2009 funding for 31 existing FFGA projects is \$2,136,764,604. Fifty-two additional New Starts projects are authorized for a total of \$3,237,700,000 during SAFETEA-LU.

Congress allocated \$10,500,000 to Alaska and Hawaii for ferryboats each year of TEA-21 and for FY 2005. SAFETEA-LU allocates \$15,000,000 to Alaska and Hawaii for ferryboats for FY 2006–FY 2009. The allocation is split equally between Alaska and Hawaii.

SAFETEA-LU also makes \$5,000,000 available for each year, FY 2006–FY 2009, to the Denali Commission in Anchorage, Alaska under the terms of section 307(e) of the Denali Commission Act of 1998 (42 U.S.C. 3121) for docks, waterfront development projects and related transportation infrastructure. The Commission was established to (1) deliver the services of the Federal Government cost effectively, (2) provide job training and other economic development services in rural communities, and (3) promote rural development, provide power generation and transmission facilities, modern communication systems, water and sewer systems and other infrastructure needs.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts for the New Starts program for fiscal years 2006–2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|-----------------|-----------------|-----------------|-----------------|
| Funds Authorized | \$1,503,000,000 | \$1,566,000,000 | \$1,700,000,000 | \$1,809,250,000 |

obligation in FY 2006. This amount includes \$112,052,679 in FY 2004 and \$445,674,475 in FY 2005 unobligated allocations. These unobligated amounts are displayed in Table 7.

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 in meeting the transportation needs of the elderly and persons with disabilities. The State (or State-designated agency) administers the section 5310 program. The State's responsibilities include: notifying eligible local entities of funding

availability; developing project selection criteria; determining applicant eligibility; selecting projects for funding; and ensuring that all subrecipients comply with Federal requirements. Eligible nonprofit organizations or public bodies must apply directly to the designated State agency for assistance under this program.

FTA invites comment regarding technical assistance or training that would be helpful to grantees in implementing the Special Needs of Elderly Individuals and Individuals with Disabilities program. Additionally, FTA seeks comment on strategies and measures that could be employed to evaluate the successes of this program.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts for the Special Needs of Elderly Individuals and Individuals with Disabilities program for fiscal years 2006-2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|----------------|----------------|----------------|----------------|
| Funds Authorized | \$ 112,000,000 | \$ 117,000,000 | \$ 127,000,000 | \$ 133,500,000 |

2. Basis for Formula Apportionment

Funds are allocated according to a formula based on the number of elderly individuals and individuals with disabilities in each State using Census 2000 data.

3. Requirements and Eligible Expenses

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. Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis except that SAFETEA-LU allows states eligible for the sliding scale match under FHWA programs to use that match ratio for section 5310 capital projects. Funds provided under other Federal programs (other than those of the Department of Transportation, with the exception of the Federal Lands Highway Program established by section 204 of Title 23 U.S.C.) may be used as match for capital funds provided under section 5310. Revenue from service contracts may also be used as local match.

Those eligible to receive section 5310 funding include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in an area to provide the service.

States may use up to ten percent of their annual apportionment to administer, plan, and provide technical assistance for a funded project. Beginning in FY 2006, no local share is required for these program administrative funds. FTA previously administratively allowed States to use ten percent of the capital funds for administration at the capital matching share, but SAFETEA-LU specifically allows ten percent for administration.

The section 5310 program was previously subject to the requirements

of section 5309 to the extent the Secretary determined appropriate. SAFETEA-LU changed the applicable requirements to 5307, to the extent the Secretary determines appropriate. FTA is not applying any new requirements to the section 5310 program as a result of this technical change.

4. Planning and Consultation

Beginning in FY 2007, 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. Projects in the locally developed, coordinated public transit-human services transportation plan must be integrated into and consistent with the metropolitan and state planning processes. Finally, each grant recipient must certify that allocations of the grant to subrecipients are distributed on a fair and equitable basis.

The planning requirement is also a requirement in two additional programs. The Job Access Reverse Commute program (in FY 2006) and the New Freedom program (in FY 2007) will also be required to have a coordinated human service plan. It is anticipated that most areas will develop one consolidated plan for all the programs, which may include separate elements and other human service transportation programs. FTA seeks comment on the specific aspects of the collaborative planning process (for example, participants, elements, measures, etc.). FTA also seeks comment on the relationship between the public transit-human services plans and other planning processes.

Program guidance is found in FTA C 9070.1E, dated October 1, 1998. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU.

5. Period of Availability

There is no statutory period of availability for section 5310. Given the relatively simple nature of the state administered program with many subrecipients receiving small capital grants, FTA previously allowed only one year of availability. Given the new common planning requirement with JARC and New Freedom, beginning with FY 2006 funding, FTA is extending the period of availability for section 5310 to three years, which includes the year funds are apportioned plus two additional years, consistent with the other two programs.

6. Other Program Information

Under Title III of SAFETEA-LU section 3012(b), the following states are named as eligible to use up to 33 percent of their section 5310 funds starting in FY 2006 for operating expenses: Wisconsin, Alaska, Minnesota, and Oregon. FTA is authorized to select an additional three states to participate in the pilot. FTA issued a separate **Federal Register** Notice on November 14, 2005, specifying the guidelines for States participation in the pilot and soliciting proposals from states to participate. If possible, given the timing of the FY 2006 appropriations act, we anticipate announcing the participants with the FY 2006 apportionments.

7. Transfer of 5310 Funds to Other FTA Programs

Section 5310 funds may be transferred to the section 5311 or the section 5307 program, but only to implement projects competitively selected under the section 5310 program. The purpose of the transfer provision under SAFETEA-LU is for administrative streamlining of grant making, not to supplement the resources available under the Urbanized Area Formula or Non-urbanized Area Formula programs, as was the case under TEA-21. 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 new scope code (641) to track 5310 projects included within a section 5307 or 5311 grant. Transfer to section 5307 or 5311 is permitted but not required. FTA will also award stand-alone section 5310 grants with the section code 16 in the project number.

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. 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. SAFETEA-LU identifies Indian Tribes as direct recipients under section 5311.

1. Authorized Amounts

SAFETEA-LU authorizes the following amounts for the Nonurbanized Areas Formula program.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|----------------|----------------|----------------|----------------|
| Funds Authorized | \$ 388,000,000 | \$ 404,000,000 | \$ 438,000,000 | \$ 465,000,000 |

In addition to the funds made available to States under section 5311, approximately 16 percent of the funds authorized for the new section 5340

Growing States and High Density States formula factors will be apportioned to States for use in nonurbanized areas. The portion of the section 5340

authorized funds allocable to States for nonurbanized areas is shown in the following table.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|---------------------------|----------------|----------------|----------------|----------------|
| Funds Authorized | \$ 388,000,000 | \$ 404,000,000 | \$ 438,000,000 | \$ 465,000,000 |
| Nonurbanized Area Portion | \$ 60,383,395 | \$ 62,873,432 | \$ 68,164,761 | \$ 72,366,698 |

The States receive funding for nonurbanized areas only from the Growing States portion of the 5340 formulas. Fifty percent of the funds authorized for section 5340 are allotted to Growing States and the other 50

percent goes to High Density. The High Density formula allocates all of its funds to urbanized areas.

Funding for the Tribal Transit Program, oversight, and the Rural Transportation Assistance Program

(RTAP) will be taken off the top before amounts are apportioned to the States. Takedowns for Tribal Transit and RTAP based on authorized funding levels are shown below.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|----------------|--------------|---------------|---------------|---------------|
| RTAP | \$ 7,760,000 | \$ 8,080,000 | \$ 8,760,000 | \$ 9,300,000 |
| Tribal Transit | \$ 8,000,000 | \$ 10,000,000 | \$ 12,000,000 | \$ 15,000,000 |

2. Basis for Formula Apportionment

SAFETEA-LU changed the formula for section 5311. Starting in FY 2006, twenty percent of the funds available will be apportioned to the states based on land area in nonurbanized areas with no state receiving more than 5 percent of the amount apportioned. The remaining eighty percent will be apportioned based on nonurbanized population, as before. The effect of this change is to provide additional resources to low density States.

3. Requirements

The Nonurbanized Area Formula Program provides capital, operating and administrative assistance for areas with a population under 50,000. The Federal share for capital assistance is 80 percent and for operating assistance is 50 percent, except that SAFETEA-LU allows states eligible for the sliding

scale match under FHWA programs to 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 2005 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. SAFETEA-LU added this requirement for consultation with the industry to strengthen the certification requirement. FTA also encourages consultation with other stakeholders, such as communities affected by loss of intercity service.

Program guidance for the Nonurbanized Area Formula Program is found in FTA C 9040.1E, Nonurbanized Area Formula Program Guidance and

Grant Application Instructions, dated October 1, 1998. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU.

4. Period of Availability

Funds apportioned to States under the Nonurbanized Area Formula Program will remain available for three fiscal years—which includes the fiscal year the funds were apportioned plus two additional years. Any funds that remain unobligated at the end of this period will revert to FTA for allocation among the States under the Nonurbanized Area Formula Program.

5. Other Program Information

SAFETEA-LU added a requirement to provide rural transit data to the NTD. Each recipient under the section 5311 program shall submit an annual report to the Secretary, containing information

on capital investments, operations, and service provided with funds received under the section 5311 program. SAFETEA-LU specifies that the report should include information on total annual revenue, sources of revenue, total annual operating costs, total annual capital costs, fleet size and type, and related facilities, revenue vehicle miles, and ridership. In consultation with State Departments of Transportation, FTA previously developed a voluntary state-based rural data module for the NTD. The existing NTD Rural Data Reporting Module manual and reporting instructions can be reviewed on the NTD Web site, <http://www.ntdprogram.com>. For each 5311 subrecipient, the State Department of Transportation will complete a one-page form of basic data. The existing module will serve as a basis for

reporting requirements for the new, mandatory Rural Reporting Module of the NTD. Pursuant to SAFETEA-LU, mandatory reporting will begin with the FY 2006 NTD Report Year. The first reports will be due on October 28, 2006, for those States with fiscal years ending between January 1 and June 30, 2006; on January 28, 2007, for those States with fiscal years ending between July 1 and September 30, 2006; and April 30, 2007, for those States with fiscal years ending between October 1 and December 31, 2006. To enter data and receive additional instructions, State Departments of Transportation can go to the NTD Web site. FTA requests public comment on whether the State-based rural data module should serve as the basis for the new mandatory reporting requirements.

J. Rural Transportation Assistance Program (49 U.S.C. 5311(b)(2))

This program provides funding to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in nonurbanized areas.

1. Authorized Amounts

SAFETEA-LU changes the source of funding for RTAP. Previously funded under the National Planning and Research Program, starting in FY 2006, RTAP is funded as a two percent takedown from the amount authorized and appropriated for section 5311. The takedown amount based on funds authorized for section 5311 for fiscal years 2006–2009 is as follows:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|-------------|--------------|--------------|--------------|--------------|
| RTAP | \$ 7,760,000 | \$ 8,080,000 | \$ 8,760,000 | \$ 9,300,000 |

Of the takedown, FTA may use up to 15 percent for projects of a national scope. The remaining 85 percent is allocated to the States.

2. Basis for Formula Apportionment

For FY 2006, FTA will use the current administrative formula. Funds are allocated to the States by an administrative formula consisting of a \$65,000 floor for each State (\$10,000 for territories), with the balance allocated based on nonurbanized population in the 2000 Census. The floor was raised from \$50,000 to \$65,000 in FY 1999. Comments are invited on whether the floor should again be raised and whether the low density portion of the section 5311 formula should be used.

3. Program Requirements

Funds are allocated to the States to undertake research, training, technical assistance, and other support services to meet the needs of transit operators in nonurbanized areas. These funds are to be used in conjunction with a State's administration of the Nonurbanized Area Formula Program.

4. Period of Availability

Funds apportioned to States under RTAP will remain available for three fiscal years—which includes the fiscal year the funds were apportioned plus two additional years. Any funds that remain unobligated after the end of this period will revert to FTA for allocation among the States under the RTAP.

5. Other Program Information

The National RTAP project is administered by the American Public Works Association in consortium with the Community Transportation Association of America, under a cooperative agreement re-competed at five-year intervals. The projects are guided by a project review board of managers of rural transit systems and State Department of Transportation rural transit programs. National RTAP resources have also supported the biennial TRB National Conference on Rural Public and Intercity Bus Transportation. The percentage takedown for RTAP, combined with rising funding levels for section 5311, make additional resources available for national projects such as providing technical assistance for the new tribal

transit program. FTA invites comments on use of the National RTAP resource.

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

SAFETEA-LU creates a new Tribal Transit Program as a takedown under the section 5311 program. Indian Tribes are defined as eligible direct recipients. The funds are to be apportioned for grants to Indian Tribes for any purpose eligible under section 5311, which includes capital and operating assistance for rural public transit services. Support for rural intercity bus service, including planning and marketing, is eligible. Planning for rural transit is not eligible. FTA will develop procedures for the Tribal Transit program in consultation with tribal leaders and other interested stakeholders and will provide an opportunity for the public to comment on its new methodology.

1. Authorized Funding

The takedown amount authorized for Tribal Transit for fiscal years 2006–2009 is as follows:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|----------------|--------------|---------------|---------------|---------------|
| Tribal Transit | \$ 8,000,000 | \$ 10,000,000 | \$ 12,000,000 | \$ 15,000,000 |

2. Basis for Formula Apportionment

SAFETEA-LU does not specify a basis for formula apportionment. FTA will develop procedures for allocating the funds in consultation with the Tribes and with opportunity for public comment. An interim measure would be to allocate FY 2006 funds based on responses to a request for letters of interest. FTA requests comments on the feasibility of allocating FY 2006 funds based on this approach. Because planning is not an eligible activity under the program, FTA is considering limiting transit participation to Tribes which already have transit options or which have already conducted planning and are prepared to implement new transit service. We seek comments on what criteria should be considered in selecting Tribes to receive funding and what factors should be used in allocating available funds among successful applicants.

3. Requirements

Grants may be made to Indian Tribes for any purpose eligible under section 5311. Eligibility under section 5311 includes capital and operating assistance for local public transportation service in other than urbanized areas. Planning is not an eligible activity except under section 5311(e), which allows States to use 15 percent of a States' apportionment for administration, planning, and technical assistance, and 5311(f), which allows planning for intercity bus transportation. Support for rural intercity bus service is eligible under section 5311.

FTA may establish the terms and conditions for the program. FTA seeks comments about appropriate terms and conditions for the program. We especially invite comments from Tribes that previously received FTA funding about which requirements we should consider waiving for the Tribal Transit program.

4. Period of Availability

Funds will remain available for three fiscal years, which includes the fiscal year the funds were apportioned or appropriated plus two additional years. Any funds that remain unobligated after this period will revert to FTA for reallocation among the Tribes.

5. Other Program Information

The funds set aside for Indian Tribes 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. 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.

Planning for Tribal Transit projects may be funded under the following programs: FTA and FHWA Statewide Planning programs; the State's apportionment under section 5311; and the Indian Reservation Roads Program (IRR). Technical assistance for Tribes may be available from the State DOT

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

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

FTA's National Research Programs include the National Research and Technology Program (N RTP), Project ACTION, the National Technical Assistance Center for Senior Transportation, and the Medical transportation grants program.

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

1. Authorized Funding

SAFETEA-LU authorizes the following amounts for the National Research Program for fiscal years 2006-2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|---------------|---------------|---------------|---------------|
| Funds Authorized | \$ 37,700,000 | \$ 40,400,000 | \$ 44,600,000 | \$ 48,450,000 |

SAFETEA-LU project authorizations under the National Research Program are listed in Table 8.

All research and development projects are subject to a 2.6% reduction for the Small Business Innovative Research Program (SBIR). FTA will make the determination as to whether or not the SBIR reduction will be applied to a particular project—based on our review of the proposed scope of work for the project.

2. Basis for Allocation of Funds

Funds not designated by Congress for specific projects and activities will be programmed by FTA based on FTA's Strategic Research Plan using

competitive procedures to the maximum extent possible.

3. Requirements

Application Instructions and Program Management Guidelines are set forth in FTA Circular 6100.1C. FTA is in the process of updating this circular to incorporate changes resulting from language in SAFETEA-LU. Research projects must support FTA's Strategic Research Goals and meet the Office of Management and Budget's Research and Development Investment Criteria. All research recipients are required to work with FTA to develop approved Statements of Work. A plan to evaluate research results must be in place before award of a research grant.

Eligible activities under the N RTP include research, development, demonstration and deployment projects as defined by 49 U.S.C. 5312 (a); Joint Partnership projects for deployment of innovation as defined by 49 U.S.C. 5312(b); International Mass Transportation Projects as defined by 49 U.S.C. 5312(c); and, human resource programs as defined by 49 U.S.C. 5322.

4. Period of Availability

Funds are available until expended.

5. Other Related Information

Requests for research proposals will be published in grants.gov under CFDA 20.514.

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

The Job Access and Reverse Commute (JARC) program provides formula funding to States and Designated Recipients to support the development and maintenance of job access projects designed to transport welfare recipients

and eligible low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of UZAs and other than urbanized to suburban employment opportunities. FTA invites comment regarding technical assistance or training that would be helpful to

grantees in implementing the JARC program.

1. Authorized Funding

SAFETEA-LU authorizes the following amounts for the Job Access and Reverse Commute Program for fiscal years 2006–2009:

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|----------------|----------------|----------------|----------------|
| Funds Authorized | \$ 138,000,000 | \$ 144,000,000 | \$ 156,000,000 | \$ 164,500,000 |

2. Basis for Formula Apportionment

SAFETEA-LU establishes JARC as a formula program and provides that 60% of funds available be allocated to UZAs with populations of 200,000 or more persons (large UZAs); 20% to urbanized areas with populations ranging from 50,000 to 200,000 persons (small UZAs), and 20% to rural and small urban areas with populations of less than 50,000 persons. Funds are allocated to the States for small UZAs and rural and small urban areas and to designated recipients in large UZAs. A single apportionment will be published for each large UZAs.

Formula allocations are based upon the number of persons with disabilities residing in a state or metropolitan area. These figures are drawn from Census 2000 figures. In cases where a large UZA has more than one designated recipient, they may agree upon a single competitive selection process or sub-allocate funds to each designated recipient, based upon a percentage split agreed upon locally, and conduct separate planning processes and competitions.

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).

3. Eligible Expenses

Funds are available to support the capital and operating costs of transportation services that address the needs of welfare recipients and eligible low-income individuals that are not met by other transportation services. Federal JARC funds may be used for 80% of capital expenses and 50% of operating expenses. Funds provided under other Federal programs (other than those of the Department of Transportation) may

be used for local/state match for funds provided under section 5316, and revenue from service contracts 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 welfare recipients and eligible low-income individuals address unmet transportation needs. Examples of projects and activities that might be funded under the program include, but are not limited to:

- Transportation projects to finance planning, capital, and operating costs of providing access to jobs;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to workplaces;
- Facilitating the provision of public transportation services to suburban employment opportunities.

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. Beginning in FY 2006, no local share is required for these program administrative funds.

4. Planning and Consultation

A recipient of JARC funds must certify that 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 non-profit transportation and human service providers; participation by the public; and included those representing the needs of welfare recipients and eligible low-income individuals. Projects in the locally developed, coordinated public transit-human services transportation plan must be integrated into and consistent with the metropolitan and state planning processes. Finally, recipients must certify that allocations of the grant to subrecipients are distributed on a fair and equitable basis.

The planning requirement applies not only to JARC, but beginning in FY 2007 to the section 5310 and section 5317 (New Freedom) programs. It is anticipated that most areas will develop one consolidated plan for all the programs, which may include separate elements and other human service transportation programs. In FY 2006, in areas with no current JARC plan, the planning partners should at a minimum be consulted about projects and where possible expressions of support should be obtained and documented. For areas that previously received JARC discretionary funding, the previous JARC plan may satisfy the requirement in FY 2006. FTA seeks comment on the specific aspects of the collaborative planning process (for example, participants, elements, measures, etc.). FTA also seeks comment on the relationship between the public transit-human services plans and other planning processes.

5. Period of Availability

While there is no statutory period of availability for JARC funds, FTA is establishing a consistent three-year period of availability for JARC, New

Freedom, and the section 5310 program, which includes the year of apportionment plus two additional years. Any funding that remains unobligated at the end of this period will revert to FTA for reapportionment among the States and large UZAs under the JARC program.

6. Program Requirements

Grants are subject to the requirements of section 5307, including certification of labor protection arrangements.

7. Transfer of JARC funding to Other FTA Programs

Administrative Transfers

States may transfer funds to FTA's section 5307 or section 5311 programs. Funds so transferred must be used for the express purposes designated by the JARC program and must meet all associated requirements. The projects for which the funds are transferred must have been competitively selected and derived from the locally coordinated public transit—human services transportation plan. The purpose of the transfer provision under SAFETEA-LU is for administrative streamlining of grant making, not to supplement the resources available under the Urbanized Area Formula or Non-urbanized Area Formula programs. This provision allows the small UZAs to apply for funding directly from FTA, rather than through a statewide grant and allows

Tribes to be direct recipients. A State that transfers funds to section 5307 must certify that the JARC projects being funded have been coordinated with nonprofit providers of service.

FTA has established a new scope code (646) to be used when JARC projects are funded within a 5307 or 5311 grant. Transfer to section 5307 or 5311 is permitted but not required. FTA will also award stand-alone JARC grants with the section code 37 in the project number.

Transfers Between Categories

States may move funds between the small UZA and the nonurbanized parts of the state apportionment, if the Governor certifies that all of the objectives of JARC are met in the specified area. States may also transfer funds in the small UZA and nonurbanized areas for projects anywhere in the State if the State has established a statewide program for meeting the objectives of JARC.

8. Prior Year Carryover

JARC earmarks carried over from TEA-21 are subject to the terms and conditions under which they were originally appropriated. The local match for both capital and operating assistance remains consistent with the TEA-21 authorization as a 50/50 match. All projects should be in the regional JARC Plan as required under TEA-21. Prior year carryover is shown in Table 9.

9. Evaluation

SAFETEA-LU requires FTA to conduct a study to evaluate the effectiveness of the JARC program (49 U.S.C. 5316(i)(2)). FTA seeks comment on strategies and measures that will evaluate the successes of this program.

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

The New Freedom Program (NFP) was established in SAFETEA-LU. 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.

FTA invites comment regarding technical assistance or training that would be helpful to grantees in implementing the New Freedom program. Additionally, FTA seeks comment on strategies and measures that could be employed to evaluate the successes of this program.

1. Authorized Funding

SAFETA-LU authorizes the following amounts for the New Freedom program for fiscal years 2006–2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|---------------|---------------|---------------|---------------|
| Funds Authorized | \$ 78,000,000 | \$ 81,000,000 | \$ 87,500,000 | \$ 92,500,000 |

2. Basis for Formula Apportionment

SAFETEA-LU establishes a New Freedom Program as a formula program and provides that 60% of funds available be allocated to urbanized areas with populations of 200,000 or more persons (large urbanized areas); 20% to urbanized areas with populations ranging from 50,000 to 200,000 persons (small UZAs), and 20% to rural and small urban areas with populations of less than 50,000 persons (nonurbanized areas). Funds are allocated to the States for small UZAs and nonurbanized areas and to designated recipients in metropolitan areas with populations of 200,000 or more.

Formula allocations are based upon the number of persons with disabilities residing in a State or metropolitan area. The data includes elderly persons with disabilities. These figures are drawn from Census 2000 figures. In cases where a large UZA has more than one

designated recipient, they may agree upon a single competitive selection process or sub-allocate funds to each designated recipient, based upon a percentage split agreed upon locally, and conduct separate planning processes and competitions.

States and designated recipients must solicit grant applications and select projects competitively, based on application procedures and requirements established by the recipient. In the case of large urbanized areas, the area-wide solicitation shall be conducted in cooperation with the appropriate MPO(s).

3. Eligible Expenses

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. Federal

New Freedom funds may be used for 80 percent of capital expenses and 50 percent of operating expenses. There is no limitation on the amount of funds that can be used for operating expenses. Funds provided under other Federal programs (other than those of the DOT) 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 address unmet transportation needs. The conference report stated that examples of projects and activities that might be funded under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.

- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.

- Making accessibility improvements to existing transit and intermodal stations not designated as key stations.

- Supporting voucher programs for transportation services offered by human service providers.

- Supporting volunteer driver and aide programs.

- Acquisition of transportation services by a contract, lease, or other arrangement.

- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

We invite comment on the projects and activities listed above and how they relate to what is "beyond the ADA." We invite comment on activities related to ADA complementary paratransit services beyond the minimum requirements outlined in 49 CFR part 37. Further, we invite comment regarding the types of projects and services that should be considered for eligibility under New Freedom as they relate to new public transportation beyond the ADA and alternatives to public transportation beyond the ADA.

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.

4. Planning and Consultation

Beginning in FY 2007, a recipient of New Freedom funds must certify that projects selected are 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 non-profit transportation and human service providers; participation by the

public; and representatives addressing the needs of persons with disabilities. In FY 2006, the planning partners should at a minimum be consulted about projects and where possible expressions of support should be obtained and documented. Finally, each grant recipient must certify that allocations of the grant to subrecipients are distributed on a fair and equitable basis.

The planning requirement is also a requirement in two additional programs. The Job Access Reverse Commute program (in FY 2006) and the Capital Program for Elderly and People with Disabilities (in FY 2007) will also be required to have a locally developed, coordinated public transit-human services transportation plan. It is anticipated that most areas will develop one consolidated plan for all the programs, which may include separate elements and other human service transportation programs.

5. Period of Availability

While there is no statutory period of availability for New Freedom, FTA is establishing a consistent three-year period of availability for JARC, New Freedom, and the section 5310 program, which includes the year of apportionment plus two additional years. Funds allocated to States under the New Freedom program that remain unobligated at the end of this period will revert to FTA for reapportionment among the States and large UZAs under the New Freedom program.

6. Program Requirements

Grants are subject to the requirements of section 5310 to the extent the Secretary deems appropriate. FTA will not require labor protective arrangements for this program.

7. Transfer of New Freedom funding to Other FTA Programs

States may transfer funds to FTA's section 5307 or section 5311 programs. Funds so transferred must be used for the express purposes designated by the New Freedom Program and must meet all associated requirements. The projects for which the funds are

transferred must have been competitively selected and derived from the locally developed, coordinated public transit-human services transportation plan. The purpose of the transfer provision under SAFETEA-LU is for administrative streamlining of grant making, not to supplement the resources available under the urbanized or non-urbanized formula programs. This provision allows the small UZAs to apply for funding directly from FTA, rather than through a statewide grant and allows Tribes to be direct recipients. A State that transfers funds to section 5307 must certify that New Freedom projects being funded have been coordinated with nonprofit providers of service.

FTA has established a new scope code (647) to be used when New Freedom Projects are funded within a 5307 or 5311 grant. Transfer of funds to section 5307 or 5311 is permitted but not required. FTA will also award stand-alone New Freedom grants with the section code 57 in the project number.

O. Alternative Transportation in the Parks and Public Lands Program (49 U.S.C. 5320)

FTA will work with the Department of Interior and other Federal land management agencies to implement this program during FY 2006. No procedures for allocating the funds have yet been established.

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

Alternative Analysis projects are studies conducted as part of the transportation planning process required under sections 5303 and 5304. Beginning in FY2006, funding is provided under section 5339 instead of within the eight percent allowed for projects prior to FD and Construction under TEA-21.

1. Total Allocation

SAFETEA-LU authorizes the following amounts for the Alternative Analysis program for fiscal years 2006-2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|--------------|--------------|--------------|--------------|
| Funds Authorized | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 |

In FY 2006 and FY 2007 there are 18 projects authorized for a total of \$18,900,000 each year, leaving \$6,100,000, which could be allocated to other projects during those years. There are no projects authorized in FY 2008 or

FY 2009. The projects authorized in SAFETEA-LU are listed in Table 3. It is important to note that these allocations are subject to be changed by subsequent appropriations acts and additional projects may be earmarked during the

appropriations process. Final Alternative Analysis program allocations for FY 2006 will be published after enactment of the FY 2006 Appropriations Act.

2. Program Requirements

The transportation planning process of Alternative Analysis includes (a) An assessment of a wide range of public transportation alternatives, which will address transportation problems within a corridor or subarea; (b) ample information to enable the Secretary to make the findings of project justification and local financial commitment; (c) the selection of a locally preferred alternative; and (d) the adoption of the locally preferred alternative, which will be part of the long-range transportation plan. The Government's share of the total cost of a project under this section is 80 percent. The funds will be awarded as separate section 5339 grants. The grant requirements under this program will be comparable to those for section 5309 grants.

3. Period of Availability

Funds shall remain available for three fiscal years, which includes the fiscal year the funds are made available or appropriated plus two additional years.

Q. Growing States and High States Density Formula Factors

A new section 5340 is added by SAFETEA-LU to allocate funds to Growing States and High Density States. For this section, the term 'State' is defined only to mean the 50 States. For the Growing State portion of section 5340, funds are allocated based on the population forecasts for fifteen years after the date of that census. Forecasts are based on the trend between the most recent decennial census and Census Bureau population estimates for the

most current year. 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, funds are allocated to current urbanized and non-urbanized areas on the basis of current population. 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.

Funding for the High Density States portion of section 5340 is allocated to the seven States with population densities in excess of 370 persons per square mile, based on 2000 Census information. Each State receives a prorated share of the available funds. To arrive at a State's prorated share the formula requires that a series of mathematical calculations be performed using 2000 Census population, land area, and UZA population data for each State to produce the State's apportionment factor. The steps used to compute a State's apportionment factor are as follows:

- Step 1: State land area, in square miles, is multiplied by 370.
- Step 2: the product from step 1 is then multiplied by the State's UZA population.
- Step 3: the product from step 2 is divided by the State total population.
- Step 4: the quotient derived from step 3 is the State apportionment factor.

The factors for the seven States are summed and divided by the individual

State factor to arrive at the State ratio or percentage. This ratio is multiplied by the available funding to arrive at the State's apportionment of High Density funding. The allocation of a State's High Density apportionment among the UZAs in each State is based on each UZA receiving a proportional share of the State's apportionment according to a UZA's population within the State, as related to the total UZA population for the State. Population, population density and land area data from the most recent Decennial Census is used in the High Density formula.

FTA will publish single urbanized and rural apportionments that show the total amount for 5307 and 5311 programs that includes apportionments these programs formulas together with 5340.

R. Over-the-Road Bus Accessibility Program (Pub. L. 105-85, Section 3038)

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.

1. Total Allocation

SAFETA-LU authorizes the following amounts for the OTRB program for fiscal years 2006-2009.

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|------------------|--------------|--------------|--------------|--------------|
| Funds Authorized | \$ 7,500,000 | \$ 7,600,000 | \$ 8,300,000 | \$ 8,800,000 |

Of the authorized amounts, the following funding is allocable to providers of intercity fixed-route service

(75 percent) and to other providers of over-the-road bus services, including local fixed-route service, commuter

service, and charter and tour service (25 percent).

| Fiscal Year | 2006 | 2007 | 2008 | 2009 |
|-------------|--------------|--------------|--------------|--------------|
| Intercity | \$ 5,625,000 | \$ 5,700,000 | \$ 6,225,000 | \$ 6,600,000 |
| Other | \$ 1,875,000 | \$ 1,900,000 | \$ 2,075,000 | \$ 2,200,000 |

2. Basis for Allocations

FTA allocates the funds appropriated annually among eligible private operators of over-the-road buses that apply in response to a request for proposals published in the **Federal Register** and announced on Grants.Gov. A separate **Federal Register** notice will

be published later this fall announcing the competitive selection process for funds appropriated in FY 2006.

FTA will screen all applications to determine whether all required eligibility elements are present. An FTA evaluation team will evaluate each application according to the criteria described in the announcement. FTA

will notify all applicants, both those selected for funding and those not selected when the competitive selection process is complete. Projects selected for funding will be published in a **Federal Register** notice. Applicants selected for funding must apply to the FTA regional office for the actual grant award, sign Certifications and

Assurances, and execute a grant contract before funds can be drawn down.

3. 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 is available to operators of buses used substantially or exclusively in intercity, fixed route, over-the-road bus service. Capital projects eligible for funding include projects to add lifts and other accessibility components to new vehicle purchases and to purchase lifts to retrofit existing vehicles. Eligible training costs include developing training materials or providing training for local providers of over-the-road bus services.

4. Period of Availability

Funds are available until expended.

VII. FTA National Planning Emphasis Areas

The FTA has identified a series of national Planning Emphasis Areas (PEAs) to promote as priority themes for consideration in developing the annual work programs for Statewide Planning (State Planning and Research, or SP&R) and Metropolitan Planning (Unified Planning Work Program, or UPWP). The PEAs represent topics in statewide and metropolitan planning that are of strategic national importance and are proposed for consideration by State and local officials as they prepare UPWPs and SP&R programs during the next applicable annual planning program cycle. This year's PEAs broadly promote improved person mobility, while addressing Core Accountabilities of FTA's Strategic Business Plan. The Strategic Business Plan may be viewed at the FTA Web site, <http://www.fta.dot.gov>. Because of the wide range in fiscal years across the States, it is understood that full consideration to include the PEAs may not take place until FY 2007. FTA invites comments from all interested parties on the PEAs outlined in the following pages—both the planning topics that are listed, as well as the specific themes under each topic.

A dedicated program of technical assistance and informational support is being made available to States, MPOs, and public transportation operators to aid in carrying out work activities that support the PEAs. The Transportation Planning Capacity Building Program (TPCB), accessible on-line at <http://www.planning.dot.gov>, is an important component of this support, with additional resources also to be made

available through the FTA Web site, <http://www.fta.dot.gov>. The TPCB is an on-line accessible portfolio of informational reports and services sponsored jointly by FTA and the Federal Highway Administration (FHWA) providing useful guidelines and case studies of innovative practice related to statewide and metropolitan planning. A key element of the TPCB is the Peer Exchange Program, which provides support for sharing experiences among planning practitioners of innovative practices on these PEAs, as well as other planning topics, on request. Requests for information and technical support through the TPCB can be made by accessing the Web site noted above, or by contacting the FTA Region Office or FHWA Division Office representatives in your areas. In addition, training courses that address these PEAs in a variety of planning contexts are available through the National Transit Institute (NTI) and the National Highway Institute (NHI). Please go to the following Web sites: <http://www.ntionline.com> and <http://www.nhi.fhwa.dot.gov>.

Finally, FTA is interested in identifying and showcasing examples of effective and innovative practice in Statewide and Metropolitan Planning that support the PEAs. States, MPOs, and public transportation operators are encouraged to forward work scopes and reports documenting their innovative efforts to their respective FTA Region Offices, so they may be reviewed and forwarded to Headquarters for national dissemination through a dedicated webpage to be developed over the coming year.

FTA has identified five key themes as PEAs for the current and upcoming fiscal year: (1) Incorporating Safety and Security in Transportation Planning; (2) Participation of Transit Operators in Metropolitan and Statewide Planning; (3) Coordination of Non-Emergency Human Service Transportation; (4) Planning for Transit Systems Management/Operations to Increase Ridership; and (5) Support Transit Capital Investment Decisions through Effective Systems Planning.

1. Incorporating Safety and Security in Transportation Planning

Since passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and in all subsequent surface transportation authorizing legislation, States and MPOs have been encouraged to incorporate safety and security in their plans, programs, and ongoing planning activities. Most recently, SAFETEA-LU has expanded

emphasis on safety and security by decoupling the two concepts and elevating their status as individual factors in the planning process. Communication and collaboration among safety professionals, emergency service providers, the enforcement community, and transportation planners is essential to successfully integrate safety and security into all stages of transportation planning and decision-making.

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

The types of planning work activities addressed under this emphasis area can include, among others, education, training, and development/application of analytical processes related to addressing safety and security in planning on a systematic basis, and development and use of approaches to considering safety and security in setting implementation priorities in plans and programs. The "security" component of this emphasis area refers to both maintaining the personal security of transportation system operators and users, as well as strategies for system operations that support the "homeland" security of localities, regions, States, and the nation. Coordinated approaches to the training of operators, deployment of communications and control technologies, and general coordination of emergency preparedness are among the types of planning activities that fall under this category.

A high-profile theme that spans both security and safety is disaster planning. In particular, areas that are vulnerable to disasters of either man-made or natural origin are encouraged to consider including disaster planning work activities into their SP&Rs and UPWPs. Examples of planning-related disaster planning activities include all stages of emergency preparedness planning—ranging from preparing multimodal evacuation plans before a possible event, to strategies for bringing emergency supplies and relief aid to affected areas after the event. Additional

information is available at the following Web sites:

- <http://www.planning.dot.gov/Documents/Securitypaper.htm>.
- <http://www.fhwa.dot.gov/planning/scp/index.htm>.
- <http://www.planning.dot.gov/Peer/Michigan/detroitSafety.htm>.

2. Participation of Transit Operators in Metropolitan and Statewide Planning

SAFETEA-LU expands the mandate and opportunities for transit operator participation in multimodal transportation decision-making through Statewide and Metropolitan planning. This PEA outlines a set of strategies for realizing the full potential and benefits of multimodal decision-making. A recent FTA publication, *Transit at the Table: A Guide to Participation to Metropolitan Decision Making*, available online and in hard-copy, provides candid testimonials of the values and strategies for full achievement of "transit-at-the-table" by transit and MPO leaders from 25 metropolitan areas across the U.S.

Among the planning activities that support this emphasis area are (a) establishing program, project, and technical advisory committees that include representation and active participation by transit operators, (b) developing and monitoring transportation system performance indicators that include measures that involve public transportation, (c) ensuring that travel forecasting methods are sensitive to policies affecting the full range of modal options and that transit ridership forecasts have been validated and are credible, and (d) using criteria for setting project priorities for inclusion in plans and programs that are mode-neutral.

Training on ways to ensure that planning processes are modally-balanced and the resulting decisions mode-neutral are available through the National Transit Institute (<http://www.ntionline.com>) and the National Highway Institute (<http://www.nhi.fhwa.dot.gov>), with additional information available through the Transportation Planning Capacity Building Web site (<http://planning.dot.gov>) and the Travel Model Improvement Program (<http://tmip.fhwa.dot.gov/>). Over the past two years, the TPCB has sponsored a number of transit-at-the-table peer exchange workshops, with the results posted on that Web site. The "Transit at the Table" report is available at <http://www.planning.dot.gov/Documents/tat.htm>.

3. Coordination of Non-Emergency Human Service Transportation

Following the theme of Executive Order #13330, Human Service Transportation Coordination, SAFETEA-LU provides expanded program authority and funding opportunities to provide transit service to individuals with job access and specialized transportation needs. However, these programs, 49 U.S.C. 5310 (Special Needs of Elderly Individuals and Individuals with Disabilities), 49 U.S.C. 5316 (Job Access and Reverse Commute), and 49 U.S.C. 5317 (New Freedom) all require an extensive coordination among DOT and non-DOT-funded services, including preparation of a locally-developed coordinated human service-transportation plan as the basis for project-level funding decisions. The plan has to be developed by local area representatives of public, private, and nonprofit transportation human services providers, as well as involve participation by the public, including older adults, people with disabilities, and individuals with lower incomes. SAFETEA-LU further outlines that project "competition" for funding awards at the local level should be coordinated with the MPO.

Support of the emphasis area could involve a wide range of work activities in Statewide and metropolitan planning, including forming and hosting meetings of a committee of non-emergency service providers, assemblage of a base-year ridership profile of service users and forecasting future usage, and incorporating these programs into the public involvement programs of States and MPOs. United We Ride, an initiative of the Coordinating Council on Access and Mobility has developed a number of tools and strategies for building coordinated human service transportation systems across programs and funding streams. Additional information resources are available at the following Web sites:

- http://www.fta.dot.gov/16290_17544_ENG_HTML.htm.
- <http://www.unitedweride.gov/>.
- http://www.fta.dot.gov/1139_ENG_HTML.htm.
- http://www.fta.dot.gov/1266_ENG_HTML.htm.
- http://www.planning.dot.gov/Peer/Austin/austin_peer.htm.

4. Planning for Transit Systems Management/Operations to Increase Ridership

A regionally coordinated, strategic approach to managing and operating transportation systems can yield

dramatic improvements in systems productivity and service cost effectiveness. With regard to transit, a key criterion of operational effectiveness is the number of passenger miles traveled. FTA's Strategic Business Plan has a goal calling for an annual increase in passenger miles, discounted for employment. The ability to accomplish this is tied closely to the effective management and operation of transit systems—individually, as well as in within a regional context of multimodal systems management and operations. In addition, transit operational strategies such as fare policies, service characteristics (e.g. headways, transfers, frequency of stops), marketing and public awareness/information, and overall facilities maintenance on services and schedules, have a major impact on system ridership.

Work activities in Statewide and Metropolitan planning to address this emphasis area include such efforts as: (a) Convene a system operators coordinating committee to identify issues, share solutions, and establish an ongoing framework for coordination, (b) develop analytical tools and expertise in assessing the impacts of operational strategies, both in conjunction with, and as alternatives to, capital investments, (c) facilitate improved understanding and deployment of advanced technologies to improve the operational efficiency of systems, and (d) improve the tracking, analysis, and use of operational performance data in transportation plan and program development.

FTA has developed an extensive body of information and guidance to assist transit operators in developing strategies that increase use of their systems. The guidance includes technical assistance such as training courses, research studies, and proceedings from conferences that transit operators can use in developing their ridership growth strategies. This guidance is summarized in the report, "Ridership Guidance Quick Study," which is posted at http://www.fta.dot.gov/17525_ENG_HTML.htm.

Additional information on achieving ridership growth is available at the following Web sites:

- http://www.fta.dot.gov/initiatives_tech_assistance/technology/15791_ENG_HTML.htm.
- <http://www.tcrponline.org>.
- <http://www.plan4operations.dot.gov/>.

5. Support Transit Capital Investment Decisions Through Effective Systems Planning

The information, processes, and decisions of metropolitan systems planning lay the foundation for, and have direct impacts upon, corridor-focused project planning and subsequent stages of project development. There is a strong relationship between systems planning activities, more refined corridor analyses in Alternatives Analysis (or "AA," an FTA requirement for advancing New Starts projects), and their impact on subsequent project development—all within the context of metropolitan planning and decision-making. In systems planning, regional priorities among corridors of need are identified, as well as causes of the corridors' problems and a reasonable range of possible solutions. An AA investigates the range of possible modal solutions within individual corridors in much greater detail, concluding with a "Locally Preferred Alternative" (LPA). That LPA, in turn, goes to the Metropolitan Planning Organization (MPO) for adoption into the long-range transportation plan and is, ultimately, programmed in the Transportation Improvement Program. And, as the work of systems planning is carried forward into more focused planning at the corridor level, it becomes readily apparent that the quality of work performed in systems planning sets the foundation—and the quality of that foundation—for subsequent, more detailed planning.

Within systems planning, three planning activities have been found to be the most challenging and, if not performed effectively, to have the most significant impact on the quality and credibility of major transit investment proposals as they advance into project development. These three systems planning topics are: (a) Data, Technical Tools, & Analysis; (b) Regional Needs Identification & Corridor Prioritization; and (c) Financial Planning.

(a) Data, Technical Tools, & Analysis

There is a long and ever-expanding list of planning activities to improve the technical aspects of systems planning. These include ongoing collection of systems usage and performance to understand current travel behavior (e.g. onboard transit surveys and monitoring travel—by mode—that crosses a strategically picked network of screen-lines), training for staff to improve their technical skills and expertise. Frequent validation checks should be performed on the travel forecasting models to

confirm their reliability for use in assessing the travel implications of policy and network alternatives. Also, as improvements to MPOs' models are made during corridor-level AA studies, those refinements should be cycled back to the MPOs for use in their models.

FTA staff and contractors have identified a wide range of problems with MPO travel demand forecasting models, particularly in locales with no prior experience in conducting AA studies. The "sponsors" of candidate projects for New Starts funding (49 U.S.C. 5309) will want to work with FTA staff *before beginning the AA Study* to examine model inputs, policy variables and assumptions, and model outputs for reasonableness.

Informational resources available to State/local planners include:

- National Highway Institute (<http://www.nhi.fhwa.dot.gov>), which offers the course Introduction to Travel Demand Forecasting.
- National Transit Institute (<http://www.ntionline.com>), which offers the advanced course Multimodal Travel Forecasting.
- Travel Model Improvement Program (<http://tmip.fhwa.dot.gov>), a joint FTA/FHWA/EPA program to support local transportation planning agencies and improve their forecasting abilities.

(b) Regional Needs Identification & Corridor Prioritization

Goals and objectives for the transportation system are driven by public input and set by local policy makers and elected officials. These should be based on needs and clearly set forth in the long-range transportation plan. Furthermore, the goals and objectives should drive not only performance measures for the existing system, but also evaluation criteria for any new projects and programs to assist in decision making. If a major transit investment is to be considered in a corridor for study and Federal funding assistance is anticipated for the investment, then project sponsors may want to include FTA's New Starts criteria among the locally developed evaluation criteria.

Systems planning involves identifying corridors with needs in accordance with a set of performance measures and establishing priorities among the corridors for further analysis. Valid, current, and comprehensive data are crucial in understanding transportation problems in the region; they also support rational decision making in formulating solutions. It is important that the planning documents and studies clearly articulate the problem(s)

that are to be addressed. This will lead to the discovery the root causes of the problem(s). Knowledge of problems and causes becomes the basis for a project-level "Purpose and Need" statement in federal environmental review documentation. The identification of regional transportation problems and their causes through data collection, analysis, and forecasting is the basis for "telling the story" of the applicant's local conditions. Good systems planning will help to "make the case" for funding potential major transit investments.

Links to informational resources on this topic include:

- http://www.fta.dot.gov/16231_ENG_HTML.htm.
- http://www.fta.dot.gov/16363_ENG_HTML.htm.
- http://www.fta.dot.gov/grant_programs/transportation_planning/major_investment/procedures_technical_methods/9949_10244_ENG_HTML.htm.

(c) Financial Planning

Effective systems planning depends upon sound, defensible financial planning. Otherwise, the plans will always remain just plans and what is implemented will not reflect the vision expressed by decision makers through the metropolitan planning process. Good financial planning, in turn, depends upon credible assumptions, for revenues, expenses, inflation, and realistic project implementation schedules. For transit service and projects, in particular, the concept of maintenance first must take precedence in systems planning. Recapitalization and the ongoing expenses of operating and maintaining (O&M) the existing system over the long-term must be considered. The applicant or proposed project sponsor should be able to demonstrate that the existing transit system can be maintained and operated at current levels of service for the next 20 years. Development of a robust cost model for transit O&M expenses can prove invaluable in systems planning. For new projects, careful estimation of capital and operating costs should also include risk management analysis to challenge assumptions behind the estimates and consider a range of cost impacts should assumptions not hold true.

Additional guidance is available, as follows:

- Standard Cost Categories for Major Capital Projects (<http://www.fta.dot.gov>; Home Grant Programs New Starts Project Planning & Development Technical Guidance).

• Interim FHWA/FTA Guidance on Fiscal Constraint for STIPs, TIPs, and Metro Plans (<http://www.fhwa.dot.gov/planning/fcindex.htm>).

VIII. FTA Policy and Procedures for FY 2006 Grants

A. Automatic Pre-Award Authority To Incur Project Costs

This section includes some changes to the automatic pre-award authority published in previous Notices. Pre-award authority for capital projects beyond design and environmental work is more limited than before. The conditions under which pre-award authority may be used for real property acquisition are also clarified.

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

1. Policy

FTA provides blanket, or automatic, pre-award authority in certain program areas described below. This pre-award authority allows grantees to incur certain project costs prior to grant approval and retain their eligibility for subsequent reimbursement after grant approval. The grantee assumes all risk and is responsible for ensuring that all conditions are met to retain eligibility. This automatic pre-award spending authority, when triggered, permits a grantee to incur costs on an eligible transit capital or planning project without prejudice to possible future Federal participation in the cost of the project or projects. Pre-award authority for design and environmental work on the project is triggered by the authorization of formula funds or appropriation of funds for discretionary projects and publication of those projects in FTA's annual **Federal Register** Notice of apportionments and allocations. Following authorization of formula funds or appropriation and publication of discretionary projects, pre-award authority for other capital

projects including property acquisition, demolition, construction, and acquisition of vehicles, equipment, or construction materials is triggered by completion of the environmental review process with FTA's signing of an environmental Record of Decision (ROD), Finding of No Significant Impact (FONSI), or categorical exclusion (CE) determination. Prior to exercising pre-award authority, grantees must comply with the conditions and Federal requirements outlined in paragraphs 2 and 3 below. Failure to do so will render an otherwise eligible project ineligible for FTA financial assistance. In addition, prior to incurring costs, grantees are strongly encouraged to consult with the appropriate FTA regional office regarding the eligibility of the project for future FTA funds and the applicability of the conditions and Federal requirements.

FTA previously extended pre-award authority to all formula funds and flexible funds apportioned during from Fiscal Years 1998 through 2006. In this notice, FTA is extending this pre-award authority for formula funds and flexible funds that will be appropriated through FY 2009 under SAFETEA-LU, but with modifications. Pre-award authority for operating and planning projects under the formula grant programs is not limited to the authorization period. In addition, automatic pre-award authority for section 5303 and 5304 is extended through FY 2009.

Pre-award authority does not apply to the section 5309 Capital Investment Bus and Bus-Related Facilities and Clean Fuels program high priority project designations or any other transit discretionary projects designated in SAFETEA-LU and published in Tables 4 and 5 of this notice. These authorizations are subject to change in future appropriations acts. In fiscal years 2006–2009, after Congress appropriates funds for these and other discretionary projects and the allocations are published in an FTA notice of apportionments and allocations, pre-award authority will be available for those projects and projects for which funds were appropriated in prior years and published in previous notices, except that the triggers for pre-award authority have been changed. For such section 5309 Capital Investment Bus and Bus-Related, Clean Fuels Program, or other transit capital discretionary projects, the date that costs may be incurred is: (1) for design and environmental review, the date that the appropriation bill which funds the project was enacted; and (2) for property acquisition, demolition, construction, and acquisition of vehicles, equipment,

or construction materials, the date that FTA signs the document (ROD, FONSI, or CE determination) that completes the environmental review process required by the National Environmental Policy Act (NEPA) and its implementing regulations. The growing prevalence of new grantees unfamiliar with Federal and FTA requirements has necessitated this change in the pre-award trigger 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 have been satisfied, this new trigger for pre-award will ensure compliance with both planning and environmental requirements prior to irreversible action by the grantee. In previous notices FTA extended pre-award authority to section 330 projects and those surface transportation projects commonly referred to as section 115 projects administered by FTA, for which amounts were provided in the Consolidated Appropriations Act, 2004 and section 117 projects in the 2005 Appropriations Act. The same conditions described for bus projects apply to these projects. We strongly encourage any prospective applicant that does not have a relationship with FTA to review Federal grant requirements with the FTA regional office before incurring costs.

Blanket pre-award authority does not apply to section 5309 Capital Investment New Starts funds. Specific instances of pre-award authority for Capital Investment New Starts projects are described in paragraph 4 below. Pre-award authority does not apply to Capital Investment Bus and Bus-Related or Clean Fuels projects for which funding has been authorized but not yet appropriated. Before an applicant may incur costs for Capital Investment New Starts projects, Bus and Bus-Related 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.

2. Conditions

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

(a) Pre-award authority is not a legal or implied commitment that the project(s) will be approved for FTA assistance or that FTA will obligate Federal funds. Furthermore, it is not a legal or implied commitment that all

items undertaken by the applicant will be eligible for inclusion in the project(s).

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

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

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

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

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

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

3. Environmental, Planning, and Other Federal Requirements

All Federal grant requirements must be met at the appropriate time for the project to remain eligible for Federal funding. 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 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. The conformity requirements of the Clean Air Act, 40 CFR part 93, if applicable, must also be fully met before the project may be advanced into implementation under pre-award authority with non-Federal funds. Compliance with NEPA and other environmental laws and executive orders (*e.g.*, protection of parklands, wetlands, and historic properties) must be completed before State or local funds are spent on implementation activities, such as site preparation, construction, and acquisition, for a project that is expected to be subsequently funded with FTA funds. The grantee may not advance the project beyond planning and preliminary design before FTA has determined the project to be a categorical exclusion, or has issued a finding of no significant impact (FONSI) or an environmental record of decision (ROD), in accordance with FTA environmental regulations, 23 CFR part 771. For planning projects, the project must be included in a locally-approved Planning Work Program that has been coordinated with the State.

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

4. Pre-Award Authority for New Starts Projects

(a) *Preliminary Engineering and Final Design*

Projects proposed for section 5309 New Starts funds are required to follow a Federally defined New Starts project development process. This New Starts process includes, among other things, FTA approval of the entry of the project into PE and into FD. In accordance with section 5309(d), FTA considers the merits of the project, the strength of its financial plan, and its readiness to enter the next phase in deciding whether or not to approve entry into PE or FD.

Upon FTA approval to enter PE, FTA extends pre-award authority to incur costs for PE activities. Upon FTA approval to enter FD, FTA extends pre-award authority to incur costs for FD activities. The pre-award authority for each phase is automatic upon FTA's signing of a letter to the project sponsor approving entry into that phase. PE and FD are defined in the New Starts regulation entitled Major Capital Investment Projects, found at 49 CFR part 611.

(b) *Real Property Acquisition Activities*

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

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

Pre-award authority for property acquisition is also provided when FTA makes a CE determination for a protective buy or hardship acquisition in accordance with 23 CFR

771.117(d)(12), and when FTA makes a CE determination for the acquisition of a pre-existing railroad right-of-way in accordance with 49 U.S.C. 5324(c).

When a tiered environmental review in accordance with 23 CFR 771.111(g) is being used, pre-award authority is NOT provided upon completion of the first-tier environmental document except when the Tier-1 ROD or FONSI signed by FTA explicitly provides such pre-award authority for a particular identified acquisition.

FTA's rationale for providing this pre-award authority was described in the FY 2003 Apportionments and Allocations Notice published in the **Federal Register** on March 12, 2003, (68 FR 1106 *et seq.*). The FY 2003 Notice may be found on the FTA Web site at <http://www.fta.dot.gov/library/legal/federalregister/2003/fr31203.pdf>. Project sponsors should use pre-award authority for real property acquisition and relocation assistance very carefully, with a clear understanding that it does not constitute a funding commitment by FTA.

(c) *National Environmental Policy Act (NEPA) Activities*

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

FTA's regulation entitled Environmental Impact and Related Procedures at 23 CFR part 771 states that the costs incurred by a grant applicant for the preparation of environmental documents requested by FTA are eligible for FTA financial assistance (23 CFR 771.105(e)).

Accordingly, FTA extends automatic pre-award authority for costs incurred to comply with NEPA regulations and to conduct NEPA-related activities for a proposed New Starts project, effective as of the date of the Federal approval of the relevant STIP or STIP amendment that includes the project or any phase of the project. NEPA-related activities include, but are not limited to, public involvement activities, historic preservation reviews, section 4(f) evaluations, wetlands evaluations,

endangered species consultations, and biological assessments. This pre-award authority is strictly limited to costs incurred to conduct the NEPA process, and to prepare environmental, historic preservation and related documents. It does not cover PE activities beyond those necessary for NEPA compliance. As with any pre-award authority, FTA reimbursement for costs incurred is not guaranteed.

(d) *Other New Starts Activities Requiring Letter of No Prejudice (LONP)*

Except as discussed in paragraphs (a) through (c) above, a grant applicant must obtain a written LONP from FTA before incurring costs for any activity expected to be funded by New Start funds not yet granted. To obtain an LONP, an applicant must submit a written request accompanied by adequate information and justification to the appropriate FTA regional office, as described in B below.

B. *Letter of No Prejudice (LONP) Policy*

1. Policy

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

2. Conditions and Federal Requirements

The conditions for pre-award authority specified in section VIII A2 above apply to all LONPs. The Environmental, Planning and Other Federal Requirements described in section VIII A3, also apply to all LONPs. Because project implementation activities may not be initiated prior to NEPA completion, FTA will normally not issue an LONP for such activities until the NEPA process has been completed with a ROD, FONSI, or Categorical Exclusion determination.

3. Request for LONP

Before incurring costs for a project not covered by automatic pre-award

authority, the project sponsor must first submit a written request for an LONP, accompanied by adequate information and justification, to the appropriate regional office and obtain written approval. As a prerequisite to FTA approval of an LONP for a New Starts project, FTA will require project sponsors to demonstrate project worthiness and readiness that establish the project as a candidate for an FFGA. Projects will be assessed based upon the criteria considered in the New Start evaluation process. Specifically, upon the request for an LONP, the applicant shall provide sufficient information to allow FTA to consider the following items:

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

(b) Justification for advancing the identified activities.

(c) Data that indicates that the project will maintain its ability to receive a rating of "medium", or better and that its cost-effectiveness rating will be "medium" or better, unless such project has been specifically exempt from such a requirement.

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

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

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

(g) Adequacy of the Project Management Plan.

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

C. *FTA FY 2006 Annual List of Certifications and Assurances*

The FTA "Fiscal 2006 Annual List of Certifications and Assurances" will incorporate new or changed requirements due to SAFETEA-LU. The full text of the Fiscal Year 2006 Certifications and Assurances was published in the **Federal Register** on November 15, 2005, and is available on the FTA Web site and in TEAM-WEB. The FY 2006 Certifications and Assurances must be used for all grants made in FY 2006, including obligation of carryover.

D. *FHWA Funds Used for Transit Purposes*

SAFETEA-LU continues provisions in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA-21 that expanded modal choice in transportation funding by including

substantial flexibility to transfer funds between FTA and FHWA program funding categories.

1. Transfer Process

The process for transferring flexible formula funds between FTA and FHWA programs is described below. For information on the process or the transfer of funds between FTA and FHWA planning programs refer to section VIII E.

Transfer from FHWA to FTA. FHWA funds designated for use in transit capital projects must be derived from the metropolitan and statewide planning and programming process, and must be included in an approved STIP before the funds can be transferred. By letter, the State DOT requests the FHWA Division Office to transfer highway funds for a transit project. The letter should specify the project, amount to be transferred, apportionment year, State, urbanized area, Federal aid apportionment category (*i.e.*, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Interstate Substitute, or congressional earmark), 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.

The FHWA Division Office confirms that the apportionment amount is available for transfer and concurs in the transfer, by letter to the State DOT and FTA. The FHWA Office of Budget and Finance then transfers obligation authority and an equal amount of cash to FTA. All FHWA CMAQ, STP, and certain Congressionally earmarked funds for transit projects in the Appropriations Act or Conference Report will be transferred to one of the three FTA formula programs (*i.e.*, Urbanized Area Formula (section 5307), Nonurbanized Area Formula (section 5311) or Elderly and Persons with Disabilities (section 5310)).

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

Transferred funds are treated as FTA formula funds, but are assigned a distinct identifying code for tracking purposes. The funds may be used for any capital purpose eligible under the FTA formula program to which they are transferred and, in the case of CMAQ, for certain operating costs. FTA and FHWA have issued guidance on project

eligibility under the CMAQ program in a Notice at 65 FR 9040 *et seq.* (February 23, 2000). In accordance with 23 U.S.C. 104(k), all FTA requirements except local share are applicable to transferred funds; FHWA local share requirements apply to funds transferred from FHWA to FTA. Transferred funds should be combined with regular FTA funds in a single annual grant application.

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

Transfers from FTA to FHWA. The Metropolitan Planning Organization (MPO) submits a written request to the FTA regional office for a transfer of FTA section 5307 formula funds (apportioned to a UZA 200,000 and over in population) to FHWA based on approved use of the funds for highway purposes, as contained in the Governor's approved State Transportation Improvement Program. The MPO must certify that: (1) The funds are not needed for capital investments required by the Americans with Disabilities Act; (2) notice and opportunity for comment and appeal has been provided to affected transit providers; and (3) local funds used for non-Federal match are eligible to provide assistance for either highway or transit projects. The FTA Regional Administrator reviews and concurs in the request, then forwards the approval 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.

2. Matching Share for FHWA Transfers

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

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

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

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

E. Consolidated Planning Grants

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

Under a CPG administered by FTA, States can report metropolitan planning expenditures (to comply with the Single Audit Act) for both FTA and FHWA under the Catalogue of Federal Domestic Assistance number for FTA's Metropolitan Planning Program. Additionally, for States with an FHWA Metropolitan Planning (PL) fund-matching ratio greater than 80 percent, the State (through FTA) can request a waiver of the 20 percent local share requirement in order that all FTA funds used for metropolitan planning in a CPG can be granted at the higher FHWA rate. For some States, this Federal match rate can exceed 90 percent. In FY 2005, the CPG program was expanded to allow the transfer of FTA planning funds to FHWA in addition to the current process whereby FHWA funds for planning are transferred to FTA. For planning projects funded through a CPG, the State DOT requests the transfer of funds in a letter to the FHWA Division Office (if transferring funds to FTA) or to the FTA regional office (if transferring funds to FHWA).

F. Grant Application Procedures

Grantees must provide a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number for inclusion in all applications for a Federal grant or cooperative agreement submitted on or after October 1, 2003. The DUNS number should be entered into the grantee profile in TEAM-Web. Additional information about this and other Federal grant streamlining initiatives mandated by the Federal Financial Assistance Management Improvement Act of 1999 (Pub. L. 106-107) can be accessed on OMB's Web site at <http://www.whitehouse.gov/omb/grants/reform.html>.

All applications for FTA funds should be submitted to the appropriate FTA regional office. FTA utilizes TEAM-Web, an Internet-accessible electronic grant application system, and all applications are filed electronically. FTA has provided limited exceptions to the requirement for electronic filing of applications.

In FY 2006, FTA is committed to ensuring that the average number of days to process an FTA grant is 36 days, or fewer, after receipt of a completed application by the appropriate regional office. In order for an application to be considered complete and for FTA to assign a grant number, enabling submission in TEAM-Web, the following requirements must be met:

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

- All eligibility issues have been resolved.

- Required environmental findings have been made.

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

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

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

- Certifications and assurances are properly submitted.

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

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

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

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

Before FTA can award grants for discretionary projects and activities designated by Congress, notification must be given to members of Congress, and in the case of awards greater than \$1 million, to the House and Senate authorizing and appropriations committees.

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

1. Change in Budget Structure

Because SAFETEA-LU restructured FTA's accounts from all general funded accounts to one solely trust funded

account and three general funded accounts, we are not able to mix funds from prior years in the same grant with funds that will be appropriated in FY 2006 and beyond (except for New Starts and research grants). Previously all programs were funded approximately 80 percent trust funds from the Mass Transit Account (MTA) of the Highway Trust Fund and 20 percent General Funds from the U.S. Treasury. The trust funds were transferred into the general funded accounts at the beginning of the year. Under SAFETEA-LU most programs are funded entirely from trust funds derived from the Mass Transit Account, while the New Starts and Research programs are funded with general funds. Carryover FY 2005 and prior funds currently available for obligation as well as FY 2006 funds, when they become available, may be included in an amendment to an existing grant for New Starts and research grants.

For formula programs funded solely from trust funds beginning in FY 2006, grantees must initiate a *new* grant to obligate FY 2006 funds. Grant amendments cannot be made to add FY 2006 and later year funds to a grant that includes FY 2005 or prior funds. Obligations of FY 2005 and prior year carryover funds must be made in the original program accounts established under TEA-21 (either as an amendment to an existing grant or as a new grant) and cannot be combined with funds appropriated in FY 2006 or later. Grantees will, however, be able to amend the new grants established with FY 2006 funds to add funds made available after FY 2006. We regret any inconvenience this accounting change may cause as we implement new statutory requirements under SAFETEA-LU. We encourage grantees to spend down and close out old grants as quickly as possible to minimize the inconvenience.

2. Grant Budgets—SCOPE and ALI Codes

FTA uses the SCOPE and Activity Line Item (ALI) Codes in the grant budgets to track program trends, to report to Congress, and to respond to requests from the Inspector General and the Government Accountability Office (GAO), as well as to manage grants. The accuracy of the data is dependent on the careful and correct use of codes. We have revised the SCOPE and ALI table to include new codes for the newly eligible capital items, to better track certain expenditures, and to accommodate the new programs. We encourage grantees to review the table before selecting codes from the drop-

down menus in TEAM-Web while creating a grant budget. Additional information about how to use the SCOPE and ALI codes to accurately code budgets will be added to the resources available through TEAM-Web.

3. Earmark Tracking

FTA is implementing new procedures for relating grants to earmarks. Each earmark published in the **Federal Register** will have a unique identifier associated with it. Tables of earmarks will also be established in TEAM. When applying for a grant using funding designated by Congress, grantees will be asked to identify the amount of funding associated with specific earmarks used in the grant. Further instructions will be posted on the TEAM-Web site and training will be provided. The carryover tables in this Notice include the new identifiers.

4. New Freedom and JARC—Administering Agency

Before the first grant application to FTA is submitted, the Governor must designate the state agency or agencies charged with administering the New Freedom and JARC formula programs. In large urbanized areas with more than one designated recipient or transit operator, supplemental agreements may be necessary.

5. Payments

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

6. Oversight

FTA conducts periodic oversight reviews to assess grantee compliance with Federal requirements. Each UZA grantee is reviewed every three years (a triennial review). States are reviewed periodically for their management of the section 5310 and 5311 programs. Other more detailed reviews are scheduled based on an annual grantee risk assessment. FTA will develop appropriate oversight procedures for the new programs authorized by SAFETEA-LU.

7. Technical Assistance

FTA headquarters and regional staff will be pleased to answer your

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

In addition, copies of the following circulars and other useful information are available on the FTA Website and may be obtained from FTA regional offices: 4220.1E, Third Party Contracting Requirements, dated June 19, 2003; and C5010.1C, Grant Management Guidelines, dated October 1, 1998. The FY 2006 Annual List of Certifications and Assurances and Master Agreement are also posted on the FTA Web site. Other documents on the FTA Web site of particular interest to public transit providers and others include the annual Statistical Summaries of FTA Grant Assistance Programs and the NTD Profiles. The DOT final rule on "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," which was effective July 16, 2003, can be found on the Department's Web site at http://osdbu.dot.gov/business/DBE/49cfrpart26_final_rule.html.

Issued on: November 21, 2005.

David B. Horner,

Acting Deputy Administrator.

Appendix A

FTA Regional Offices

Richard H. Doyle, Regional Administrator, Region 1-Boston Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142-1093, Tel. 617 494-2055. States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Letitia Thompson, Regional Administrator, Region 2-New York, One Bowling Green, Room 429, New York, NY 10004-1415, Tel. No. 212 668-2170. States served: New Jersey, New York, and the Virgin Islands.

Susan Borinsky, Regional Administrator, Region 3-Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103-4124, Tel. 215 656-7100. States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia.

Yvette Taylor, Regional Administrator, Region 4-Atlanta, Atlanta Federal Center, Suite 17T50, 61 Forsyth Street SW., Atlanta, GA 30303, Tel. 404 562-3500. States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, and Tennessee.

Don Gismondi, Deputy Regional Administrator, Region 5-Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312 353-2789. States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.

Robert C. Patrick, Regional Administrator, Region 6-Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817 978-0550. States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.

Mokhtee Ahmad, Regional Administrator, Region 7-Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816 329-3920. States served: Iowa, Kansas, Missouri, and Nebraska.

Lee O. Waddleton, Regional Administrator, Region 8-Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228-2583, Tel. 720-963-3300. States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

Leslie T. Rogers, Regional Administrator, Region 9-San Francisco, 201 Mission Street, Room 2210, San Francisco, CA 94105-1926, Tel. 415 744-3133. States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands.

Rick Krochalis, Regional Administrator, Region 10-Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174-1002, Tel. 206 220-7954. States served: Alaska, Idaho, Oregon, and Washington.

Appendix B

Specific Questions and Issues for Comment

1. FTA seeks public comment on the continued use of the 83 percent Federal share of cost of equipment and facilities for ADA and CAA compliance. (See section IV.A.11).

2. FTA invites comment regarding technical assistance or training that would be helpful to grantees in implementing the Special Needs of Elderly Individuals and Individuals with Disabilities program. Additionally, FTA seeks comment on strategies and measures that could be employed to evaluate the successes of this program. (See section VI.H).

3. For the Special Needs of Elderly Individuals and Individuals with Disabilities program, FTA seeks comment on the specific aspects of the collaborative planning process (for example, participants, elements, measures, etc.). FTA also seeks comment on the relationship between the public transit-human services plans and other planning processes. (See section VI.H).

4. FTA requests public comment on whether the State-based rural data module should serve as the basis for the new mandatory reporting requirements. (See section VI.I).

5. Concerning the basis for section RTAP formula apportionments, comments are invited on whether the floor should again be raised and whether the low density portion of the section 5311 formula should be used. (See section VI.J).

6. FTA invites comments on use of the National RTAP resource. (See section VI.J).

7. SAFETEA-LU does not specify a basis for formula apportionment for the new Tribal Transit program. FTA will develop procedures for allocating the funds in consultation with the Tribes and with opportunity for public comment. An interim measure would be to allocate FY 2006 funds based on responses to a request for letters of interest. FTA requests comments on the feasibility of allocating FY 2006 funds based on this approach. (See section VI.K).

8. We seek comments on what criteria should be considered in selecting Tribes to receive funding and what factors should be used in allocating available funds among successful applicants. (See section VI.K).

9. FTA may establish the terms and conditions for the Tribal Transit program. FTA seeks comments about appropriate terms and conditions for the program. We especially invite comments from Tribes that previously received FTA funding about which requirements we should consider waiving for the program. (See section VI.K).

10. FTA invites comment regarding technical assistance or training that would be helpful to grantees in implementing the JARC program. (See section VI.M).

11. For the JARC program, FTA seeks comment on the specific aspects of the collaborative planning process (for example, participants, elements, measures, etc.). FTA also seeks comment on the relationship between the public transit-human services plans and other planning processes. (See section VI.M).

12. SAFETEA-LU requires FTA to conduct a study to evaluate the effectiveness of the JARC program (49 U.S.C. 5316(i)(2)). FTA seeks comment on strategies and measures that will evaluate the successes of this program. (See section VI.M).

13. FTA invites comment regarding technical assistance or training that would be helpful to grantees in implementing the New Freedom program. Additionally, FTA seeks comment on strategies and measures that could be employed to evaluate the successes of this program. (See section VI.N).

14. We invite comment on the projects and activities stated in the SAFETEA-LU that might be funded under the New Freedom program and how they relate to what is "beyond the ADA." We invite comment on activities related to ADA complementary paratransit services beyond the minimum requirements outlined in 49 CFR part 37. Further, we invite comment regarding the types of projects and services that should be considered for eligibility under New Freedom as they relate to new public transportation beyond the ADA and alternatives to public transportation beyond the ADA. (See section VI.N).

15. FTA invites comments from all interested parties on the Planning Emphasis Areas (PEA) identified for FY 2006. (See section VII).

BILLING CODE 4910-57-P

FEDERAL TRANSIT ADMINISTRATION

TABLE 1

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Authorized Programs and Funding Levels -- Fiscal Years 2005-2009 (in \$000)

| Authorization / Program | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|--|--------------------|--------------------|--------------------|--------------------|---------------------|-------------------------|
| Alaska Railroad (Section 5307) | \$4,811 | --- | --- | --- | --- | \$4,811 |
| Clean Fuels Grant Program (Section 5308) | 49,600 | 43,000 | 45,000 | 49,000 | 51,500 | 238,100 |
| Over-the-Road Bus Accessibility Program (Section 5310) | 6,894 | 7,500 | 7,600 | 8,300 | 8,800 | 39,094 |
| Urban Area Formula Grants (Section 5307) | 3,593,196 | 3,466,681 | 3,606,175 | 3,910,843 | 4,160,365 | 18,737,260 |
| Bus and Bus Facilities Grants (Section 5309) | 669,600 | 822,250 | 855,500 | 927,750 | 984,000 | 4,259,100 |
| Fixed Guideway Modernization (Section 5309) | 1,204,685 | 1,391,000 | 1,448,000 | 1,570,000 | 1,666,500 | 7,280,185 |
| Metropolitan Transportation Planning (section 5303) | 59,903 | 78,584 | 81,893 | 88,510 | 93,887 | 402,777 |
| Statewide Transportation Planning (Section 5304) | 12,513 | 16,416 | 17,107 | 18,490 | 19,613 | 84,139 |
| Special Needs for Elderly Individuals and Individuals with Disabilities (Section 5310) | 94,527 | 112,000 | 117,000 | 127,000 | 133,500 | 584,027 |
| Formula Grants for Other Than Urbanized Areas (Section 5311) | 250,890 | 388,000 | 404,000 | 438,000 | 465,000 | 1,945,890 ^{1/} |
| Rural Transportation Assistance Program (Section 5311(a)(3)) (2% Takedown) | 5,208 | 7,760 | 8,080 | 8,760 | 9,300 | 39,108 |
| Public Transportation on Indian Reservations (Section 5311(c)) | --- | 8,000 | 10,000 | 12,000 | 15,000 | 45,000 |
| Job Access and Reverse Commute Formula Program (Section 5316) | 124,000 | 138,000 | 144,000 | 156,000 | 164,500 | 726,500 |
| New Freedom Program (Section 5317) | --- | 78,000 | 81,000 | 87,500 | 92,500 | 339,000 |
| Growing States and High Density States (Section 5340) | --- | 388,000 | 404,000 | 438,000 | 465,000 | 1,695,000 |
| National Transit Database (Section 5335) | --- | 3,500 | 3,500 | 3,500 | 3,500 | 14,000 |
| Alternatives Analysis Program (Section 5339) | --- | 25,000 | 25,000 | 25,000 | 25,000 | 100,000 |
| Alternative Transportation in Parks and Public Lands (Section 5320) | --- | 22,000 | 23,000 | 25,000 | 26,900 | 96,900 |
| Major Capital Investment Grants of \$75,000,000 or more (Section 5309(d)) (New Starts) | 1,437,830 | 1,503,000 | 1,366,000 | 1,500,000 | 1,609,250 | 7,416,080 |
| Capital Investment Grants Less Than \$75,000,000 (Section 5309(e)) (Small Starts) | --- | --- | 200,000 | 200,000 | 200,000 | 600,000 |
| National Research and Technology Programs (Section 5314) | 37,200 | 37,700 | 40,400 | 44,600 | 48,450 | 208,350 |
| Transit Cooperative Research (Section 5313(a)) | 8,184 | 9,000 | 9,300 | 9,600 | 10,000 | 46,084 |
| National Transit Institute (Section 5315) | 3,968 | 4,300 | 4,300 | 4,300 | 4,300 | 21,168 |
| University Research Centers (Section 5506) | 5,952 | 7,000 | 7,000 | 7,000 | 7,000 | 33,952 |
| Administrative Expenses | 77,376 | 82,000 | 85,000 | 92,500 | 98,500 | 435,376 |
| Total Funding Federal Transit Administration | \$7,646,336 | \$8,622,931 | \$8,974,775 | \$9,730,893 | \$10,338,065 | \$45,313,000 |

^{1/} The amounts for Section 5311 for fiscal years 2006 - 2009 are the total amounts authorized for the program. Funding for the Rural Transportation Assistance Program and the Public Transportation on Indian Reservation Program, which are authorized takedowns from Section 5311, have not been deducted but are shown for information purposes.

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

SAFETEA-LU

| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---|-------|--|--------------|--------------|--------------|--------------|---------------|
| Alaska and Hawaii (Section 5309 (m)(6)(B)) | | | | | | | |
| AK/HI | | Alaska and Hawaii Ferry | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$60,000,000 |
| | | subtotal | 15,000,000 | 15,000,000 | 15,000,000 | 15,000,000 | 60,000,000 |
| Denali Commission (Section 5309 (m)(6)(C)) | | | | | | | |
| AK | | Denali Commission | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 20,000,000 |
| | | subtotal | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 20,000,000 |
| Full Funding Grant Agreements (FFGA) | | | | | | | |
| 19 | AZ | Phoenix-Central Phoenix/East Valley LRT | 90,000,000 | 90,000,000 | 90,000,000 | 90,000,000 | 360,000,000 |
| 9 | CA | Los Angeles-Metro Gold Line Eastside Extension | 80,000,000 | 100,000,000 | 80,000,000 | 80,000,000 | 340,000,000 |
| 10 | CA | Los Angeles-North Hollywood MOS-3 | ----- | ----- | ----- | ----- | ----- |
| 26 | CA | San Diego-Mission Valley East LRT Extension | 8,353,424 | ----- | ----- | ----- | 8,353,424 |
| 27 | CA | San Diego-Oceanside Escondido Rail Corridor | 12,651,061 | ----- | ----- | ----- | 12,651,061 |
| 28 | CA | San Francisco-BART Extension to San Francisco Airport | 82,655,680 | ----- | ----- | ----- | 82,655,680 |
| 7 | CO | Denver Southeast Corridor LRT | 80,000,000 | 80,000,000 | 77,192,758 | ----- | 237,192,758 |
| 8 | FL | Fort Lauderdale-Tri-Rail Commuter Rail Upgrade | ----- | ----- | ----- | ----- | ----- |
| 1 | GA | Atlanta-North Springs Extension | ----- | ----- | ----- | ----- | ----- |
| 4 | IL | Chicago-Chicago Transit Authority Douglas Branch Reconstruction | 45,825,190 | ----- | ----- | ----- | 45,825,190 |
| 5 | IL | Chicago-Chicago Transit Authority Ravenswood Expansion Project | 40,000,000 | 40,000,000 | 40,000,000 | 65,152,615 | 185,152,615 |
| 11 | IL | Metra North Central Corridor Commuter Rail | 16,529,452 | ----- | ----- | ----- | 16,529,452 |
| 12 | IL | Metra South West Corridor Commuter Rail | 11,781,395 | ----- | ----- | ----- | 11,781,395 |
| 13 | IL | Metra Union Pacific West Line Extension | 14,285,749 | ----- | ----- | ----- | 14,285,749 |
| 18 | LA | New Orleans MOS-1 Canal Street | ----- | ----- | ----- | ----- | ----- |
| 2 | MD | Baltimore-Central LRT Double Tracking | 12,655,664 | ----- | ----- | ----- | 12,655,664 |
| 31 | MD | Washington DC/MD-Largo Metrorail Extension | ----- | ----- | ----- | ----- | ----- |
| 14 | MN | Minneapolis-Hiawatha Corridor LRT | ----- | ----- | ----- | ----- | ----- |
| 23 | MO | St. Louis-Metrolink Extension St. Clair County, IL | ----- | ----- | ----- | ----- | ----- |
| 3 | NC | Charlotte-South Corridor LRT | 55,000,000 | 69,405,565 | ----- | ----- | 124,405,565 |
| 15 | NJ | New Jersey Urban Core-Hudson-Bergen LRT | ----- | ----- | ----- | ----- | ----- |
| 16 | NJ | New Jersey Urban Core-Hudson-Bergen LRT MOS-2 | 100,000,000 | 100,000,000 | 53,202,995 | ----- | 253,202,995 |
| 17 | NJ | New Jersey Urban Core-Newark-Elizabeth Rail Link MOS-1 | ----- | ----- | ----- | ----- | ----- |
| 6 | OH | Cleveland-Euclid Corridor Transportation Project | 24,774,513 | ----- | ----- | ----- | 24,774,513 |
| 22 | OR | Portland-Interstate MAX LRT Extension | 18,292,550 | ----- | ----- | ----- | 18,292,550 |
| 20 | PA | Pittsburgh-North Shore LRT Connector | 55,000,000 | 55,000,000 | 14,421,944 | ----- | 124,421,944 |
| 21 | PA | Pittsburgh-Stage II LRT Reconstruction | ----- | ----- | ----- | ----- | ----- |
| 29 | PR | San Juan-Tren Urbano | 10,555,900 | ----- | ----- | ----- | 10,555,900 |
| 24 | UT | Salt Lake City-CBD to University LRT | ----- | ----- | ----- | ----- | ----- |
| 25 | UT | Salt Lake City-Medical Center | ----- | ----- | ----- | ----- | ----- |
| 30 | WA | Seattle-Central Link Initial Segment LRT | 80,000,000 | 80,000,000 | 70,000,000 | 24,028,149 | 254,028,149 |
| | | subtotal | 838,360,578 | 614,405,565 | 424,817,697 | 259,180,764 | 2,136,764,604 |
| Final Design and Construction Projects | | | | | | | |
| 38 | AK | Wasilla-Girdwood, Alaska—Commuter Rail | ----- | ----- | ----- | ----- | ----- |
| 13 | CA | Los Angeles MTA—Exposition LRT | ----- | ----- | ----- | ----- | ----- |
| 24 | CA | Orange County, California—Rapid Transit Project | ----- | ----- | ----- | ----- | ----- |
| 29 | CA | Sacramento—South Corridor LRT Extension Phase 2, Meadowview to Consumnes River College | ----- | ----- | ----- | ----- | ----- |
| 31 | CA | San Diego—Mid-Coast Extension | ----- | ----- | ----- | ----- | ----- |
| 32 | CA | San Francisco Muni—Third Street LRT13 Phase I/II | ----- | ----- | ----- | ----- | ----- |
| 33 | CA | San Gabriel Valley—Gold Line Foothill Extension Phase I/Phase II, Los Angeles to Montclair | ----- | ----- | ----- | ----- | ----- |
| 34 | CA | Santa Clara Valley Transit Authority—Silicon Valley Rapid Transit Corridor | ----- | ----- | ----- | ----- | ----- |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

SAFETEA-LU

| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---|-------|--|---------|---------|---------|---------|-------|
| 7 | CO | Denver—West Corridor LRT. | | | | | |
| 18 | CT | New Britain-Hartford Busway Project | | | | | |
| 6 | DE | Delaware—Wilmington-Newark Commuter Rail Improvements | | | | | |
| 3 | FL | Central Florida Commuter Rail System | | | | | |
| 14 | FL | Miami-Dade Transit—North Corridor | | | | | |
| 35 | FL | Tampa Bay—Regional Rail | | | | | |
| 19 | LA | New Orleans—Desire Corridor Streetcar | | | | | |
| 2 | MA | Boston—Silver Line BRT Phase III | | | | | |
| 1 | MD | Baltimore—MARC Commuter Rail Improvements | | | | | |
| 15 | MN | Minneapolis—North Star Corridor | | | | | |
| 11 | MO | Kansas City, Missouri—Southtown BRT | | | | | |
| 4 | NC | Charlotte—South Corridor LRT | | | | | |
| 36 | NC | Triangle Transit Authority, North Carolina-Regional Rail Project | | | | | |
| 16 | NH | Nashua—Commuter Rail | | | | | |
| 12 | NV | Las Vegas—Resort Corridor Downtown Extension Project | | | | | |
| 20 | NY | New York—Long Island Railroad Eastside Access Project | | | | | |
| 21 | NY | New York—Second Avenue Subway | | | | | |
| 27 | OR | Portland, Oregon—South Corridor I-205/Portland Mall LRT | | | | | |
| 37 | OR | Washington County, Oregon—Wilsonville to Beaverton Commuter Rail | | | | | |
| 9 | PA | Harrisburg—Corridor One Commuter Rail MOS-1 | | | | | |
| 25 | PA | Philadelphia—Schuylkill Valley MetroRail | | | | | |
| 26 | PA | Pittsburgh—North Shore Connector | | | | | |
| 28 | RI | Providence—South County Commuter Rail | | | | | |
| 17 | TN | Nashville, Tennessee Commuter Rail | | | | | |
| 5 | TX | Dallas Area Rapid Transit—Northwest-Southeast LRT Extension | | | | | |
| 8 | TX | El Paso—Rapid Transit (SMART) Starter Line | | | | | |
| 10 | TX | Houston Advanced Transit Program Light Rail | | | | | |
| 30 | UT | Salt Lake City—Weber County to Salt Lake City Commuter Rail | | | | | |
| 22 | VA | Norfolk Light Rail | | | | | |
| 23 | VA | Northern Virginia—Dulles Corridor Extension to Wiehle Avenue Phase 1 | | | | | |
| Preliminary Engineering Projects | | | | | | | |
| 20 | AL | Birmingham, Alabama—Transit Corridor | | | | | |
| 100 | AR | Little Rock—River Rail Streetcar Extensions | | | | | |
| 101 | AR | Little Rock—West Little Rock Commuter Rail | | | | | |
| 33 | AZ | Central Phoenix—East Valley Corridor LRT Extensions | | | | | |
| 255 | AZ | Tucson—Old Pueblo Trolley Expansion | | | | | |
| 1 | CA | Alameda, California—Fixed Guideway Corridor | | | | | |
| 2 | CA | Alameda, California—Transit Improvements and Multimodal Center | | | | | |
| 48 | CA | Chula Vista, California—Bus Rapid Transit | | | | | |
| 53 | CA | Contra-Costa—BART Extension | | | | | |
| 80 | CA | Glendale, California—Downtown Streetcar | | | | | |
| 102 | CA | Livermore, California—BART Rail Extension to Livermore | | | | | |
| 105 | CA | LOSSAN Del Mar-San Diego—Rail Corridor Improvements | | | | | |
| 137 | CA | Monterey County, California—Commuter Rail | | | | | |
| 177 | CA | Oakland—Telegraph Avenue/International Blvd/East 14th Street BRT | | | | | |
| 179 | CA | Orange County, California—Bus Rapid Transit | | | | | |
| 201 | CA | Riverside County, California—Perris Valley Line Metrolink Extension | | | | | |
| 204 | CA | Sacramento—Downtown Streetcar Project | | | | | |
| 205 | CA | Sacramento—Regional Rail, Auburn to Oakland | | | | | |
| 206 | CA | Sacramento—Downtown/Natomas Airport Transit Corridor | | | | | |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

SAFETEA-LU

| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|-------------|-------|---|---------|---------|---------|---------|-------|
| 217 | CA | San Diego—First Bus Rapid Transit | | | | | |
| 218 | CA | San Diego—San Diego Imperial County Mag-Lev Rail Airport Corridor Project | | | | | |
| 219 | CA | San Diego—Sprinter Rail Line Extension Project | | | | | |
| 220 | CA | San Francisco—BART Extension to Livermore | | | | | |
| 221 | CA | San Francisco—BART Extension to Oakland International Airport | | | | | |
| 222 | CA | San Francisco—MUNI Geary Boulevard Bus Rapid Transit | | | | | |
| 223 | CA | San Francisco—Oyster Point Ferry Terminal | | | | | |
| 224 | CA | San Francisco—Transbay Terminal/Caltrain Downtown Extension Project | | | | | |
| 225 | CA | San Joaquin, California—Regional Rail Commission Central Valley Rail Service | | | | | |
| 226 | CA | San Joaquin Regional Rail Commission Commuter Rail (Altamont Commuter Express) | | | | | |
| 235 | CA | Sonoma/Marin (SMART) Commuter Rail, California | | | | | |
| 236 | CA | Southern California High Speed Regional Transit | | | | | |
| 61 | CO | Denver—Gold Line Extension to Arvada | | | | | |
| 62 | CO | Denver—RR Right of Way Acquisition | | | | | |
| 63 | CO | Denver—United States Route 36 Transit Corridor | | | | | |
| 64 | CO | Denver—North Metro Corridor to Thornton | | | | | |
| 65 | CO | Denver—East Corridor to DIA Airport | | | | | |
| 66 | CO | Denver—I-225 Transit Corridor | | | | | |
| 67 | CO | Denver—Southeast Corridor Extension to Lone-Tree/Ridgegate | | | | | |
| 68 | CO | Denver—Southwest Corridor Extension to C470/Lucent Boulevard | | | | | |
| 202 | CO | Roaring Fork Valley, Colorado—Bus Rapid Transit | | | | | |
| 28 | CT | Bridgeport, Connecticut—Bridgeport Intermodal Facility | | | | | |
| 145 | CT | New Haven, Connecticut—Hartford, Connecticut—Springfield, Massachusetts Commuter Line | | | | | |
| 244 | CT | Stamford, Connecticut—Boston Post Road Intermodal Center and Capacity Expansion Project | | | | | |
| 245 | CT | Stamford, Connecticut—Urban Transitway Phase II | | | | | |
| 71 | DC | District of Columbia—Light Rail Starter Line | | | | | |
| 259 | DC | Washington, D.C.—Woodrow Wilson Bridge Transit Projects | | | | | |
| 263 | DE | Wilmington, Delaware—Commuter Rail to Middletown | | | | | |
| 29 | FL | Broward County, Florida—Bus Rapid Transit | | | | | |
| 75 | FL | Fort Lauderdale—Downtown Rail Link | | | | | |
| 76 | FL | Fort Lauderdale—Transit Project from NW 215th and 79th Streets | | | | | |
| 90 | FL | Jacksonville—East-Southwest BRT | | | | | |
| 91 | FL | Jacksonville—North-Southeast BRT | | | | | |
| 124 | FL | Miami-Dade Transit—Douglas Road Extension | | | | | |
| 125 | FL | Miami-Dade Transit—East-West Corridor | | | | | |
| 126 | FL | Miami-Dade Transit—Kendall Corridor | | | | | |
| 127 | FL | Miami-Dade Transit—Northeast Corridor | | | | | |
| 128 | FL | Miami-Dade Transit—South Dade Corridor | | | | | |
| 129 | FL | Miami-Dade Transit—Miami Intermodal Center to Earlington Heights | | | | | |
| 130 | FL | Miami—Downtown Streetcar Project | | | | | |
| 180 | FL | Orlando-Orange County, Florida—Light Rail Project | | | | | |
| 189 | FL | Pinellas Mobility Initiative Bus Rapid Transit | | | | | |
| 246 | FL | Tampa—Bus Rapid Transit Improvements | | | | | |
| 247 | FL | Tampa—Streetcar Extension to Downtown Tampa | | | | | |
| 251 | FL | Tri-Rail Dolphin Extension | | | | | |
| 252 | FL | Tri-Rail Florida East Coast Commuter Rail Extension | | | | | |
| 253 | FL | Tri-Rail Jupiter Extension | | | | | |
| 254 | FL | Tri-Rail Scripps Corridor Extension Project | | | | | |
| 5 | GA | Atlanta—East Line 1—20 Corridor Project | | | | | |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU | | | | | | | |
|-------------|-------|---|---------|---------|---------|---------|-------|
| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
| 6 | GA | Atlanta—MARTA Memorial Drive Bus Rapid Transit | | | | | |
| 7 | GA | Atlanta—GRTA I-75 Corridor, Downtown | | | | | |
| 8 | GA | Atlanta—Interstate 285 Transit Corridor. | | | | | |
| 9 | GA | Atlanta—Georgia 400 North Line Corridor Project | | | | | |
| 10 | GA | Atlanta—Belt Line C-Loop | | | | | |
| 11 | GA | Atlanta—I-20 East Line I-20 Corridor Project | | | | | |
| 12 | GA | Atlanta—West Line I-20 Corridor Project | | | | | |
| 106 | GA | Lovejoy to Griffin, Georgia Commuter Rail | | | | | |
| 82 | GU | Guam—Tumon Bay-Airport Light Rail | | | | | |
| 86 | HI | Honolulu—Rapid Transit Project | | | | | |
| 32 | IA | Cedar Rapids, Iowa—River Rail Project | | | | | |
| 21 | ID | Boise—Downtown Circulator | | | | | |
| 22 | ID | Boise, Idaho—Valley Regional Transit | | | | | |
| 41 | IL | Chicago—Cermack Road BRT | | | | | |
| 42 | IL | Chicago CTA—Red Line Extension | | | | | |
| 43 | IL | Chicago CTA—Chicago Transit Hub (Circle Line-Ogden Streetcar) | | | | | |
| 44 | IL | Chicago CTA—Orange Line Extension (Midway Airport to Ford City) | | | | | |
| 45 | IL | Chicago CTA—Yellow Line Extension (Dempster-Old Orchard) | | | | | |
| 46 | IL | Chicago—Ogden Avenue Corridor | | | | | |
| 47 | IL | Chicago—Pace Golf Road Bus Rapid Transit | | | | | |
| 117 | IL | Metra BNSF Naperville to Aurora Corridor Extension and Improvements | | | | | |
| 118 | IL | Metra South Suburban Airport Commuter Rail Extension | | | | | |
| 119 | IL | Metra SouthEast Service Line Commuter Rail | | | | | |
| 120 | IL | Metra STAR Line Inter-Suburban Commuter Rail | | | | | |
| 121 | IL | Metra UP Northwest Line Core Capacity Upgrades | | | | | |
| 122 | IL | Metra UP West Line Core Capacity Upgrades | | | | | |
| 123 | IL | Metra-West Line Extension, Elgin to Rockford | | | | | |
| 181 | IL | Ottawa, Illinois—Illinois Valley Commuter Rail Extension | | | | | |
| 203 | IL | Rock Island, Illinois—Quad Cities Rapid Transit System | | | | | |
| 89 | IN | Indianapolis—System of Metropolitan Area Rapid Transit | | | | | |
| 169 | IN | Northern Indiana—Commuter District Line | | | | | |
| 170 | IN | Northern Indiana—West Lake Commuter Rail Link (South Shore Commuter Rail) | | | | | |
| 17 | LA | Baton Rouge—Bus Rapid Transit | | | | | |
| 154 | LA | New Orleans—Airport-CBD Commuter Rail | | | | | |
| 155 | LA | New Orleans—Riverfront Streetcar Downriver Extension | | | | | |
| 156 | LA | New Orleans—Riverfront Streetcar Upriver Extension | | | | | |
| 23 | MA | Boston—Assembly Square Orange Line Station | | | | | |
| 24 | MA | Boston—Lechmere Transit Improvement Somerville and Medford | | | | | |
| 25 | MA | Boston—North Shore Corridor and Blue Line Extension | | | | | |
| 26 | MA | Boston—North/South Rail Link | | | | | |
| 27 | MA | Boston—Urban Ring BRT | | | | | |
| 73 | MA | Fitchburg, Massachusetts—Commuter Rail Extensions and Improvements | | | | | |
| 113 | MA | Massachusetts—Commuter Rail Extensions to Worcester and New Bedford | | | | | |
| 144 | MA | New Bedford-Fall River, Massachusetts—Commuter Rail Extension | | | | | |
| 16 | MD | Baltimore Red Line/Green Line J Transit Project | | | | | |
| 110 | MD | Maryland—I-270 Corridor Cities Transitway | | | | | |
| 111 | MD | Maryland—Route 5 Corridor to Waldorf | | | | | |
| 112 | MD | Maryland—Silver Spring Capacity Improvements | | | | | |
| 138 | MD | Montgomery and Prince George's Counties, Maryland—Bi-County Transitway (PurpleLine) | | | | | |
| 4 | MI | Ann Arbor/Downtown Detroit—Transit Improvement Project | | | | | |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

SAFETEA-LU

| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|-------------|-------|--|---------|---------|---------|---------|-------|
| 69 | MI | Detroit—Center City Loop | | | | | |
| 70 | MI | Detroit—Woodward Corridor | | | | | |
| 81 | MI | Grand Rapids—Fixed Guideway Corridor Project | | | | | |
| 97 | MN | Lakeville, Minnesota—Cedar Avenue Corridor Bus Rapid Transit | | | | | |
| 133 | MN | Minneapolis—Northwest Corridor Busway | | | | | |
| 134 | MN | Minneapolis-St. Paul—Central Corridor Transit Project | | | | | |
| 135 | MN | Minneapolis-St. Paul-Hinckley, Minnesota—Rush Line Corridor | | | | | |
| 243 | MN | St. Paul—Red Rock Corridor Commuter Rail Project | | | | | |
| 238 | MO | St. Louis Metro Link—Scott AFB to Mid America Airport | | | | | |
| 239 | MO | St. Louis—East/West Gateway | | | | | |
| 240 | MO | St. Louis—Metro Link Northside Daniel Boone Project | | | | | |
| 241 | MO | St. Louis—Metro South Corridor | | | | | |
| 242 | MO | St. Louis—University Downtown Trolley | | | | | |
| 92 | MO/KS | Kansas City, Missouri-Lawrence, Kansas—Commuter Rail | | | | | |
| 136 | MO/KS | Missouri/Kansas—Interstate 35 Transit Corridor | | | | | |
| 84 | MS | Harrison County, Mississippi—Canal Road Intermodal Connector | | | | | |
| 34 | NC | Charlotte—Charlotte Multimodal Station | | | | | |
| 35 | NC | Charlotte—North Corridor Project | | | | | |
| 36 | NC | Charlotte—Northeast Corridor Project | | | | | |
| 37 | NC | Charlotte—South Corridor LRT Extension 14 to Rock Hill, South Carolina | | | | | |
| 38 | NC | Charlotte—Southeast Corridor Project | | | | | |
| 39 | NC | Charlotte—West Corridor Project | | | | | |
| 40 | NC | Charlotte—Center City Streetcar Project | | | | | |
| 188 | NC | Piedmont Authority Regional Transportation—East-West Rail Transit Corridor Project | | | | | |
| 264 | NC | Winston-Salem—Downtown Streetcar System | | | | | |
| 139 | NH | Nashua-Manchester—Commuter Rail Extension | | | | | |
| 18 | NJ | Bayonne, New Jersey—Hudson Bergen LRT Extension to NY Harbor | | | | | |
| 30 | NJ | Camden, New Jersey—North Ferry Terminal | | | | | |
| 146 | NJ | New Jersey Trans-Hudson Midtown Corridor | | | | | |
| 147 | NJ | New Jersey Transit—Northeast Corridor Trans-Hudson Commuter Rail Improvements | | | | | |
| 148 | NJ | New Jersey Transit—Morris/Essex/Boonton Trans-Hudson Commuter Rail Improvements | | | | | |
| 149 | NJ | New Jersey Transit—New York Susquehanna and Western RR Commuter Extension | | | | | |
| 150 | NJ | New Jersey Transit—Phillipsburg Extension | | | | | |
| 151 | NJ | New Jersey Transit—West Trenton Line Commuter Line Service Extension | | | | | |
| 153 | NJ | New Jersey Urban Core | | | | | |
| 199 | NJ | Raritan Valley, New Jersey—Commuter Rail | | | | | |
| 237 | NJ | Southern New Jersey to Philadelphia Transit Project | | | | | |
| 250 | NJ | Trenton Trolley | | | | | |
| 152 | NJ/PA | New Jersey-Pennsylvania Lackawanna Cutoff Rail Restoration | | | | | |
| 3 | NM | Albuquerque—High Capacity Corridor | | | | | |
| 19 | NM | Bernalillo-Santa Fe—New Mexico Commuter Rail | | | | | |
| 229 | NM | Santa Fe—El Dorado Rail Link | | | | | |
| 85 | NV | Henderson-Las Vegas-North Las Vegas—Regional Fixed Guideway Project | | | | | |
| 96 | NV | Lake Tahoe—Passenger Ferry Service | | | | | |
| 99 | NV | Las Vegas—Boulder Highway MAX Bus Rapid Transit | | | | | |
| 200 | NV | Reno, Nevada—Virginia Street Bus Rapid Transit Project | | | | | |
| 103 | NY | Long Island Railroad—Nassau Hub | | | | | |
| 131 | NY | Middletown-South Fallsburg, New York, Passenger Rail | | | | | |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

SAFETEA-LU

| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|-------------|-------|--|---------|---------|---------|---------|-------|
| 143 | NY | Nassau and Queens Counties, New York—LIRR Main Line Third Track Project | | | | | |
| 157 | NY | New York—Governors Island Transportation Access | | | | | |
| 158 | NY | New York—Long Island Sound (Long Island) Ferry Service | | | | | |
| 159 | NY | New York—Long Island Sound (Westchester) Ferry Service | | | | | |
| 160 | NY | New York—NYC Bus Rapid Transit | | | | | |
| 161 | NY | New York—NYC Highline | | | | | |
| 162 | NY | New York—Penn Station Access Project | | | | | |
| 163 | NY | New York—Rockaway-Brooklyn Army Terminal-Manhattan Ferry Service | | | | | |
| 164 | NY | New York—Staten Island to Manhattan High-Speed Ferry Service Extension | | | | | |
| 165 | NY | New York—Stewart Airport Rail Access | | | | | |
| 166 | NY | New York—Tappan Zee I-287 Corridor | | | | | |
| 167 | NY | New York—West Harlem Waterfront Ferry Improvements | | | | | |
| 168 | NY | Newburg, New York—LRT System | | | | | |
| 50 | OH | Cleveland-Akron-Canton (Northeast Ohio) Commuter Rail | | | | | |
| 52 | OH | Columbus—North Corridor LRT Project | | | | | |
| 58 | OH | Dayton—Aviation Heritage Corridor 21 Streetcar Project | | | | | |
| 59 | OH | Dayton—Aviation Heritage Corridor Streetcar Project Phase I | | | | | |
| 104 | OH | Lorain-Cleveland Commuter Rail | | | | | |
| 248 | OH | Toledo, Ohio—CBD to Zoo | | | | | |
| 249 | OH | Toledo, Ohio—University Corridor | | | | | |
| 98 | OR | Lane County, Oregon—Bus Rapid Transit, Phase 2 | | | | | |
| 194 | OR | Portland Streetcar Extensions | | | | | |
| 195 | OR | Portland-Yarmouth-Brunswick-Lewiston/Auburn Passenger Rail | | | | | |
| 72 | PA | Erie, Pennsylvania—Ferry Acquisition | | | | | |
| 83 | PA | Harrisburg, Pennsylvania—Corridor One MOS-2 (East Mechanicsburg to Carlisle) | | | | | |
| 183 | PA | Philadelphia—Elwyn to Wawa Train Service Restoration | | | | | |
| 184 | PA | Philadelphia—Navy Yard Transit Extension | | | | | |
| 185 | PA | Philadelphia—52nd Street City Connector Project | | | | | |
| 186 | PA | Philadelphia—Route 100 Rapid Trolley Extension | | | | | |
| 187 | PA | Philadelphia—Broad Street Subway Line Extension | | | | | |
| 190 | PA | Pittsburgh—Keystone West Passenger Rail Corridor in Blair, Cambria, West Moreland and Allegheny Counties | | | | | |
| 191 | PA | Pittsburgh—East-West Corridor Rapid Transit | | | | | |
| 192 | PA | Pittsburgh—Martin Luther King, Jr. Busway Extension | | | | | |
| 193 | PA | Pittsburgh—Oakland Technology Corridor | | | | | |
| 198 | PA | Quakertown-Stoney Creek, Pennsylvania—Rail Restoration | | | | | |
| 227 | PR | San Juan Tren Urbano—Extension from Rio Piedras to Carolina | | | | | |
| 228 | PR | San Juan—Tren Urbano Minillas Extension | | | | | |
| 182 | RI | Pawtucket, Rhode Island—Commuter Rail Station | | | | | |
| 196 | RI | Providence—South County Commuter Rail Phase II | | | | | |
| 51 | SC | Columbia, South Carolina—Light Rail | | | | | |
| 74 | SC | Florence-Myrtle Beach, South Carolina—Transit Corridor | | | | | |
| 114 | TN | Memphis—Downtown Airport Corridor | | | | | |
| 115 | TN | Memphis—Intermodal Terminal | | | | | |
| 116 | TN | Memphis Regional Rail Plan | | | | | |
| 140 | TN | Nashville—Area Transit Corridors | | | | | |
| 141 | TN | Nashville—Southeast Rail Corridor | | | | | |
| 142 | TN | Nashville Tennessee Commuter Rail | | | | | |
| 234 | TN | Sevierville to Pigeon Ford, Tennessee— Bus Rapid Transit | | | | | |
| 13 | TX | Austin—San Antonio I-35 Commuter Rail | | | | | |
| 14 | TX | Austin—Rapid Bus Project | | | | | |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU | | | | | | | |
|-------------|-------|--|---------|---------|---------|---------|-------|
| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
| 15 | TX | Austin—Urban Commuter Rail | | | | | |
| 31 | TX | Carrollton, Texas—Regional Intermodal Passenger Rail Facility Project | | | | | |
| 54 | TX | Corpus Christi—Downtown Rail Trolley | | | | | |
| 55 | TX | Dallas Area Rapid Transit—Dallas Central Business District | | | | | |
| 56 | TX | Dallas Area Rapid Transit—Rowlett LRT Extension | | | | | |
| 57 | TX | Dallas Area Rapid Transit—Beltline to DFW Airport | | | | | |
| 60 | TX | Denton County Transportation Authority, Texas—Fixed Guideway Project | | | | | |
| 77 | TX | Fort Worth—Cottonbelt Commuter Rail to DFW | | | | | |
| 78 | TX | Fort Worth—Trinity Railway Express Commuter Rail Extensions | | | | | |
| 79 | TX | Galveston—Rail Trolley Extension | | | | | |
| 87 | TX | Houston—Commuter Rail Service in Harris & Fort Bend Counties | | | | | |
| 88 | TX | Houston—Advanced Transportation Technology System | | | | | |
| 216 | TX | San Antonio—Bus Rapid Transit | | | | | |
| 178 | UT | Ogden—Intermodal-Weber State University Transit Connection | | | | | |
| 197 | UT | Provo-Orem Utah—Bus Rapid Transit | | | | | |
| 207 | UT | Salt Lake City—Airport to University LRT | | | | | |
| 208 | UT | Salt Lake City—Delta Center to Gateway Intermodal Center LRT Extension | | | | | |
| 209 | UT | Salt Lake City—Draper to Sandy LRT Extension | | | | | |
| 210 | UT | Salt Lake-Provo—Commuter Rail Extension | | | | | |
| 211 | UT | Salt Lake City—TRAX Capacity Improvements | | | | | |
| 212 | UT | Salt Lake City—West Valley City LRT Extension | | | | | |
| 213 | UT | Salt Lake City—West Valley City 3500 South BRT | | | | | |
| 214 | UT | Salt Lake City—West Jordan LRT Extension | | | | | |
| 215 | UT | Salt Lake City to South Davis Transit Connection | | | | | |
| 171 | VA | Norfolk—Naval Station Corridor | | | | | |
| 172 | VA | Norfolk-Petersburg—United States Route 460 Commuter Rail Project | | | | | |
| 173 | VA | Northern Virginia—Crystal City Potomac Yards Transit | | | | | |
| 174 | VA | Northern Virginia—Columbia Pike Rapid Transit Project | | | | | |
| 175 | VA | Northern Virginia—Dulles Corridor Extension, Phase 2 | | | | | |
| 176 | VA | Northern Virginia—Richmond Highway (Route 1) Rapid Transit Project | | | | | |
| 257 | VA | Virginia Beach—Bus Rapid Transit | | | | | |
| 258 | VA | Virginia Railway Express Capacity Improvements | | | | | |
| 262 | VA | Williamsburg-Newport News—Peninsula Rail Transit | | | | | |
| 49 | WA | Clark County, Washington—MAX Extension | | | | | |
| 95 | WA | King County, Washington—I-405 Corridor Bus Rapid Transit | | | | | |
| 230 | WA | Seattle—Monorail Project Post—Green Line Extensions | | | | | |
| 231 | WA | Seattle—Link LRT Extensions | | | | | |
| 232 | WA | Seattle—Sound Transit Commuter Rail | | | | | |
| 233 | WA | Seattle—Sound Transit Regional Express Bus | | | | | |
| 256 | WA | Vancouver—Interstate MAX Extension to Clark County, Washington | | | | | |
| 260 | WA | Washington State Ferries and Ferry Facilities | | | | | |
| 261 | WA | Washington State—Issaquah Valley Trolley Project | | | | | |
| 93 | WI | Kenosha-Racine-Milwaukee Metra Commuter Rail Extension (Wisconsin) | | | | | |
| 94 | WI | Kenosha, Wisconsin Streetcar Expansion Project | | | | | |
| 107 | WI | Madison, Wisconsin—Madison Streetcar | | | | | |
| 108 | WI | Madison, Wisconsin—Light Rail Transportation | | | | | |
| 109 | WI | Madison and Dane Counties, Wisconsin—Transport 2020 Commuter Rail | | | | | |
| 132 | WI | Milwaukee—Downtown Dedicated Guideway Transit Connector | | | | | |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

SAFETEA-LU

| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---|-------|---|---------|---------|---------|---------|-------------|
| Other Funded New Starts Projects | | | | | | | |
| 4 | AL | Birmingham-Jefferson Transit Authority-I-65 South BRT | ----- | ----- | ----- | ----- | 100,000,000 |
| 21 | CA | Los Angeles County Metropolitan Transportation Authority : Mid-City/Exposition Light Rail Transit Project | ----- | ----- | ----- | ----- | 11,000,000 |
| 22 | CA | Metro Gold Line Foothill Extension Construction Authority: Gold Line Foothill LRT Project | ----- | ----- | ----- | ----- | 6,000,000 |
| 39 | CA | Sacramento-South Corridor LRT Extension (Phase 2), Meadowview to Consumnes River College | ----- | ----- | ----- | ----- | 11,000,000 |
| 40 | CA | Sacramento Regional Transit District: Downtown Natoma Airport Transit Corridor | ----- | ----- | ----- | ----- | 5,000,000 |
| 41 | CA | San Diego-Mid-Coast LRT Extension | ----- | ----- | ----- | ----- | 11,000,000 |
| 42 | CA | San Francisco Muni Third St. Light Rail Transit-Phase I/II | ----- | ----- | ----- | ----- | 15,000,000 |
| 43 | CA | Santa Clara Valley Transportation Authority-Silicon Valley Rapid Transit Corridor Project | ----- | ----- | ----- | ----- | 11,000,000 |
| 45 | CA | Sonoma Marin Area Rail Transit (SMART) Project | ----- | ----- | ----- | ----- | 5,000,000 |
| 10 | CO | Denver Regional Transit District-West Corridor | ----- | ----- | ----- | ----- | 270,000,000 |
| 7 | CT | Bridgeport, Connecticut-Bridgeport Intermodal Transit Center | ----- | ----- | ----- | ----- | 28,000,000 |
| 27 | CT/MA | New Bedford-Fall River, Massachusetts Commuter Rail Extension | ----- | ----- | ----- | ----- | 10,000,000 |
| 28 | CT | New Britain-Hartford Busway Project | ----- | ----- | ----- | ----- | 55,000,000 |
| 48 | CT | Stamford, Connecticut Urban Transitway Phase II | ----- | ----- | ----- | ----- | 22,800,000 |
| 9 | DE | Delaware-Wilmington-Newark Commuter Rail Improvements | ----- | ----- | ----- | ----- | 14,000,000 |
| 52 | DE | Wilmington, Delaware-Commuter Rail to Middletown | ----- | ----- | ----- | ----- | 24,900,000 |
| 23 | FL | Miami-Downtown Streetcar Project | ----- | ----- | ----- | ----- | 50,000,000 |
| 49 | FL | Tampa-Streetcar Extension to Downtown Tampa | ----- | ----- | ----- | ----- | 3,000,000 |
| 30 | LA | New Orleans-Airport-CBD Commuter Rail | ----- | ----- | ----- | ----- | 5,000,000 |
| 31 | LA | New Orleans-Desire Corridor Streetcar | ----- | ----- | ----- | ----- | 69,700,000 |
| 5 | MA | Boston-Assembly Square Orange Line Station | ----- | ----- | ----- | ----- | 25,000,000 |
| 6 | MA | Boston-Silver Line BRT Phase II | ----- | ----- | ----- | ----- | 20,000,000 |
| 2 | MD | Baltimore Red Line/Green Line Transit Project | ----- | ----- | ----- | ----- | 102,300,000 |
| 1 | MI | Ann Arbor Michigan/Downtown Detroit Transit Improvement Project | ----- | ----- | ----- | ----- | 100,000,000 |
| 11 | MI | Grand Rapids-Fixed Guideway Corridor Project | ----- | ----- | ----- | ----- | 14,400,000 |
| 24 | MN | Minneapolis-North Star Corridor | ----- | ----- | ----- | ----- | 80,000,000 |
| 46 | MO | St. Louis-Metro South Corridor Metrolink Light Rail Extension | ----- | ----- | ----- | ----- | 135,000,000 |
| 47 | MO | St. Louis-North Side and Daniel Boone Corridors Metrolink Light Rail Extensions | ----- | ----- | ----- | ----- | 275,000,000 |
| 12 | MS | Harrison County, Mississippi HOV/BRT Canal Road Intermodal Connector | ----- | ----- | ----- | ----- | 70,000,000 |
| 25 | MS | Mississippi-I-69 HOV/BRT | ----- | ----- | ----- | ----- | 70,000,000 |
| 29 | NJ | New Jersey Transit-Northeast Corridor Trans-Hudson Commuter Rail Improvements | ----- | ----- | ----- | ----- | 80,000,000 |
| 3 | NM | Bernalillo-Santa Fe-New Mexico Commuter Rail | ----- | ----- | ----- | ----- | 75,000,000 |
| 44 | NM | Santa Fe-El Dorado Rail Link | ----- | ----- | ----- | ----- | 5,400,000 |
| 13 | NV | Henderson-Las Vegas-North Las Vegas-Regional Fixed Guideway Project | ----- | ----- | ----- | ----- | 32,000,000 |
| 16 | NV | Lake Tahoe-Passenger Ferry Service | ----- | ----- | ----- | ----- | 8,000,000 |
| 18 | NV | Las Vegas-Boulder Highway MAX Bus Rapid Transit | ----- | ----- | ----- | ----- | 12,000,000 |
| 19 | NV | Las Vegas-Resort Corridor Downtown Extension Project | ----- | ----- | ----- | ----- | 16,000,000 |
| 38 | NV | Reno, Nevada-Virginia Street Bus Rapid Transit | ----- | ----- | ----- | ----- | 12,000,000 |
| 20 | NY | Long Island Railroad-Nassau Hub | ----- | ----- | ----- | ----- | 10,000,000 |
| 32 | NY | New York-Penn Station Access Project | ----- | ----- | ----- | ----- | 15,000,000 |
| 33 | NY | New York-Stewart Airport Rail Access | ----- | ----- | ----- | ----- | 40,000,000 |
| 17 | OR | Lane County, Oregon-Bus Rapid Transit, Phase 2 | ----- | ----- | ----- | ----- | 31,000,000 |
| 37 | PA | Philadelphia-Schuylkill Valley Metro | ----- | ----- | ----- | ----- | 250,000,000 |
| 36 | PA/NJ | Pennsylvania-New Jersey Lackawanna Cutoff Rail Restoration | ----- | ----- | ----- | ----- | 120,000,000 |
| 34 | RI | Providence-South County Commuter Rail, Phase II | ----- | ----- | ----- | ----- | 60,000,000 |
| 35 | RI | Providence-South County Commuter Rail | ----- | ----- | ----- | ----- | 36,000,000 |
| 26 | TN | Nashville-Commuter Rail | ----- | ----- | ----- | ----- | 6,200,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 2

SAFETEA-LU Authorized Section 5309 New Starts Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU | | | | | | | |
|-------------------------|-------|---|---------------|---------------|---------------|---------------|-----------------|
| Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
| 8 | TX | Dallas Area Rapid Transit-NW/SW Light Rail Transit Minimal Operable Segment | ----- | ----- | ----- | ----- | 260,000,000 |
| 14 | TX | Houston-Advanced Transportation Technology System in Harris County | ----- | ----- | ----- | ----- | 245,000,000 |
| 50 | UT | Utah-Regional Commuter Rail | ----- | ----- | ----- | ----- | 200,000,000 |
| 51 | WA | Washington State Ferries | ----- | ----- | ----- | ----- | 25,000,000 |
| 15 | WI | Kenosha-Racine-Milwaukee Metra Commuter Rail Extension (Wisconsin) | ----- | ----- | ----- | ----- | 80,000,000 |
| subtotal..... | | | ----- | ----- | ----- | ----- | 3,237,700,000 |
| Grand Total..... | | | \$858,360,578 | \$634,405,565 | \$444,817,697 | \$279,180,764 | \$5,454,464,604 |

FEDERAL TRANSIT ADMINISTRATION
TABLE 3
SAFETEA-LU Authorized Section 5339 Alternative Analysis Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|------------------------|-------|--|---------------------|---------------------|---------|---------|---------------------|
| 5 | CA | San Gabriel Valley-Gold Line Foothill Extension Corridor Study | \$1,250,000 | \$1,250,000 | ----- | ----- | \$2,500,000 |
| 7 | IL | Metra BNSF Naperville to Aurora Corridor Study | 1,250,000 | 1,250,000 | ----- | ----- | 2,500,000 |
| 13 | IL | Metra-West Line Extension, Elgin to Rockford Study | 1,000,000 | 1,000,000 | ----- | ----- | 2,000,000 |
| 12 | MD | Baltimore Red Line/Green Line Transit Project Study | 1,500,000 | 1,500,000 | ----- | ----- | 3,000,000 |
| 1 | MIN | Minnesota Red Rock Corridor/Rush Line/Central Corridors Studies | 2,000,000 | 2,000,000 | ----- | ----- | 4,000,000 |
| 14 | MS | Madison-Ridgeland Transportation Commission, Mississippi, Madison LRT Corridor Study | 350,000 | 350,000 | ----- | ----- | 700,000 |
| 11 | NC | Piedmont Authority Regional Transportation East-West Corridor Study | 1,000,000 | 1,000,000 | ----- | ----- | 2,000,000 |
| 2 | NJ | Trans-Hudson Midtown corridor Study | 1,500,000 | 1,500,000 | ----- | ----- | 3,000,000 |
| 6 | NJ | Monmouth-Ocean-Middlesex Counties, New Jersey Corridor Study | 1,250,000 | 1,250,000 | ----- | ----- | 2,500,000 |
| 18 | NJ | New Jersey Transit Midtown Project Study | 2,500,000 | 2,500,000 | ----- | ----- | 5,000,000 |
| 10 | NM | Middle Rio Grande Coalition of Governments, Albuquerque to Santa Fe Corridor Study | 500,000 | 500,000 | ----- | ----- | 1,000,000 |
| 3 | OR | Lane County, Oregon Bus Rapid Transit Phase II Corridor Study | 500,000 | 500,000 | ----- | ----- | 1,000,000 |
| 4 | OR | Portland Streetcar, Oregon Corridor Study | 1,500,000 | 1,500,000 | ----- | ----- | 3,000,000 |
| 15 | SC | South Carolina Department of Transportation Light Rail Study | 300,000 | 300,000 | ----- | ----- | 600,000 |
| 17 | UT | Sevierville County Transportation Board, Sevier County BRT Study | 500,000 | 500,000 | ----- | ----- | 1,000,000 |
| 16 | UT | Provo Orem BRT Study | 500,000 | 500,000 | ----- | ----- | 1,000,000 |
| 9 | WA | Sound Transit I-90 Long-Range Plan Corridor Studies | 750,000 | 750,000 | ----- | ----- | 1,500,000 |
| 8 | WI | Madison and Dane Counties, Wisconsin Transport 2020 Corridor Study | 750,000 | 750,000 | ----- | ----- | 1,500,000 |
| Total..... | | | \$18,900,000 | \$18,900,000 | ----- | ----- | \$37,800,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|---|-------------|-------------|-------------|-------------|-------------|
| 427 | AK | Alaska Native Medical Center intermodal parking facility | \$1,150,000 | \$1,200,000 | \$1,300,000 | \$1,350,000 | \$5,000,000 |
| 466 | AK | Anchorage-Transit Needs | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 422 | AK | C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK | 1,150,000 | 1,200,000 | 1,300,000 | 1,350,000 | 5,000,000 |
| 425 | AK | CITC Non-profit Services Center inter-modal parking facility, Anchorage, AK | 690,000 | 720,000 | 780,000 | 810,000 | 3,000,000 |
| 541 | AK | Hoonah, AK-Intermodal Ferry Dock | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 416 | AK | Improve marine inter-modal facilities in Ketchikan | 3,220,000 | 3,360,000 | 3,640,000 | 3,780,000 | 14,000,000 |
| 436 | AK | Intermodal facility improvements at the Port of Anchorage | 5,750,000 | 6,000,000 | 6,500,000 | 6,750,000 | 25,000,000 |
| 236 | AK | Juneau, Alaska-transit bus acquisition and transit center | 345,000 | 360,000 | 390,000 | 405,000 | 1,500,000 |
| 550 | AK | Juneau-Transit Bus Acquisition and Transit Center | 344,000 | 357,000 | 388,000 | 411,000 | 1,500,000 |
| 553 | AK | Ketchikan, Alaska-Transit Needs | 57,000 | 60,000 | 65,000 | 68,000 | 250,000 |
| 574 | AK | Matsu, Alaska-Transit Needs | 115,000 | 119,000 | 129,000 | 137,000 | 500,000 |
| 423 | AK | Morris Thompson Cultural and Visitors Center intermodal parking facility, Fairbanks, AK | 575,000 | 600,000 | 650,000 | 675,000 | 2,500,000 |
| 596 | AK | North Slope Borough, AK-Transit Purposes | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 597 | AK | North Star Borough, AK-Transit Purposes | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 616 | AK | Sitka, Alaska-Transit Needs | 57,000 | 60,000 | 65,000 | 68,000 | 250,000 |
| 664 | AK | Wrangell, AK-Ferry Infrastructure | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 461 | AL | Alabama Institute for Deaf and Blind-Bus project | 115,000 | 119,000 | 129,000 | 137,000 | 500,000 |
| 462 | AL | Alabama State Port Authority-Choctaw Point Terminal | 4,582,000 | 4,760,000 | 5,173,000 | 5,485,000 | 20,000,000 |
| 437 | AL | American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility | 76,912 | 80,256 | 86,944 | 90,288 | 334,400 |
| 98 | AL | Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 496 | AL | City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 501 | AL | City of Huntsville, AL- Cummings Park Intermodal Center | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 503 | AL | City of Montgomery, AL-ITS Acquisition and Implementation | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 504 | AL | City of Montgomery, AL-Montgomery Airport Intermodal Center | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 507 | AL | City of Tuscaloosa, AL-Intermodal Facility | 1,374,000 | 1,428,000 | 1,552,000 | 1,646,000 | 6,000,000 |
| 528 | AL | Gadsden, AL-Community Buses | 115,000 | 119,000 | 129,000 | 137,000 | 500,000 |
| 534 | AL | Gulf Shores, AL-Community Buses | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 582 | AL | Mobile County, AL Commission-Bus project | 115,000 | 119,000 | 129,000 | 137,000 | 500,000 |
| 644 | AL | University of Alabama in Birmingham Intermodal Facility | 1,604,000 | 1,666,000 | 1,811,000 | 1,919,000 | 7,000,000 |
| 645 | AL | University of Alabama in Huntsville Intermodal Facility | 1,374,000 | 1,428,000 | 1,552,000 | 1,646,000 | 6,000,000 |
| 646 | AL | University of Alabama Intermodal Facility South | 2,062,000 | 2,142,000 | 2,328,000 | 2,468,000 | 9,000,000 |
| 647 | AL | University of Alabama Transit System | 344,000 | 357,000 | 388,000 | 411,000 | 1,500,000 |
| 650 | AL | US Space and Rocket Center, AL-Tramway Expansion | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 487 | AR | Central Arkansas Transit Authority Facility Upgrades | 450,000 | 550,000 | 750,000 | 1,000,000 | 2,750,000 |
| 231 | AR | Harrison, Arkansas-Trolley Barn | 7,691 | 8,026 | 8,694 | 9,029 | 33,440 |
| 263 | AR | Wilmar, AR Develop the Southeast Arkansas Intermodal Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 304 | AZ | Coconino County buses and bus facilities for Flagstaff, AZ | 240,350 | 250,800 | 271,700 | 282,150 | 1,045,000 |
| 229 | AZ | Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System | 182,666 | 190,608 | 206,492 | 214,434 | 794,200 |
| 47 | AZ | Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride) | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 346 | AZ | Phoenix, AZ Construct metro bus facility in Phoenix's West Valley | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 150 | AZ | Phoenix, AZ Construct regional heavy bus maintenance facility | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 26 | AZ | Scottsdale, Arizona-Plan, design, and construct intermodal center | 480,700 | 501,600 | 543,400 | 564,300 | 2,090,000 |
| 203 | AZ | Tempe, Arizona-Construct East Valley Metro Bus Facility | 1,249,820 | 1,304,160 | 1,412,840 | 1,467,180 | 5,434,000 |
| 75 | CA | Alameda County, CA AC Transit Bus Rapid Transit Corridor Project | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 288 | CA | Alameda County, CA AC Transit Bus Rapid Transit Corridor Project | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 398 | CA | Amador County, California-Regional Transit Center | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 76 | CA | Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 227 | CA | Berkeley, CA Construct Ed Roberts Campus Intermodal Transit Disability Center | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 119 | CA | Burbank, CA CNG Transit Vehicles Purchase for Local Transit Network Expansion | 86,526 | 90,288 | 97,812 | 101,574 | 376,200 |
| 396 | CA | Burbank, CA Construction of Empire Area Transit Center near Burbank Airport | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 190 | CA | Calexico, CA Purchase new buses for the Calexico Transit System | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 132 | CA | Carson, CA Purchase one bus | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 407 | CA | Carson, CA Purchase one trolley-bus vehicle | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 108 | CA | Carson, CA Purchase two transfer facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 54 | CA | City of Alameda, CA Plan, design, and construct intermodal facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 155 | CA | City of Livermore, CA Construct Bus Facility for Livermore Amador Valley Transit Authority | 432,630 | 451,440 | 489,060 | 507,870 | 1,881,000 |
| 158 | CA | Covina, El Monte, Baldwin Park, Upland, CA Parking and Electronic Signage Improvements | 336,490 | 351,120 | 380,380 | 395,010 | 1,463,000 |
| 207 | CA | Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility | 711,436 | 742,368 | 804,232 | 835,164 | 3,093,200 |
| 17 | CA | Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 11 | CA | Development of Gold Country Stage Transit Transfer Center, Nevada County, CA | 178,882 | 186,659 | 202,214 | 209,992 | 777,747 |
| 339 | CA | East San Diego County, California-Bus Maintenance Facility Expansion | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 101 | CA | Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 222 | CA | Escondido, CA-Construct Bus Maintenance Facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 387 | CA | Fresno, CA-Develop program of low-emission transit vehicles | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 260 | CA | Gardena, CA Purchase of alternative fuel buses for service expansion, on-board security system and bus facility training equipment | 1,178,676 | 1,229,923 | 1,332,417 | 1,383,664 | 5,124,680 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|---|-----------|-----------|-----------|-----------|------------|
| 212 | CA | Glendale, CA Construction of Downtown Streetcar Project | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 1 | CA | Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System | 88,833 | 92,696 | 100,420 | 104,283 | 386,232 |
| 414 | CA | Hercules, CA Inter-modal Rail Station Improvements | 288,420 | 300,960 | 328,040 | 338,580 | 1,254,000 |
| 276 | CA | Long Beach, CA Museum of Latin American Art, Long Beach, to build intermodal park and ride facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 332 | CA | Long Beach, CA Park and Ride Facility | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 295 | CA | Long Beach, CA Purchase one larger (75 passengers) and two smaller (40 passengers) ferryboats and construct related dock work to facilitate the use and accessibility of the ferryboats | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 410 | CA | Long Beach, CA Purchase ten clean fuel buses | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 443 | CA | Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system | 62,491 | 65,208 | 70,642 | 73,359 | 271,700 |
| 140 | CA | Los Angeles, CA Crenshaw Bus Rapid Transit | 1,639,764 | 1,711,058 | 1,853,646 | 1,924,940 | 7,129,408 |
| 223 | CA | Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus lines | 288,420 | 300,960 | 328,040 | 338,580 | 1,254,000 |
| 307 | CA | Los Angeles, CA Improve safety, mobility and access between LATTTC, Metro line and nearby bus stops on Grand Ave between Washington and 23rd | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 121 | CA | Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedar's-Sinai Medical Center | 288,420 | 300,960 | 328,040 | 338,580 | 1,254,000 |
| 326 | CA | Los Angeles, CA Install permanent irrigation system and enhanced landscaping on San Fernando Valley rapid bus transit way | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 36 | CA | Los Angeles, CA Wilshire-Vermont subway station reconstruction | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 6 | CA | Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles | 151,901 | 158,506 | 171,714 | 178,319 | 660,440 |
| 567 | CA | Los Angeles, CA, Fly-Away Bus System Expansion | 500,000 | 550,000 | 600,000 | 650,000 | 2,500,000 |
| 566 | CA | Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus System Expansion | 500,000 | 550,000 | 600,000 | 650,000 | 2,500,000 |
| 311 | CA | Mammoth Lakes, California-Regional Transit Maintenance Facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 112 | CA | Mariposa, CA-Yosemite National Park CNG-Hydrogen transit buses and facilities | 480,700 | 501,600 | 543,400 | 564,300 | 2,090,000 |
| 266 | CA | Martinez, CA Inter-modal Facility Restoration | 288,420 | 300,960 | 328,040 | 338,580 | 1,254,000 |
| 285 | CA | Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA | 2,884,200 | 3,009,600 | 3,260,400 | 3,385,800 | 12,540,000 |
| 39 | CA | Monrovia, California-Transit Village Project | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 200 | CA | Montebello, CA Bus Lines Bus Fleet Replacement Project | 134,596 | 140,448 | 152,152 | 158,004 | 585,200 |
| 186 | CA | Monterey Park, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service | 307,648 | 321,024 | 347,776 | 361,152 | 1,337,600 |
| 321 | CA | Monterey Park, CA Catch Basins at Transit Stop Installation | 61,530 | 64,205 | 69,555 | 72,230 | 267,520 |
| 191 | CA | Monterey Park, CA Safety improvements at a bus stop including creation of bus loading areas and street improvements | 307,648 | 321,024 | 347,776 | 361,152 | 1,337,600 |
| 375 | CA | Monterey, CA Purchase bus equipment | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 43 | CA | Needles, California-El Garces Intermodal Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 92 | CA | Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project | 153,824 | 160,512 | 173,888 | 180,576 | 668,800 |
| 392 | CA | Oakland, CA Construct Bay Trail between Coliseum BART station and Martin Luther King, Jr. Regional Shoreline | 173,052 | 180,576 | 195,624 | 203,148 | 752,400 |
| 352 | CA | Oakland, CA Construct streetscape & intermodal improvements at BART Station Transit Villages | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 173 | CA | Ontario, CA Construct Omnitrans Transcenter | 192,580 | 200,640 | 217,360 | 225,720 | 836,300 |
| 194 | CA | Orange County Transit Authority, California-Security surveillance and monitoring equipment | 1,017,161 | 1,061,386 | 1,149,834 | 1,194,059 | 4,422,440 |
| 244 | CA | Orange County, CA Purchase buses for rapid transit | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 366 | CA | Orange County, CA Transportation Projects to Encourage Use of Transit to Reduce Congestion | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 45 | CA | Palm Springs, California-Sunline Transit bus purchase | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 70 | CA | Palm Springs, California-Sunline Transit: CalStrat-Weststart fuel cell bus program | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 399 | CA | Pasadena, CA ITS Improvements | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 116 | CA | Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center | 288,420 | 300,960 | 328,040 | 338,580 | 1,254,000 |
| 251 | CA | Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Transit | 153,824 | 160,512 | 173,888 | 180,576 | 668,800 |
| 286 | CA | Richmond, CA BART Parking Structure | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 171 | CA | Riverside, California-RTA Advanced Traveler Information System | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 189 | CA | Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean fuel buses to improve transit service | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 84 | CA | Sacramento, CA Construct intermodal station and related improvements | 1,345,960 | 1,404,480 | 1,521,520 | 1,580,040 | 5,852,000 |
| 253 | CA | San Bernardino, CA Implement Santa Fe Depot improvements in San Bernardino | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 282 | CA | San Diego, CA Completion of San Diego Joint Transportation Operations Center (JTOC) | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 314 | CA | San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive) | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 183 | CA | San Fernando Valley, CA Reseda Blvd. Bus Rapid Transit Route | 115,368 | 120,384 | 130,416 | 135,432 | 501,600 |
| 127 | CA | San Fernando, CA Purchase CNG buses and related equipment and construct facilities | 584,531 | 609,946 | 660,774 | 686,189 | 2,541,440 |
| 377 | CA | San Francisco, CA Construct San Francisco Muni Islais Creek Maintenance Facility | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 287 | CA | San Francisco, CA Implement ITS on Muni Transit System | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 403 | CA | San Francisco, CA Implement Transbay Terminal-Caltrain Downtown Extension Project | 2,691,920 | 2,808,960 | 3,043,040 | 3,160,080 | 11,704,000 |
| 381 | CA | San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community | 793,155 | 827,640 | 896,610 | 931,095 | 3,448,500 |
| 341 | CA | San Gabriel Valley, CA-Foothill Transit Park and Rides | 1,826,660 | 1,906,080 | 2,064,920 | 2,144,340 | 7,942,000 |
| 254 | CA | San Joaquin, California Regional Rail-Altamont Commuter Express Corridor inter-modal centers | 769,120 | 802,560 | 869,770 | 902,880 | 3,344,330 |
| 382 | CA | San Luis Ray, California-Transit Center Project | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 145 | CA | Santa Ana, CA Improve Santa Ana transit terminal | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 147 | CA | Santa Barbara, CA-Expansion of Regional Intermodal Transit Center | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|------------|
| 364 | CA | Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 172 | CA | Santa Monica, CA Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions | 721,050 | 752,400 | 815,100 | 846,450 | 3,135,000 |
| 313 | CA | Solana Beach, CA-Construct Intermodal Facility | 288,420 | 300,960 | 328,040 | 338,580 | 1,254,000 |
| 27 | CA | Sonoma County, CA Purchase of CNG buses | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 401 | CA | South Pasadena, CA Silent Night Grade Crossing Project | 173,052 | 180,576 | 195,624 | 203,148 | 752,400 |
| 383 | CA | South San Francisco, CA Construction of Ferry Terminal at Oyster Point in South San Francisco to the San Francisco Bay Water Transit Authority | 913,330 | 953,040 | 1,032,460 | 1,072,170 | 3,971,000 |
| 388 | CA | Sylmar, CA Los Angeles Mission College Transit Center construction | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 315 | CA | Temecula, California-Intermodal Transit Facility | 96,140 | 100,320 | 108,608 | 112,860 | 417,928 |
| 85 | CA | Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement buses | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 459 | CA | Transbay Terminal/ Caltrain Downtown Extension Project | 4,025,000 | 4,200,000 | 4,500,000 | 4,725,000 | 17,500,000 |
| 35 | CA | Union City, CA Inter-modal Station, Phase 1: Modify BART station | 817,190 | 852,720 | 923,780 | 959,310 | 3,553,000 |
| 195 | CA | Woodland Hills, CA Los Angeles Pierce College Bus Rapid Transit Station Extension | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 83 | CA | Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 449 | CO | City of Aspen, CO Bus and Bus Facilities | 134,596 | 140,448 | 152,152 | 158,004 | 585,200 |
| 448 | CO | City of Durango, CO Bus and Bus Facilities | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 509 | CO | Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities | 5,956,000 | 6,188,000 | 6,726,000 | 7,130,000 | 26,000,000 |
| 518 | CO | Denver Regional Transit District-Bus Maintenance Facility | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 520 | CO | Denver Regional Transit District-Denver Union Station Multimodal Renovations | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 521 | CO | Denver Regional Transit District-US 36 Corridor BRT | 1,604,000 | 1,666,000 | 1,811,000 | 1,919,000 | 7,000,000 |
| 167 | CO | Denver, CO Denver Union Station Inter-modal Center | 1,057,540 | 1,103,520 | 1,195,480 | 1,241,460 | 4,598,000 |
| 435 | CO | Denver, Colorado-Regional Transportation District Bus Replacement | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 441 | CO | Grand Valley Transit, CO Bus and Bus Facilities | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 188 | CO | Mountain Express, Crested Butte, CO Bus and Bus Facilities | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 444 | CO | Pueblo Transit, CO Bus and Bus Facilities | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 445 | CO | Roaring Fork Transit Authority, CO Bus and Bus Facilities | 144,210 | 150,480 | 163,020 | 169,290 | 627,000 |
| 446 | CO | Steamboat Springs, CO Bus and Bus Facilities | 144,210 | 150,480 | 163,020 | 169,290 | 627,000 |
| 450 | CO | Town of Snowmass Village, CO Bus and Bus Facilities | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 447 | CO | Town of Telluride, CO Bus and Bus Facilities | 62,120 | 64,821 | 70,222 | 72,923 | 270,086 |
| 44 | CT | Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 478 | CT | Bridgeport, CT Facility Expansion/Improvement | 350,000 | 400,000 | 500,000 | 750,000 | 2,000,000 |
| 90 | CT | Buses and bus related facilities throughout the State of Connecticut | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 523 | CT | Downtown Middletown, CT, Transportation Infrastructure Improvement Project | 2,000,000 | 2,150,000 | 2,500,000 | 2,850,000 | 9,500,000 |
| 218 | CT | Enfield, Connecticut-Intermodal station | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 394 | CT | Hartford, CT Buses and bus-related facilities | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 267 | CT | Middletown, CT Construct intermodal center | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 589 | CT | New Haven, CT Bus Maintenance Facility | 2,000,000 | 2,150,000 | 2,500,000 | 2,850,000 | 9,500,000 |
| 269 | CT | New London, Connecticut-Intermodal Transportation Center and Streetscapes | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 369 | CT | Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 131 | CT | Stonington and Mystic, Connecticut-Intermodal Center parking facility and Streetscape | 469,163 | 489,562 | 530,358 | 550,757 | 2,039,840 |
| 32 | CT | Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District) | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 270 | CT | Vernon, Connecticut-Intermodal Center, Parking and Streetscapes | 1,461,328 | 1,524,846 | 1,651,936 | 1,715,472 | 6,353,582 |
| 657 | CT | Waterbury, CT Bus Maintenance Facility | 2,000,000 | 2,300,000 | 2,800,000 | 3,400,000 | 10,500,000 |
| 169 | DE | Delaware-University of Delaware Fuel Cell Bus Deployment | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 470 | FL | Bay County, FL - Transit Facility | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 297 | FL | Broward County, FL - Purchase Buses and construct bus facilities | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 69 | FL | Broward County, FL Buses & Bus Facilities | 1,249,820 | 1,304,160 | 1,412,840 | 1,467,180 | 5,434,000 |
| 479 | FL | Broward County-Bus and Bus Facilities | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 117 | FL | Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 439 | FL | Central Florida Commuter Rail intermodal facilities | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 453 | FL | Central Florida Commuter Rail Intermodal Facilities | 690,000 | 720,000 | 780,000 | 810,000 | 3,000,000 |
| 488 | FL | Central Florida Regional Transportation Authority-LYNX Bus Fleet Expansion Program | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 498 | FL | City of Gainesville Regional Transit System-Facility Expansion | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 508 | FL | Collier County Transit-Transit Facility | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 23 | FL | Construct intermodal transportation & parking facility, City of Winter Park, Florida | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 80 | FL | Flagler County, Florida-bus facility | 115,368 | 120,384 | 130,416 | 135,432 | 501,600 |
| 527 | FL | Florida Department of Transportation-Palm Beach County Replacement Buses | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 344 | FL | Gainesville, FL Bus Facility Expansion | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 213 | FL | Gainesville, FL Bus Rapid Transit Study | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 95 | FL | Gainesville, FL Bus Replacement | 769,120 | 802,560 | 869,770 | 902,880 | 3,344,330 |
| 538 | FL | Hillsborough Area Regional Transit-Bus Rapid Transit Improvements | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 539 | FL | Hillsborough, FL, Hillsborough Area regional Transit Authority | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| 548 | FL | Jacksonville Transportation Authority-Bus Fleet Replacement and Equipment | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 306 | FL | Jacksonville, FL Bus Replacement | 1,345,960 | 1,404,480 | 1,521,520 | 1,580,040 | 5,852,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|------------|
| 107 | FL | Jacksonville, FL Paratransit Vehicles | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 549 | FL | Jacksonville, FL Transportation Authority Paratransit Program | 350,000 | 0 | 0 | 0 | 350,000 |
| 558 | FL | Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 238 | FL | Levy County, Florida-Purchase 2. wheel chair equipped passenger buses and related equipment | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 103 | FL | Longwood, Florida-Construct Intermodal Transportation Facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 308 | FL | Miami Dade, FL N.W. 7th Avenue Transit Hub | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 211 | FL | Miami-Dade County, Florida-buses and bus facilities | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 432 | FL | Miami-Dade County, Florida-buses and bus facilities | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 133 | FL | Miami-Dade County, Florida-Transit Security System | 574,917 | 599,914 | 649,906 | 674,903 | 2,499,640 |
| 580 | FL | Miami-Dade Transit 7th Avenue NW Transit Hub | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 454 | FL | Miami-Dade Transit Dadeland South Intermodal Center | 460,000 | 480,000 | 520,000 | 540,000 | 2,000,000 |
| 136 | FL | Ocala and Marion County, Florida-replacement buses | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 294 | FL | Orlando, FL Bus Replacement | 796,120 | 802,560 | 869,440 | 902,880 | 3,371,000 |
| 14 | FL | Orlando, Florida-LYNX Bus Fleet Expansion Program | 173,052 | 180,576 | 195,624 | 203,148 | 752,400 |
| 125 | FL | Palm Beach County, FL Plan and Construct Belle Glade Combined Passenger Transit Facility | 672,980 | 702,240 | 760,760 | 790,020 | 2,926,000 |
| 367 | FL | Palm Beach, FL 20 New Buses for Palm Tran | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 248 | FL | Palm Beach, FL Palm Tran AVL-APC system with smart card fare boxes | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 600 | FL | Pinellas County Metropolitan Planning Organization-Pinellas Mobility Initiative: BRT and Guide way | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 415 | FL | Purchase Buses and construct bus facilities in Broward County, FL | 432,630 | 451,440 | 489,060 | 507,870 | 1,881,000 |
| 420 | FL | Purchase Buses and construct bus facilities in Broward County, FL | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 400 | FL | South FL Region, FL Regional Universal Automated Fare Collection System (UAFC) (for bus system) | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 623 | FL | South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 622 | FL | South Florida Regional Transportation Authority-West Palm Improvements, for any activity eligible under section 5309 | 3,436,000 | 3,570,000 | 3,880,000 | 4,114,000 | 15,000,000 |
| 31 | FL | St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 390 | FL | St. Lucie County, FL Purchase Buses | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 402 | FL | Tampa, FL Establish Transit Emphasis Corridor Project | 144,210 | 150,480 | 163,020 | 169,290 | 627,000 |
| 148 | FL | Tampa, FL Purchase buses and construct bus facilities | 432,630 | 451,440 | 489,060 | 507,870 | 1,881,000 |
| 355 | GA | Albany, GA Bus replacement | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 255 | GA | Albany, GA Multimodal Facility | 153,824 | 160,512 | 173,888 | 180,576 | 668,800 |
| 357 | GA | Athens, GA Buses and Bus Facilities | 273,038 | 284,909 | 308,651 | 320,522 | 1,187,120 |
| 247 | GA | Atlanta, GA Inter-modal Passenger Facility Improvements | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 384 | GA | Atlanta, GA MARTA Clean Fuel Bus Acquisition | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 469 | GA | Auburn University-Intermodal Parking Garage | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 144 | GA | Augusta, GA Buses and Bus Facilities | 76,912 | 80,256 | 86,944 | 90,288 | 334,400 |
| 110 | GA | Cobb County, GA Cobb County Smart Card Technology/ Bus Facility Improvements | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 91 | GA | Columbus, GA Bus replacement | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 510 | GA | Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility | 389,000 | 405,000 | 440,000 | 466,000 | 1,700,000 |
| 49 | GA | Columbus, Georgia-Buses & Bus Facilities | 186,319 | 194,420 | 210,622 | 218,723 | 810,084 |
| 530 | GA | Georgia Department of Transportation-Georgia Statewide Bus and Bus Facilities | 2,062,000 | 2,142,000 | 2,328,000 | 2,468,000 | 9,000,000 |
| 60 | GA | Georgia Statewide Bus Program | 38,456 | 40,128 | 43,472 | 45,144 | 167,200 |
| 275 | GA | Jesup, Georgia-Train Depot intermodal center | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 374 | GA | Metro-Atlanta, GA MARTA Automated Smart-Card Fare Collection System | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 406 | GA | Moultrie, GA Inter-modal facility | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 329 | GA | Quitman, Clay, Randolph, Stewart Co., GA Bus project | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 256 | GA | Savannah, GA Bus and Bus Facilities-Chatham Area Transit | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 348 | GA | Savannah, Georgia-Water Ferry River walk intermodal facilities | 384,560 | 401,280 | 434,750 | 451,440 | 1,672,030 |
| 206 | GA | Sylvester, GA Inter-modal Facility | 38,456 | 40,128 | 43,472 | 45,144 | 167,200 |
| 298 | GA | Thomasville, GA Bus Replacement | 38,456 | 40,128 | 43,472 | 45,144 | 167,200 |
| 540 | HI | Honolulu, HI, Bus Facilities | 1,350,000 | 1,300,000 | 1,300,000 | 1,300,000 | 5,250,000 |
| 440 | IA | Ames, Iowa-Expansion of CyRide Bus Maintenance Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 475 | IA | Black Hawk County, IA UNI Multimodal Project | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 242 | IA | Des Moines, IA Purchase 40 foot buses | 192,280 | 200,640 | 217,360 | 225,750 | 836,030 |
| 545 | IA | Iowa Department of Transportation-Iowa Statewide Buses and Bus Replacement | 2,749,000 | 2,856,000 | 3,104,000 | 3,291,000 | 12,000,000 |
| 176 | ID | Boise, ID-Multimodal facility | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 543 | ID | Idaho Department of Transportation - Idaho Statewide ITS for Public Transportation | 344,000 | 357,000 | 388,000 | 411,000 | 1,500,000 |
| 652 | ID | Valley Regional Transit, ID-Downtown Boise Multimodal | 1,329,000 | 1,381,000 | 1,500,000 | 1,590,000 | 5,800,000 |
| 473 | IL | Bi-State Development Agency-St. Louis Bridge Repair/Reconstruction, for any activity eligible under section 5309 | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 474 | IL | Bi-State Development Agency-St. Louis Metro Bus Fare Collection Program | 3,665,000 | 3,808,000 | 4,139,000 | 4,388,000 | 16,000,000 |
| 433 | IL | Centralia, Illinois-South Central Mass Transit District Improvements | 76,912 | 80,256 | 86,944 | 90,288 | 334,400 |
| 226 | IL | Champaign, IL-Construct park and ride lot with attached daycare facility | 288,420 | 300,690 | 326,040 | 338,580 | 1,253,730 |
| 221 | IL | Chicago, IL Construct intermodal facility at 35th Street at Metra Ride Line (Northside) | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 219 | IL | Chicago, IL Feasibility Study for intermodal station on the Metra Rock Island near Kennedy-King College | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 491 | IL | Chicago, IL, Cermak Road, Bus Rapid Transit | 200,000 | 250,000 | 300,000 | 500,000 | 1,250,000 |
| 358 | IL | Cicero, Chicago Establish Transit Signal Priority, Cicero Ave., Pace Suburban Bus | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 4 | IL | Des Plaines, Wauconda, Cook and Lake Counties, IL. Rand Road Transit Signal Priority | 153,824 | 160,512 | 173,888 | 180,576 | 668,800 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|------------|
| 296 | IL | Elgin to Rockford, Illinois-Intermodal stations along planned Metra Union Pacific West Line extension alignment, including necessary alternatives analysis | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 114 | IL | Geneva, Illinois-Construct commuter parking deck for Metra Service | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 291 | IL | Joliet, Illinois-Union Station commuter parking facility | 552,805 | 576,840 | 624,910 | 648,945 | 2,403,500 |
| 250 | IL | Maywood, IL Purchase buses | 9,614 | 10,032 | 10,868 | 11,286 | 41,800 |
| 429 | IL | Normal, Illinois-Multimodal Transportation Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 163 | IL | Normal, Illinois-Multimodal Transportation Center, including facilities for adjacent public and nonprofit uses | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 365 | IL | Pace Suburban Bus, IL South Suburban BRT Mobility Network | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 404 | IL | Rock Island, IL Improve Rock Island Mass Transit District Bus Facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 608 | IL | Rock Island, Illinois, Metrolink Transit Maintenance Facility | 200,000 | 250,000 | 300,000 | 500,000 | 1,250,000 |
| 632 | IL | Springfield, IL, Multimodal Transit Terminal | 800,000 | 1,100,000 | 1,300,000 | 1,800,000 | 5,000,000 |
| 259 | IL | St. Charles, IL-Intermodal Parking Structures | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 265 | IL | Village of Tinley Park, Illinois, 80th Avenue Commuter Rail Station reconstruction and site enhancements | 153,824 | 160,512 | 173,888 | 180,576 | 668,800 |
| 135 | IL | Wheaton, IL Pace Suburban Bus-Purchase buses | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 109 | IN | Bloomington, IN-Bus and transfer facility | 924,867 | 965,078 | 1,045,502 | 1,085,713 | 4,021,160 |
| 529 | IN | Gary, Indiana, Gary Airport Station Modernization and Shuttle Service Project | 350,000 | 400,000 | 450,000 | 500,000 | 1,700,000 |
| 544 | IN | Indianapolis Downtown Transit Center | 800,000 | 900,000 | 1,100,000 | 1,200,000 | 4,000,000 |
| 235 | IN | Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 5 | IN | Indianapolis, IN Downtown Transit Center | 2,691,920 | 2,808,960 | 3,043,040 | 3,160,080 | 11,704,000 |
| 220 | IN | Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 378 | IN | Indianapolis, IN Relocate and improve inter-modal transportation for pedestrian to Children's Museum of Indianapolis | 2,691,920 | 2,808,960 | 3,043,040 | 3,160,080 | 11,704,000 |
| 417 | IN | Indianapolis, Indiana-Children's Museum Intermodal Center | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 546 | IN | Ivy Tech State College, Indiana Multimodal Center | 150,000 | 200,000 | 250,000 | 400,000 | 1,000,000 |
| 617 | IN | South Bend, Indiana, TRANSPO Bus Operations Center | 800,000 | 900,000 | 1,100,000 | 1,200,000 | 4,000,000 |
| 141 | IN | South Bend, Indiana-Construct South Bend Bus Operations Center | 192,280 | 200,640 | 217,630 | 225,720 | 836,270 |
| 637 | IN | Terre Haute, Indiana--Cherry Street Joint Development Project | 800,000 | 900,000 | 1,100,000 | 1,200,000 | 4,000,000 |
| 53 | KS | Johnson Co., KS Bus and bus related facilities [-35. corridor], Johnson Co. Transit | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 551 | KS | Kansas City Area Transportation Authority-Bus Project | 2,291,000 | 2,380,000 | 2,587,000 | 2,742,000 | 10,000,000 |
| 552 | KS | Kansas Department of Transportation-Kansas Statewide Transit Buses, Bus Facilities, and Bus ITS | 2,749,000 | 2,856,000 | 3,104,000 | 3,291,000 | 12,000,000 |
| 372 | KY | Richmond, KY Purchase buses, bus equipment and facilities | 138,442 | 144,461 | 156,499 | 162,518 | 601,920 |
| 639 | KY | Transit Authority of Lexington, KY-Rehabilitation of Building for Maintenance and Administration | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 484 | LA | Capital Area Transit System-Baton Rouge BRT | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 72 | LA | Hammond, Louisiana-Passenger Intermodal facility at Southeastern University | 38,456 | 40,128 | 43,472 | 45,144 | 167,200 |
| 555 | LA | Lafayette City-Parish Consolidated Government, LA-Lafayette Multimodal Transportation Facility | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 556 | LA | Lafayette, Indiana, City Bus of Greater Lafayette | 500,000 | 550,000 | 700,000 | 750,000 | 2,500,000 |
| 239 | LA | Lafayette, Louisiana-Lafayette Transit System bus replacement program | 173,052 | 180,576 | 195,624 | 203,148 | 752,400 |
| 356 | LA | Lafayette, Louisiana-Multimodal center, Final Phase | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 568 | LA | Louisiana Department of Transportation and Development-Statewide Vehicles and Equipment | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 170 | LA | Louisiana-Construct pedestrian walkways between Caddo St. and Milam St. along Edwards St. in Shreveport, LA | 195,280 | 203,640 | 220,360 | 228,720 | 848,000 |
| 55 | LA | New Orleans, LA Inter-modal Riverfront Center | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 67 | LA | New Orleans, LA Plan and construct New Orleans Union Passenger Terminal intermodal facilities | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 243 | LA | New Orleans, LA Regional Planning Commission, bus and bus facilities | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 310 | LA | River Parishes, LA South Central Planning and Development Commission, bus and bus facilities | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 606 | LA | River Parishes, Louisiana, South Central Planning and Development Commission, bus and bus facilities | 160,000 | 180,000 | 200,000 | 220,000 | 760,000 |
| 277 | LA | Shreveport, LA-intermodal Transit Facility | 644,138 | 672,144 | 728,156 | 756,162 | 2,800,600 |
| 625 | LA | Southeastern Louisiana University Intermodal Facility | 300,000 | 450,000 | 550,000 | 700,000 | 2,000,000 |
| 283 | LA | St. Bernard Parish, LA Intermodal facility improvements | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 118 | MA | Attleboro, MA Construction, engineering and site improvements at the Attleboro Intermodal Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 472 | MA | Berkshire, MA, Berkshire Regional Transit Authority Bus Maintenance Facility | 50,000 | 30,000 | 20,000 | 0 | 100,000 |
| 59 | MA | Beverly, MA Design and Construct Beverly Depot Intermodal Transportation Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 273 | MA | Boston, MA Harbor Park Pavilion & Inter-modal Station | 240,350 | 250,800 | 271,700 | 282,150 | 1,045,000 |
| 174 | MA | Brockton, MA Bus replacement for the Brockton Area Transit Authority | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 330 | MA | Frammingham, MA Local Intra-Frammingham Transit System enhancements | 346,104 | 361,152 | 391,248 | 406,296 | 1,504,800 |
| 124 | MA | Haverhill, MA Design and Construct Inter-modal Transit Parking Improvements | 1,076,768 | 1,123,584 | 1,217,216 | 1,264,032 | 4,681,600 |
| 21 | MA | Hingham, MA High Mass Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking | 1,730,520 | 1,805,760 | 1,956,240 | 2,031,480 | 7,524,000 |
| 563 | MA | Lawrence, MA, Gateway Intermodal and Quadant Area Reuse Project | 600,000 | 800,000 | 900,000 | 1,150,000 | 3,450,000 |
| 280 | MA | Lowell, MA Implementation of LRTA bus replacement plan | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 569 | MA | Lowell, MA Lowell Regional Transit | 600,000 | 800,000 | 900,000 | 1,150,000 | 3,450,000 |
| 42 | MA | Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 257 | MA | Newburyport, MA Design and Construct Intermodal Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 139 | MA | Quincy, MA MBTA Purchase high speed catamaran ferry for Quincy Harbor Express Service | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 161 | MA | Revere, MA Inter-modal transit improvements in the Wonderland station (MBTA) area | 346,104 | 361,152 | 391,248 | 406,296 | 1,504,800 |
| 88 | MA | Rockport, MA Rockport Commuter Rail Station Improvements | 528,770 | 551,760 | 597,740 | 620,730 | 2,299,000 |
| 370 | MA | Salem, MA Design and Construct Salem Intermodal Transportation Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 205 | MA | Woburn, MA Construction of an 89 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square | 346,104 | 361,152 | 391,248 | 406,296 | 1,504,800 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|------------|
| 122 | MD | Baltimore, MD Construct Intercity Bus Intermodal Terminal | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 499 | MD | City of Gaithersburg, Maryland-Bus and paratransit vehicle for seniors | 112,000 | 0 | 0 | 0 | 112,000 |
| 303 | MD | Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 542 | MD | Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility | 250,000 | 220,000 | 200,000 | 200,000 | 870,000 |
| 571 | MD | MARC Intermodal Odenton and Edgewood Station Improvements | 368,000 | 380,000 | 380,000 | 418,000 | 1,546,000 |
| 573 | MD | Maryland Statewide Bus Facilities and Buses | 5,500,000 | 5,750,000 | 6,500,000 | 7,250,000 | 25,000,000 |
| 224 | MD | Montgomery County, MD Wheaton CBD Intermodal Access Program | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 214 | MD | Mount Rainier, MD Intermodal and Pedestrian Project | 86,526 | 90,288 | 97,812 | 101,574 | 376,200 |
| 615 | MD | Silver Spring, Maryland, Transit Center | 7,000,000 | 6,000,000 | 5,000,000 | 0 | 18,000,000 |
| 8 | MD | Silver Spring, MD Construct Silver Spring Transit Center in downtown Silver Spring | 701,822 | 732,336 | 793,364 | 823,878 | 3,051,400 |
| 629 | MD | Southern Maryland Commuter Initiative | 2,700,000 | 2,800,000 | 3,000,000 | 3,500,000 | 12,000,000 |
| 19 | ME | Bar Harbor, ME Purchase new buses to enhance commuting near the Jackson Labs | 57,684 | 60,192 | 65,208 | 67,716 | 250,800 |
| 483 | ME | Campobello Park, ME, Bus Acquisition | 22,000 | 34,000 | 0 | 0 | 56,000 |
| 570 | ME | Maine Department of Transportation-Acadia Intermodal Facility | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 301 | MI | Barry County, MI-Barry County Transit equipments and dispatching software | 28,842 | 30,096 | 32,604 | 33,858 | 125,400 |
| 204 | MI | Boysville of Michigan Transportation System | 646,061 | 674,150 | 730,330 | 758,419 | 2,808,960 |
| 502 | MI | City of Kalamazoo, MI bus Replacement | 2,500,000 | 1,800,000 | 1,500,000 | 1,400,000 | 7,200,000 |
| 319 | MI | Detroit Bus Maintenance Facility | 1,730,520 | 1,805,760 | 1,956,240 | 2,031,480 | 7,524,000 |
| 522 | MI | Detroit Department of Transportation Bus Replacement | 2,000,000 | 2,100,000 | 2,200,000 | 2,300,000 | 8,600,000 |
| 2 | MI | Detroit Fare Collection System | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 156 | MI | Detroit Replacement Buses | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 320 | MI | Detroit, MI Bus Replacement | 1,442,100 | 1,504,800 | 1,630,200 | 1,692,900 | 6,270,000 |
| 9 | MI | Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 buses | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 208 | MI | Eastern Upper Peninsula, MI Ferry Dock and Facility upgrades for Drummond Island Ferry Services | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 526 | MI | Flint, MI, Mass Transportation Authority Bus Maintenance Facility | 750,000 | 650,000 | 450,000 | 150,000 | 2,000,000 |
| 531 | MI | Grand Rapids, Michigan, The Rapid, Bus Replacement | 1,100,000 | 1,100,000 | 1,250,000 | 1,750,000 | 5,200,000 |
| 249 | MI | Grand Rapids, MI-Purchase replacement and expansion buses | 2,816,902 | 2,939,376 | 3,184,321 | 3,306,798 | 12,247,397 |
| 79 | MI | Ionia County, MI-Purchase and Implementation of communication equipment improvements | 113,445 | 118,378 | 128,242 | 133,175 | 493,240 |
| 560 | MI | Lansing, MI, Capital Area Transportation Authority, Bus Replacement and Bus Related ITS | 750,000 | 850,000 | 950,000 | 1,050,000 | 3,600,000 |
| 572 | MI | Marquette County, Michigan Transit Authority Bus passenger facility | 300,000 | 300,000 | 300,000 | 300,000 | 1,200,000 |
| 581 | MI | Michigan Department of Transportation (MDOT) Bus Replacement | 2,000,000 | 2,200,000 | 2,400,000 | 2,600,000 | 9,200,000 |
| 293 | MI | Muskegon, Michigan-Muskegon Area Transit Terminal and related improvements | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 601 | MI | Port Huron, Michigan, Blue Water Area Transportation Commission, Bus Maintenance Facility | 1,000,000 | 1,250,000 | 1,500,000 | 1,750,000 | 5,500,000 |
| 634 | MI | Suburban Mobility Authority for Regional Transportation (SMART) Bus Maintenance Facility | 1,500,000 | 1,750,000 | 2,000,000 | 2,250,000 | 7,500,000 |
| 40 | MN | Duluth, MN Downtown Duluth Area Transit facility improvements | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 177 | MN | Fond du Lac Reservation, MN Purchase buses | 28,842 | 30,096 | 32,604 | 33,858 | 125,400 |
| 577 | MN | Metro Transit/Metropolitan Council, MN-Bus/Bus Capital | 2,176,000 | 2,261,000 | 2,457,000 | 2,606,000 | 9,500,000 |
| 185 | MN | St. Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 342 | MN | St. Paul, MN Union Depot Multi Modal Transit Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 345 | MO | Kansas City, MO Bus Transit Infrastructure | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 598 | MO | OATS, Incorporated, MO-ITS Information and Billing System and Bus Facilities | 3,894,000 | 4,046,000 | 4,397,000 | 4,663,000 | 17,000,000 |
| 624 | MO | Southeast Missouri Transportation Service-Bus Project | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 130 | MS | Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./DARTS transit service | 28,842 | 30,096 | 32,604 | 33,858 | 125,400 |
| 547 | MS | Jackson State University, MS-Busing Project | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 129 | MT | Bozeman, Montana-Vehicular Parking Facility | 769,150 | 802,560 | 869,440 | 902,880 | 3,344,030 |
| 476 | MT | Bozeman, MT, Intermodal and parking facility | 168,000 | 171,000 | 175,000 | 176,000 | 690,000 |
| 584 | MT | Montana Department of Transportation-Statewide Bus Facilities and Buses | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 490 | NC | Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station | 2,291,000 | 2,380,000 | 2,587,000 | 2,742,000 | 10,000,000 |
| 217 | NC | Charlotte, NC Construct Charlotte Multimodal Station | 1,499,784 | 1,564,992 | 1,695,408 | 1,760,616 | 6,520,800 |
| 351 | NC | Charlotte, North Carolina-Eastland Community Transit Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 228 | NC | Charlotte, North Carolina-Multimodal Station | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 154 | NC | City of Greenville, NC Expansion Buses and Greenville Intermodal Center | 685,286 | 715,081 | 774,671 | 804,466 | 2,979,504 |
| 324 | NC | Elon, North Carolina-Piedmont Authority for Regional Transportation buses and bus facilities | 230,736 | 240,768 | 260,832 | 270,864 | 1,003,200 |
| 302 | NC | Greensboro, North Carolina-Piedmont Authority for Regional Transportation Multimodal Transportation Center | 2,407,346 | 2,512,013 | 2,721,347 | 2,826,014 | 10,466,720 |
| 52 | NC | Greensboro, North Carolina-Replacement buses | 1,111,378 | 1,156,699 | 1,256,341 | 1,304,662 | 4,829,080 |
| 537 | NC | High Point, NC-Intermodal Facility | 275,000 | 286,000 | 310,000 | 329,000 | 1,200,000 |
| 335 | NC | High Point, North Carolina-Bus Terminal | 1,153,860 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,180 |
| 594 | NC | North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities | 5,727,000 | 5,950,000 | 6,467,000 | 6,856,000 | 25,000,000 |
| 143 | NC | Raleigh, NC Purchase eighteen replacement buses to replace buses that have reached their useful life according to Federal Transit Administration regulations | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 134 | NC | Town of Chapel Hill, NC Park and Ride Lot | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 57 | NC | Wilmington, NC Build Intermodal Center | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 595 | ND | North Dakota Department of Transportation/Statewide Bus | 1,000,000 | 1,100,000 | 1,300,000 | 1,600,000 | 5,000,000 |
| 505 | NE | City of Omaha-Creighton University Intermodal Facility | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 160 | NE | Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 586 | NE | Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|------------|
| 587 | NE | Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 240 | NE | Nebraska-statewide transit vehicles, facilities, and related equipment | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 599 | NE | Omaha, NE, Buses and Fare boxes | 610,000 | 650,000 | 700,000 | 740,000 | 2,700,000 |
| 418 | NH | Windham, New Hampshire--Construction of Park and Ride Bus facility at Exit 3 | 711,436 | 742,368 | 804,232 | 835,164 | 3,093,200 |
| 468 | NJ | Atlantic City, NJ Jitney | 750,000 | 750,000 | 750,000 | 750,000 | 3,000,000 |
| 86 | NJ | Burlington County, NJ-BurlLink and Burlington County Transportation System vehicles and equipment | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 28 | NJ | Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 12 | NJ | Hoboken, NJ Rehabilitation of Hoboken Inter-modal Terminal | 730,664 | 762,432 | 825,968 | 857,736 | 3,176,800 |
| 102 | NJ | Jersey City, NJ Construct West Entrance to Pavonia-Newport PATH Station | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 389 | NJ | Lakewood, NJ-Ocean County Bus service and parking facilities | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 138 | NJ | Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 38 | NJ | Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 209 | NJ | Morristown, New Jersey-Intermodal Historic Station | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 46 | NJ | National Park Service Design and construct 2.1-mile segment to complete Sandy Hook multiuse pathway in Sandy Hook, NJ | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 340 | NJ | New Jersey Inter-modal Facilities and Bus Rolling Stock | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 328 | NJ | New Jersey Transit Community Shuttle Buses | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 13 | NJ | Newark, NJ Penn Station Intermodal Improvements including the rehabilitation of boarding areas | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 29 | NJ | Sandy Hook, NJ National Park Service Construct year-round ferry dock at Sandy Hook Unit of Gateway National Recreation Area | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 393 | NJ | South Amboy, NJ Construction of improvements to facilities at South Amboy Station under S Amboy, NJ Regional Intermodal Initiative | 1,538,240 | 1,605,120 | 1,738,880 | 1,805,760 | 6,688,000 |
| 618 | NJ | South Brunswick, NJ Transit System | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| 643 | NJ | Trenton Intermodal Station | 5,500,000 | 4,250,000 | 4,000,000 | 4,000,000 | 17,750,000 |
| 61 | NJ | Trenton, New Jersey-Trenton Train Station Rehabilitation | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 181 | NJ | Trenton, NJ Development of Trenton Trolley System | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 62 | NJ | Trenton, NJ Reconstruction and rehabilitation of the Trenton Train Station | 1,345,960 | 1,404,480 | 1,521,520 | 1,580,040 | 5,852,000 |
| 464 | NM | Albuquerque, NM, Ride Bus and Bus Facilities | 1,500,000 | 1,500,000 | 1,800,000 | 2,100,000 | 6,900,000 |
| 562 | NM | Las Cruces, NM, Road Runner Bus and Bus Facilities | 200,000 | 250,000 | 300,000 | 350,000 | 1,100,000 |
| 405 | NV | Las Vegas, NV Construct Boulder Highway BRT system and purchase vehicles and related equipment | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 199 | NV | Las Vegas, NV Construct Central City Inter-modal Transportation Terminal | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 371 | NV | Las Vegas, NV Construct Las Vegas West Care Intermodal Facility | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 603 | NV | Regional Transportation Commission of Southern Nevada-Central City Intermodal Transportation Terminal | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 18 | NV | Reno-Sparks, Nevada-Intermodal Transportation Terminals and Related Development | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 630 | NV | Southern Nevada Transit Coalition, Public Transit Building Acquisition | 300,000 | 300,000 | 300,000 | 100,000 | 1,000,000 |
| 656 | NV | Washoe County, NV Bus and Bus Facilities | 1,000,000 | 1,500,000 | 2,000,000 | 2,250,000 | 6,750,000 |
| 74 | NY | Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5. Corridor. | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 463 | NY | Albany-Schenectady, NY, Bus Rapid Transit Improvements in NY Route 5 | 500,000 | 800,000 | 1,200,000 | 1,500,000 | 4,000,000 |
| 271 | NY | Bronx, NY Botanical Garden metro North Rail station Intermodal Facility | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 20 | NY | Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 279 | NY | Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 166 | NY | Bronx, NY Hebrew Home for the Aged elderly and disabled transportation support | 36,053 | 37,620 | 40,755 | 42,323 | 156,751 |
| 338 | NY | Bronx, NY Intermodal Facility near Exit 6. of the Bronx River Parkway | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 234 | NY | Bronx, NY Jacobi Intermodal Center to North Central Bronx Hospital bus system | 60,088 | 62,700 | 67,925 | 70,538 | 261,251 |
| 10 | NY | Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo | 84,123 | 87,780 | 95,095 | 98,753 | 365,751 |
| 197 | NY | Brooklyn, NY Construct a multi-modal transportation facility | 269,192 | 280,896 | 304,304 | 316,008 | 1,170,400 |
| 408 | NY | Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Center | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 41 | NY | Brooklyn, NY New Urban Center-Broadway Junction Intermodal Center | 184,589 | 192,614 | 208,666 | 216,691 | 802,560 |
| 56 | NY | Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 419 | NY | Brooklyn, NY--Rehabilitation of Bay Ridge 86th Street Subway Station | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 192 | NY | Buffalo, NY Inter-modal Center Parking Facility | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 245 | NY | Bus to provide York-town, New York internal circulator to provide transportation throughout the Town | 35,572 | 37,118 | 40,212 | 41,758 | 154,660 |
| 230 | NY | Construction of Third Bus Depot on Staten Island | 2,307,360 | 2,407,680 | 2,608,320 | 2,708,640 | 10,032,000 |
| 146 | NY | Cooperstown, New York-Intermodal Transit Center | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 363 | NY | Coming, New York-Transportation Center | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 512 | NY | Coming, NY, Phase II Coming Preserve Transportation Enhancement Project | 350,000 | 450,000 | 550,000 | 650,000 | 2,000,000 |
| 284 | NY | Cornwall, NY-Purchase Bus | 16,728 | 17,456 | 18,910 | 19,638 | 72,732 |
| 300 | NY | Geneva, New York-Multimodal facility-Construct passenger rail center | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 317 | NY | Jamestown, NY Rehabilitation of Intermodal Facility and associated property | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 343 | NY | Kings County, NY Construct a multi-modal transportation facility | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 368 | NY | Nassau County, NY Conduct planning and engineering for transportation system (HUB) | 1,345,960 | 1,404,480 | 1,521,520 | 1,580,040 | 5,852,000 |
| 585 | NY | Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HUB) | 1,000,000 | 1,200,000 | 1,300,000 | 1,500,000 | 5,000,000 |
| 25 | NY | New York City, NY First Phase Implementation of Bus Rapid Transit System | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 376 | NY | New York City, NY Purchase Handicapped-Accessible Livery Vehicles | 192,280 | 220,640 | 217,360 | 225,720 | 856,000 |
| 590 | NY | New York City, NY, Bronx Zoo Intermodal Facility | 350,000 | 450,000 | 550,000 | 650,000 | 2,000,000 |
| 591 | NY | New York City, NY, Enhance Transportation Facilities Near W. 65th Street and Broadway | 350,000 | 450,000 | 550,000 | 650,000 | 2,000,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|-----------|
| 592 | NY | New York City, NY, Highline Project, for Studies, Design, and Construction | 1,000,000 | 1,200,000 | 1,300,000 | 1,500,000 | 5,000,000 |
| 593 | NY | New York, Improvements to Moynihan Station | 1,000,000 | 1,200,000 | 1,300,000 | 1,500,000 | 5,000,000 |
| 77 | NY | Niagara Falls, NY Relocation, Development, and Enhancement of Niagara Falls International Railway Station/Intermodal Transportation Center | 1,076,768 | 1,123,584 | 1,217,216 | 1,264,032 | 4,681,600 |
| 373 | NY | Niagara Frontier Transportation Authority, NY Replacement Buses | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 322 | NY | Oneonta, New York-bus replacement | 28,842 | 30,096 | 32,604 | 33,858 | 125,400 |
| 379 | NY | Ramapo, NY Transportation Safety Field Bus | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 252 | NY | Rochester, New York-Renaissance Square transit center | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 430 | NY | Rochester, New York-Renaissance Square Transit Center | 432,630 | 451,440 | 489,060 | 507,870 | 1,881,000 |
| 607 | NY | Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction | 1,000,000 | 1,400,000 | 1,600,000 | 2,000,000 | 6,000,000 |
| 609 | NY | Rockland County, NY Express Bus | 600,000 | 700,000 | 800,000 | 900,000 | 3,000,000 |
| 386 | NY | Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch | 884,488 | 922,944 | 999,856 | 1,038,312 | 3,845,600 |
| 353 | NY | Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport | 53,838 | 56,179 | 60,831 | 63,202 | 234,050 |
| 635 | NY | Syracuse, New York, Syracuse University Connective Corridor Transit Project | 800,000 | 950,000 | 1,100,000 | 1,150,000 | 4,000,000 |
| 261 | NY | Thendra-Webb and Utica, New York-Install handicap lifts in intermodal centers | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |
| 289 | NY | Town of Warwick, NY Bus Facility Warwick Transit System | 105,754 | 110,352 | 119,548 | 124,146 | 459,800 |
| 451 | NY | Utica, New York Transit Multimodal Facilities | 1,150,000 | 1,200,000 | 1,300,000 | 1,350,000 | 5,000,000 |
| 78 | NY | Utica, New York-Union Station Boehlert Center siding track improvements | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |
| 182 | NY | Utica, New York-Union Station rehabilitation and related infrastructure improvements | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 264 | NY | Westchester County, NY Bus replacement program | 721,050 | 752,400 | 815,100 | 846,450 | 3,135,000 |
| 149 | NY | Yonkers, NY Trolley Bus Acquisition | 72,105 | 75,240 | 81,510 | 84,645 | 313,500 |
| 362 | OH | Akron, OH Construct City of Akron Commuter Bus Transit Facility | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 318 | OH | Akron, Ohio Construct Downtown Multi-modal Transportation Center | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 105 | OH | Akron, Ohio-West Market Street transit center and related pedestrian improvements | 124,982 | 130,416 | 141,284 | 146,718 | 543,400 |
| 489 | OH | Central Ohio Transit Authority-Paratransit and Small Bus Service Facility | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 241 | OH | Cincinnati, Ohio-Construct Uptown Crossings Joint Development Transit Project | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 89 | OH | Cincinnati, Ohio-Metro Regional Transit Hub Network Eastern Neighborhoods | 177,859 | 185,592 | 201,058 | 208,791 | 773,300 |
| 327 | OH | Cleveland, OH Construct East Side Transit Center | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 202 | OH | Cleveland, OH Construct Fare Collection System Project, Cuyahoga County | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 179 | OH | Cleveland, OH Construct passenger inter-modal center near Dock 32 | 165,361 | 172,550 | 186,930 | 194,119 | 718,960 |
| 411 | OH | Cleveland, OH Construction of an inter-modal facility and related improvements at University Hospitals facility on Euclid Avenue | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 51 | OH | Cleveland, Ohio acquisition of buses Greater Cleveland Regional Transit Authority | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 258 | OH | Cleveland, Ohio-Euclid Avenue and East 93rd Street intermodal facility | 1,634,380 | 1,705,440 | 1,847,560 | 1,918,620 | 7,106,000 |
| 198 | OH | Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 50 | OH | Cleveland, Ohio-University Circle Intermodal facility | 1,634,380 | 1,705,440 | 1,847,560 | 1,918,620 | 7,106,000 |
| 380 | OH | Columbiana County, OH Construct Inter-modal Facility | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 7 | OH | Columbus, OH-Central Ohio Transit Authority Paratransit Facility | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 292 | OH | Cuyahoga County, Ohio-Ohio Department of Transportation transit improvements | 28,842 | 30,096 | 32,604 | 33,858 | 125,400 |
| 120 | OH | Dayton Airport Inter-modal Rail Feasibility Study | 144,210 | 150,480 | 163,020 | 169,290 | 627,000 |
| 516 | OH | Dayton-Wright Stop Plaza | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 347 | OH | Eastlake, Ohio-Eastlake Stadium transit intermodal facility | 817,190 | 852,720 | 923,780 | 959,310 | 3,553,000 |
| 309 | OH | Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub | 393,789 | 410,911 | 445,153 | 462,275 | 1,712,128 |
| 349 | OH | Kent, OH Construct Kent State University Intermodal Facility serving students and the general public | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 104 | OH | Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 576 | OH | Metro Regional Transit Authority/City of Akron-Downtown Transit Center/Akron | 1,604,000 | 1,666,000 | 1,811,000 | 1,919,000 | 7,000,000 |
| 87 | OH | Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit | 38,456 | 40,128 | 43,472 | 45,144 | 167,200 |
| 385 | OH | Springfield, OH-City of Springfield Bus Transfer Station and Associated Parking | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 34 | OH | Toledo, OH TARTA/TARPS Passenger Inter-modal Facility construction | 1,442,100 | 1,504,800 | 1,630,200 | 1,692,900 | 6,270,000 |
| 64 | OH | Zanesville, OH-bus system signage and shelters | 15,623 | 16,302 | 17,661 | 18,340 | 67,926 |
| 442 | OR | Albany, OR North Albany Park and Ride | 183,124 | 191,086 | 207,010 | 214,971 | 796,191 |
| 165 | OR | Albany, OR Rehabilitate Building At Multimodal Transit Station | 292,998 | 305,737 | 331,215 | 343,954 | 1,273,904 |
| 272 | OR | Bend, Oregon-replacement vans | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 66 | OR | Canby, OR bus and bus facilities | 28,842 | 30,096 | 32,604 | 33,858 | 125,400 |
| 187 | OR | Columbia County, OR To purchase buses | 26,919 | 28,090 | 30,430 | 31,601 | 117,040 |
| 299 | OR | Corvallis, OR Bus Replacement | 283,842 | 296,183 | 320,865 | 333,206 | 1,234,096 |
| 159 | OR | Eugene, OR Lane Transit District, Vehicle Replacement | 686,714 | 716,571 | 776,286 | 806,143 | 2,985,714 |
| 325 | OR | Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit | 39,143 | 40,845 | 44,248 | 45,950 | 170,186 |
| 99 | OR | Gresham, Oregon Construct a new light rail station and transit plaza on Portland MAX system and serve Gresham Civic neighborhood | 269,192 | 280,896 | 304,304 | 316,008 | 1,170,400 |
| 168 | OR | Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements | 569,845 | 594,621 | 644,172 | 668,948 | 2,477,586 |
| 323 | OR | Lincoln, County, OR bus purchase | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 175 | OR | Molalla, OR South Clackamas Transportation District, bus purchase | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |
| 16 | OR | Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgrades | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |
| 93 | OR | Salem, OR bus and bus facilities | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 106 | OR | Sandy, Oregon Transit Bus Facility | 134,596 | 140,448 | 152,152 | 158,004 | 585,200 |
| 180 | OR | Tillamook, OR construction of a transit facility | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|--|-----------|-----------|-----------|-----------|------------|
| 216 | OR | Wilsonville, OR South Metro Area Rapid Transit, bus and bus facilities | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 82 | OR | Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a signage strategy to increase ridership | 21,151 | 22,070 | 23,910 | 24,829 | 91,960 |
| 225 | PA | Allentown, Pennsylvania-Design and Construct Intermodal Transportation Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 456 | PA | Altoona Multimodal Transportation Facility Parking Garage | 230,000 | 240,000 | 260,000 | 270,000 | 1,000,000 |
| 465 | PA | AMTRAN Altoona, PA-Buses and Transit System Improvements | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 467 | PA | Area Transportation Authority of North Central Pennsylvania-Vehicle Replacements | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 471 | PA | Beaver County, PA Transit Authority Bus Replacement/ Related Equipment Replacement | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 481 | PA | Butler Township, PA-Cranbury Area Transit Service | 802,000 | 833,000 | 905,000 | 960,000 | 3,500,000 |
| 428 | PA | Butler, PA-Multimodal Transit Center Construction | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 482 | PA | Cambria County, PA Transit Authority-Bus Replacements | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 123 | PA | Cheltenham, PA Glenside Rail Station Parking Garage project involving the construction of a 300-400 space parking lot at Easton Road and Glenside Avenue | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 500 | PA | City of Hazleton, PA-Hazleton Intermodal Center | 321,000 | 333,000 | 362,000 | 384,000 | 1,400,000 |
| 513 | PA | County of Lackawanna Transit System-Scranton Intermodal Transportation Center | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 514 | PA | Cumberland-Dauphin-Harrisburg Transit Authority-Purchase of Buses and Spare Units | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 81 | PA | Easton, Pennsylvania-Design and construct Intermodal Transportation Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 524 | PA | Erie, PA Metropolitan Transit Authority-Bus Acquisitions | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 431 | PA | Erie, PA-EMTA Vehicle Acquisition | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 331 | PA | Gettysburg, Pennsylvania-transit transfer center | 172,860 | 180,375 | 195,407 | 202,922 | 751,564 |
| 458 | PA | Hershey, Pennsylvania Intermodal Center and Parking Garage | 57,500 | 60,000 | 65,000 | 67,500 | 250,000 |
| 233 | PA | Intermodal Facilities in Bucks County (Croydon and Levittown Stations) | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 457 | PA | Lancaster County, Pennsylvania Intermodal Center and Parking Facility | 57,500 | 60,000 | 65,000 | 67,500 | 250,000 |
| 37 | PA | Lancaster, PA-bus replacement | 182,666 | 190,608 | 206,492 | 214,434 | 794,200 |
| 559 | PA | Lancaster, PA-Intermodal Project | 160,000 | 167,000 | 181,000 | 192,000 | 700,000 |
| 564 | PA | Lehigh and Northampton Transportation Authority, PA-Allentown Intermodal Transportation Center | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 583 | PA | Monroe Township, PA-Clarion County Buses | 151,000 | 157,000 | 171,000 | 181,000 | 660,000 |
| 588 | PA | New Castle, PA Area Transit Authority-Bus Purchases/Park and Ride Facility | 170,000 | 176,000 | 191,000 | 203,000 | 740,000 |
| 201 | PA | Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard | 672,980 | 702,240 | 760,760 | 790,020 | 2,926,000 |
| 137 | PA | Philadelphia, PA Improvements to the existing Penn's Landing Ferry Terminal | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 413 | PA | Philadelphia, PA Penn's Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction | 211,508 | 220,704 | 239,096 | 248,292 | 919,600 |
| 22 | PA | Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements & landscape improvements to surface parking lots | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 274 | PA | Philadelphia, PA SEPTA's Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements and assistance to entities along rail corridor | 269,192 | 280,896 | 304,304 | 316,008 | 1,170,400 |
| 316 | PA | Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility | 769,120 | 802,560 | 869,440 | 902,880 | 3,344,000 |
| 126 | PA | Pittsburgh, PA Clean Fuel Bus Procurement | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 397 | PA | Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 48 | PA | Project provides for the engineering and construction of a transportation center in Paoli, Chester County | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 96 | PA | SEPTA Montgomery County Intermodal Improvements at Glenside and Jenkintown Station Parking Garages | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 424 | PA | Sharon, PA-Bus Facility Construction | 96,140 | 100,320 | 108,680 | 11,860 | 317,000 |
| 626 | PA | Southeastern Pennsylvania Transportation Authority-Bucks County Intermodal (Croydon and Levittown) | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 627 | PA | Southeastern Pennsylvania Transportation Authority-Paoli Transportation Center | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 628 | PA | Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 642 | PA | Transit Authority of Warren County, PA-Impact Warren | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 33 | PA | Warren, PA-Construct Intermodal Transportation Center and related pedestrian and landscape improvements | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 660 | PA | Westmoreland County Transit Authority, PA-Bus Replacement | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 661 | PA | Wilkes-Barre Intermodal Facility | 1,374,000 | 1,428,000 | 1,552,000 | 1,646,000 | 6,000,000 |
| 662 | PA | Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 65 | PA | York, Pennsylvania-Rabbit Transit facilities and communications equipment | 532,712 | 555,873 | 602,196 | 625,357 | 2,316,138 |
| 128 | PR | Bayamon, Puerto Rico-bus terminal | 115,368 | 120,384 | 130,416 | 135,432 | 501,600 |
| 421 | PR | Bayamon, Puerto Rico-Purchase of Trolley Cars | 163,438 | 170,544 | 184,756 | 191,862 | 710,600 |
| 3 | PR | Lares, PR-Trolley buses-for the purchase of two trolley buses that will offer transportation through the urban zone in the Municipality of Lares | 50,762 | 52,969 | 57,383 | 59,590 | 220,704 |
| 164 | PR | Puerto Rico-Caribbean National Forest buses and nonprofit uses | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 152 | PR | San Juan, Puerto Rico-bus security equipment | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 71 | PR | San Juan, Puerto Rico-Buses | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 58 | PR | Yabucoca, Puerto Rico-Trolley Buses | 33,649 | 35,112 | 38,038 | 39,501 | 146,300 |
| 246 | RI | Providence, RI Expansion of Elmwood Paratransit Maintenance Facility | 961,400 | 1,003,200 | 1,086,800 | 1,128,600 | 4,180,000 |
| 604 | RI | Rhode Island, RIPTA Elmwood Facility Expansion | 1,600,000 | 1,700,000 | 1,750,000 | 1,850,000 | 6,900,000 |
| 115 | RI | Rhode Island Statewide Bus Fleet | 1,153,680 | 1,203,840 | 1,304,160 | 1,354,320 | 5,016,000 |
| 533 | SC | Greenville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvements | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 619 | SC | South Carolina Department of Transportation-Transit Facilities Construction Program | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 620 | SC | South Carolina Department of Transportation-Vehicle Acquisition Program | 1,833,000 | 1,904,000 | 2,069,000 | 2,194,000 | 8,000,000 |
| 621 | SD | South Dakota Department of Transportation-Statewide Buses and Bus Facilities | 3,166,000 | 3,452,000 | 3,785,000 | 4,097,000 | 14,500,000 |
| 237 | TN | Knoxville, Tennessee-Central Station Transit Center | 1,961,256 | 2,046,528 | 2,217,072 | 2,302,344 | 8,527,200 |
| 554 | TN | Knoxville, TN-Central Station | 573,000 | 595,000 | 647,000 | 685,000 | 2,500,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|---------------------------|-------|---|-----------|-----------|-----------|-----------|------------|
| 565 | TN | Lipscomb University, TN-Intermodal Parking Garage | 344,000 | 357,000 | 388,000 | 411,000 | 1,500,000 |
| 579 | TN | Metropolitan Transit Authority-Nashville Downtown Transit Transfer Facility | 2,749,000 | 2,856,000 | 3,104,000 | 3,291,000 | 12,000,000 |
| 268 | TN | Nashville, TN Construct a parking garage on the campus of Lipscomb University, Nashville | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 412 | TN | Nashville, TN Construct Downtown Nashville Transit Transfer Facility | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 30 | TN | Sevier County, Tennessee-U.S. 441 bus rapid transit | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 636 | TN | Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement Project | 2,749,000 | 2,856,000 | 3,104,000 | 3,291,000 | 12,000,000 |
| 649 | TN | University of Memphis-Pedestrian Bridge | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 426 | TX | Abilene, TX Vehicle replacement and facility improvements for transit system | 76,912 | 80,256 | 86,944 | 90,288 | 334,400 |
| 480 | TX | Brownsville Urban System, TX-City-Wide Transit Improvement Project | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 162 | TX | Brownsville, TX Brownsville Urban System City-Wide Transit Improvement Project | 480,700 | 501,600 | 543,400 | 564,300 | 2,090,000 |
| 153 | TX | Bryan, TX The District-Bryan Intermodal Transit Terminal and Parking Facility | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 485 | TX | Capital Metropolitan Transportation Authority, TX-Bus Replacements | 2,291,000 | 2,380,000 | 2,587,000 | 2,742,000 | 10,000,000 |
| 455 | TX | Carrollton, Texas Downtown Regional Multimodal Transit Hub | 230,000 | 240,000 | 260,000 | 270,000 | 1,000,000 |
| 506 | TX | City of Round Rock, TX-Downtown Intermodal Transportation Terminal | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 111 | TX | Construct West Houston and Fort Bend County, Texas-bus transit corridor | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 438 | TX | Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements | 480,700 | 501,600 | 543,400 | 564,300 | 2,090,000 |
| 515 | TX | Dallas Area Rapid Transit-Bus passenger Facilities | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 336 | TX | Dallas, TX Bus Passenger Facilities | 2,461,184 | 2,568,192 | 2,782,208 | 2,889,216 | 10,700,800 |
| 196 | TX | Design Downtown Carrollton, Texas Regional Multi-Modal Transit Hub Station | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 290 | TX | Galveston, Texas-Intermodal center and parking facility, The Strand | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 536 | TX | Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 561 | TX | Laredo-North Laredo Transit Hub-Bus Maintenance Facility | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 24 | TX | Roma, TX Bus Facility | 100,947 | 105,336 | 114,114 | 118,503 | 438,900 |
| 610 | TX | San Angelo, TX Street Railroad Company-Transit Fleet Replacement | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 210 | TX | San Antonio, TX Improve VIA bus facility and purchase new buses | 1,345,960 | 1,404,480 | 1,521,520 | 1,580,040 | 5,852,000 |
| 653 | TX | VIA Metropolitan Transit Authority, TX-Bus & Bus Facility Improvements | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 63 | TX | Zapata, Texas Purchase Bus vehicles | 60,088 | 62,700 | 67,925 | 70,538 | 261,251 |
| 178 | UT | Sandy City, UT Construct transit hub station and TRAX station at 9400 South | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 651 | UT | Utah Statewide Bus and Bus Facilities | 6,882,000 | 7,148,000 | 7,757,000 | 8,234,000 | 30,021,000 |
| 409 | VA | Alexandria, VA Eisenhower Avenue Inter-modal Station improvements, including purchase of buses and construction of bus shelters | 480,700 | 501,600 | 543,400 | 564,300 | 2,090,000 |
| 232 | VA | Alexandria, VA Royal Street Bus Garage Replacement | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 278 | VA | Arlington County, VA Columbia Pike Bus Improvements | 672,980 | 702,240 | 760,760 | 790,020 | 2,928,000 |
| 142 | VA | Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters | 576,840 | 601,920 | 625,080 | 677,160 | 2,481,000 |
| 359 | VA | Arlington County, VA Pentagon City Multimodal Improvements | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 157 | VA | Bealeton, Virginia-Intermodal Station Depot Refurbishment | 52,877 | 55,176 | 59,774 | 62,073 | 229,900 |
| 492 | VA | City of Alexandria, VA-City-Wide Transit Improvements | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 493 | VA | City of Alexandria, VA-Potomac Yard Transit Improvements | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 494 | VA | City of Alexandria, VA-Replace Royal Street Bus Garage | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 495 | VA | City of Alexandria, VA-Valley Pedestrian & Transit | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 511 | VA | Commonwealth of Virginia-Statewide Bus Capital Program | 3,436,000 | 3,570,000 | 3,880,000 | 4,114,000 | 15,000,000 |
| 15 | VA | Fairfax County, VA Richmond Highway (U.S. Route 1) Public Transportation Improvements | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 525 | VA | Fairfax County, Virginia-Richmond Highway Initiative | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 281 | VA | Falls Church, VA Falls Church Intermodal Transportation Center | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 97 | VA | Fredericksburg, Virginia-Improve and repair Fredericksburg Station | 480,700 | 501,600 | 543,400 | 564,300 | 2,090,000 |
| 532 | VA | Greater Richmond Transit, VA-Bus Operations/Maintenance Facility | 1,145,000 | 1,190,000 | 1,293,000 | 1,372,000 | 5,000,000 |
| 535 | VA | Hampton Roads Transit, VA-Southside Bus Facility | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 391 | VA | Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility | 384,560 | 401,280 | 434,720 | 451,440 | 1,672,000 |
| 354 | VA | Norfolk, Virginia-Final Design and Construction Southside Bus Facility | 336,490 | 351,120 | 380,380 | 395,010 | 1,463,000 |
| 68 | VA | Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities | 624,910 | 652,080 | 706,420 | 733,590 | 2,717,000 |
| 602 | VA | Potomac & Rappahannock Transportation Commission, VA-Buses for Service Expansion | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 360 | VA | Richmond, VA Design and construction for a bus operations and maintenance facility for Greater Richmond Transit Company | 288,420 | 300,960 | 326,040 | 338,580 | 1,254,000 |
| 184 | VA | Richmond, VA Renovation and construction for Main Street Station | 211,508 | 220,704 | 239,096 | 248,292 | 919,600 |
| 434 | VA | Roanoke, VA-Bus restoration in the City of Roanoke | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 312 | VA | Roanoke, Virginia-Improve Virginian Railway Station | 48,070 | 50,160 | 54,340 | 56,430 | 209,000 |
| 305 | VA | Roanoke, Virginia-Intermodal Facility | 38,456 | 40,128 | 43,472 | 45,144 | 167,200 |
| 361 | VA | Roanoke, Virginia-Roanoke Railway and Link Passenger facility | 96,140 | 100,320 | 108,680 | 112,860 | 418,000 |
| 477 | VT | Brattleborough, VT, Intermodal Center | 600,000 | 200,000 | 200,000 | 0 | 1,000,000 |
| 486 | VT | CCTA, VT, Bus, Facilities and Equipment | 300,000 | 400,000 | 500,000 | 800,000 | 2,000,000 |
| 633 | VT | State of Vermont Buses, Facilities and Equipment | 250,000 | 350,000 | 480,000 | 520,000 | 1,600,000 |
| 94 | WA | Iiwaco, WA Procure shuttles for Lewis and Clark National Historical Park | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |
| 395 | WA | Iiwaco, WA Construct park and ride | 19,228 | 20,064 | 21,736 | 22,572 | 83,600 |
| 337 | WA | Island Transit, WA Operations Base Facilities Project | 461,472 | 481,536 | 521,664 | 541,728 | 2,006,400 |
| 193 | WA | Mukilteo, WA Multi-Modal Terminal | 1,115,224 | 1,163,712 | 1,260,688 | 1,309,176 | 4,848,800 |
| 334 | WA | North Bend, Washington-Park and Ride | 153,824 | 160,512 | 173,888 | 180,576 | 668,800 |
| 333 | WA | Oak Harbor, WA Multimodal Facility | 192,280 | 200,640 | 217,360 | 225,720 | 836,000 |
| 613 | WA | Seattle, WA Multimodal Terminal Redevelopment & Expansion | 800,000 | 900,000 | 1,000,000 | 1,100,000 | 3,800,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 4

SAFETEA-LU Authorized Section 5309 Bus and Bus-Related Facilities Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|------------------------------------|-------|---|----------------------|----------------------|----------------------|----------------------|------------------------|
| 113 | WA | Snohomish County, WA Community Transit bus purchases and facility enhancement | 576,840 | 601,920 | 652,080 | 677,160 | 2,508,000 |
| 151 | WA | Thurston County, WA Replace Thurston County Buses | 173,052 | 180,576 | 195,624 | 203,148 | 752,400 |
| 654 | WA | Washington Southworth Terminal Redevelopment | 1,000,000 | 1,150,000 | 1,350,000 | 1,500,000 | 5,000,000 |
| 655 | WA | Washington, King Street Transportation Center-Intercity Bus Terminal Component | 50,000 | 60,000 | 70,000 | 70,000 | 250,000 |
| 350 | WI | Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers | 865,260 | 902,880 | 978,120 | 1,015,740 | 3,762,000 |
| 100 | WI | State of Wisconsin buses and bus facilities | 3,143,778 | 3,280,464 | 3,553,836 | 3,690,522 | 13,668,600 |
| 452 | WI | State of Wisconsin Transit Intermodal Facilities | 1,150,000 | 1,200,000 | 1,300,000 | 1,350,000 | 5,000,000 |
| 663 | WI | Wisconsin, Statewide Buses and Bus Facilities | 600,000 | 610,000 | 650,000 | 700,000 | 2,560,000 |
| 73 | WV | West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of P.L. 105-178. | 4,614,720 | 4,815,360 | 5,216,640 | 5,417,280 | 20,064,000 |
| 658 | WV | West Virginia, Statewide Bus and Bus Facilities | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 20,000,000 |
| 665 | WY | Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| subtotal..... | | | 417,952,705 | 435,167,089 | 471,920,593 | 494,621,954 | 1,819,662,341 |
| Ferry Boat Systems Projects | | | | | | | |
| CA | | San Francisco Water Transit Authority | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 10,000,000 |
| MA | | Massachusetts Bay Transportation Authority Ferry System | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 10,000,000 |
| ME | | Maine State Ferry Service, Rockland | 650,000 | 650,000 | 650,000 | 650,000 | 2,600,000 |
| ME | | Swans Island, Maine Ferry Service | 350,000 | 350,000 | 350,000 | 350,000 | 1,400,000 |
| NJ | | Camden, New Jersey Ferry System | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| NY | | Governor's Island, New York Ferry System | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| NY | | Staten Island Ferry | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| PA | | Philadelphia Penn's Landing Ferry Terminal | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| subtotal..... | | | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 40,000,000 |
| Other Projects | | | | | | | |
| — | | Fuel Cell Bus Program | 11,250,000 | 11,500,000 | 12,750,000 | 13,500,000 | 49,000,000 |
| PA | | Bus Testing | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 12,000,000 |
| subtotal..... | | | 14,250,000 | 14,500,000 | 15,750,000 | 16,500,000 | 61,000,000 |
| Grand Total..... | | | \$442,202,705 | \$459,667,089 | \$497,670,593 | \$521,121,954 | \$1,920,662,341 |

FEDERAL TRANSIT ADMINISTRATION
TABLE 5
SAFETEA-LU Section 5308 Clean Fuels Projects

(Subject to change by Congress in annual appropriations)

| SAFETEA-LU Project No. | State | Project Description | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|------------------------|-------|---|---------------------|---------------------|---------------------|---------------------|---------------------|
| 611 | CA | San Joaquin Region Transit District, California, Hybrid Diesel-Electric Replacement Buses | \$250,000 | \$250,000 | \$250,000 | \$300,000 | \$1,050,000 |
| 519 | CO | Denver Regional Transit District-Bus Replacements | 916,000 | 952,000 | 1,035,000 | 1,097,000 | 4,000,000 |
| 517 | DE | Delaware Statewide Bus and Bus Replacement (with Clean Fuel (hybrid) vehicles)) | 1,750,000 | 2,000,000 | 2,000,000 | 2,250,000 | 8,000,000 |
| 648 | DE | University of Delaware Fuel Cell Bus Program | 160,000 | 165,000 | 175,000 | 185,000 | 685,000 |
| 578 | GA | Metropolitan Atlanta Rapid Transit Authority-Clean Fuel Buses | 2,291,000 | 2,380,000 | 2,587,000 | 2,742,000 | 10,000,000 |
| 640 | KY | Transit Authority of Northern Kentucky-TANK Bus Replacement Project | 458,000 | 476,000 | 517,000 | 549,000 | 2,000,000 |
| 641 | KY | Transit Authority of River City-New Hybrid Electric Bus | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 497 | NM | City of El Paso-Sun Metro-Bus Replacements | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 612 | NM | Santa Fe, NM, Trails Bus and Bus Facilities | 450,000 | 500,000 | 500,000 | 700,000 | 2,150,000 |
| 557 | NV | Lake Tahoe, NV MPO Bus replacement | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| 659 | NY | Westchester, NY, Bee Line Bus Replacement | 450,000 | 500,000 | 550,000 | 650,000 | 2,150,000 |
| 631 | OH | Southwest Ohio Regional Transit Authority-Bus Replacements | 687,000 | 714,000 | 776,000 | 823,000 | 3,000,000 |
| 605 | RI | Rhode Island, Statewide Bus and Van Replacement | 5,250,000 | 5,500,000 | 6,200,000 | 6,400,000 | 23,350,000 |
| 614 | TN | Sevierville County, TN Transportation Board-Alternative Fuel Buses | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| 575 | TX | METRO of Harris County-Discretionary Bus Program | 2,291,000 | 2,380,000 | 2,587,000 | 2,742,000 | 10,000,000 |
| 638 | TX | The District, The Woodlands, TX-Bus Replacement Program | 229,000 | 238,000 | 259,000 | 274,000 | 1,000,000 |
| Total..... | | | \$17,785,000 | \$18,721,000 | \$20,247,000 | \$21,632,000 | \$78,385,000 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|--|----------------|--|------------------------|
| <i>FY 2004 Unobligated Allocations</i> | | | |
| AK | E2004-BUSP-002 | Arctic Winter Games buses and bus facilities, Alaska | 1,456,311 |
| AK | E2004-BUSP-003 | Coffman-Cove Inner Island Ferry/Bus Terminal, Alaska | 590,225 |
| AK | E2004-BUSP-004 | Girdwood Transportation Center, Alaska | 970,874 |
| AK | E2004-BUSP-006 | Port of Anchorage intermodal facility, Alaska | 2,912,620 |
| AK | E2004-BUSP-007 | Sawmill Creek Intermodal Facility, Alaska | 1,941,747 |
| AL | E2004-BUSP-008 | Alabama A&M University Transit Loop, Alabama | 1,456,311 |
| AL | E2004-BUSP-011 | Birmingham Downtown Intermodal Facility phase II, Alabama | 3,398,058 |
| AL | E2004-BUSP-012 | Cummings Research Park Commercial Center Intermodal Facility, Alabama | 1,941,747 |
| AL | E2004-BUSP-016 | Northwest Shoals Community College Transportation Modernization, Alabama | 436,894 |
| CA | E2004-BUSP-032 | Access Enhancements to Sierra Madre Villa Gold Line Station, California | 582,524 |
| CA | E2004-BUSP-034 | Anaheim Resort Transit (ART), California | 485,437 |
| CA | E2004-BUSP-035 | Antelope Valley Transit Authority Operations and Maintenance Facility, California | 1,213,592 |
| CA | E2004-BUSP-036 | Baldwin Park Downtown/Metrolink Parking Improvements, California | 242,718 |
| CA | E2004-BUSP-037 | Burbank Empire Area Transit Center, California | 728,156 |
| CA | E2004-BUSP-038 | Calexico Transit System, California | 291,262 |
| CA | E2004-BUSP-039 | Cerone Operating Complex Improvements, California | 121,360 |
| CA | E2004-BUSP-040 | Cerritos Circulator Buses, California | 291,262 |
| CA | E2004-BUSP-041 | Claremont Intermodal Transit Village Expansion Project, California | 1,213,592 |
| CA | E2004-BUSP-042 | Collegian Busway Improvements, California | 194,174 |
| CA | E2004-BUSP-044 | Davis Intermodal Facility, California | 194,174 |
| CA | E2004-BUSP-045 | Eastern Contra Costa County Park and Ride Lots, California | 582,524 |
| CA | E2004-BUSP-049 | Eureka Intermodal Depot, California | 242,718 |
| CA | E2004-BUSP-701 | Fairfield/Vacaville Intermodal Transit Station, California/Alameda Point Areil Transit Project, California | 485,437 |
| CA | E2004-BUSP-050 | Foothill Transit Transit Oriented Neighborhood Program, California | 2,427,184 |
| CA | E2004-BUSP-051 | Fresno FAX Buses, Equipment, and Facilities, California | 1,165,048 |
| CA | E2004-BUSP-052 | Golden Empire Transit Traffic Signal Priority, California | 242,718 |
| CA | E2004-BUSP-055 | Long Beach Transit buses and bus facilities, California | 970,874 |
| CA | E2004-BUSP-057 | Mammoth Lakes Bus Purchase, California | 776,699 |
| CA | E2004-BUSP-059 | Monterey-Salinas Transit Buses, California | 1,456,311 |
| CA | E2004-BUSP-061 | Orange County Transit Center Improvements, California | 315,534 |
| CA | E2004-BUSP-062 | Orange County Bus Rapid Transit, California | 2,184,466 |
| CA | E2004-BUSP-063 | Orange County Fare Collection System, California | 970,874 |
| CA | E2004-BUSP-064 | Orange County Inter-County Express Bus Service, California | 1,067,961 |
| CA | E2004-BUSP-065 | Palmdale Intermodal Facility Parking Lot Expansion, California | 291,262 |
| CA | E2004-BUSP-066 | Palo Alto Intermodal Transit Center, California | 182,039 |
| CA | E2004-BUSP-067 | Redondo Beach Catalina Transit Terminal, California | 776,699 |
| CA | E2004-BUSP-068 | Reseda Boulevard Bus Rapid Transit Project Capital Improvement, California | 242,718 |
| CA | E2004-BUSP-072 | Roseville Multitransit Center, California | 485,437 |
| CA | E2004-BUSP-073 | Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Auburn, California | 97,088 |
| CA | E2004-BUSP-074 | Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Lincoln, California | 485,437 |
| CA | E2004-BUSP-076 | San Fernando Local Transit System, California | 291,262 |
| CA | E2004-BUSP-078 | San Joaquin RTD buses and bus facilities, California | 58,545 |
| CA | E2004-BUSP-079 | San Mateo County Transit District Zero-Emission buses, California | 230,582 |
| CA | E2004-BUSP-081 | Santa Clara Valley Transportation Authority Zero-Emission Buses, California | 60,680 |
| CA | E2004-BUSP-083 | South San Fernando Valley Park and Ride facility expansion, California | 291,262 |
| CA | E2004-BUSP-084 | South Whittier Circulator Buses, California | 388,350 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| CA | E2004-BUSP-086 | SunLine Transit Agency Clean Fuels Mall Facility and Hydrogen Infrastructure Expansion, California | 436,894 |
| CA | E2004-BUSP-087 | Temecula Transit Center, California | 776,699 |
| CA | E2004-BUSP-091 | Visalia Bus Operations and Maintenance Facility, California | 970,874 |
| CT | E2004-BUSP-094 | Connecticut State-wide Buses and bus fac | 2,912,620 |
| CT | E2004-BUSP-095 | East Hadden Mobility Improvement Proj | 2,912,620 |
| DE | E2004-BUSP-100 | Delaware Statewide bus and bus facilities | 501,890 |
| FL | E2004-BUSP-102 | Citrus County Enhancement Project for the Transportation Disadvantaged, Florida | 121,359 |
| FL | E2004-BUSP-103 | Flagler Senior Services Transit Coaches, Florida | 121,359 |
| FL | E2004-BUSP-108 | Key West bus and bus facilities, Florida | 1,067,961 |
| FL | E2004-BUSP-110 | Lee County LeeTran Bus Replacement, Florida | 194,174 |
| FL | E2004-BUSP-112 | Miami Dade County System Enhancements, Florida | 970,874 |
| FL | E2004-BUSP-113 | Miami-Dade County buses, Florida | 970,874 |
| FL | E2004-BUSP-114 | North Florida and West Coast Bus Procurement, Florida | 1,249,330 |
| FL | E2004-BUSP-115 | NW 7th Avenue Transit HUB Improvements, Florida | 970,874 |
| FL | E2004-BUSP-117 | Palm Beach Gardens Mass Transit Bus Shelters, Florida | 19,418 |
| FL | E2004-BUSP-119 | St. Augustine Intermodal Transportation and Parking Facility, Florida | 533,980 |
| FL | E2004-BUSP-123 | TalTran buses and bus facilities, Florida | 679,612 |
| FL | E2004-BUSP-127 | Winter Haven Transit Terminal, Florida | 339,806 |
| GA | E2004-BUSP-128 | Athens Clarke County Park Ride Project, Georgia | 2,669,902 |
| GA | E2004-BUSP-130 | City of Macon Alternative Fuel Vehicle Purchase, Georgia | 291,262 |
| GA | E2004-BUSP-131 | Dekalb County BRT Improvements, Georgia | 1,456,311 |
| GA | E2004-BUSP-132 | Georgia Statewide buses and bus facilities, Albany & Rome | 970,874 |
| GA | E2004-BUSP-133 | GRTA buses and bus facilities, Georgia | 4,854,368 |
| GA | E2004-BUSP-134 | Hamilton Clean Fuels Bus Facility, Georgia | 970,874 |
| GA | E2004-BUSP-135 | Leesburg Train Depot Renovation and Restoration, Georgia | 291,262 |
| GA | E2004-BUSP-136 | Macon and Athens Multimodal Station, Georgia | 1,553,398 |
| GA | E2004-BUSP-137 | Macon Multi-Modal Terminal Station, Georgia | 1,456,311 |
| GA | E2004-BUSP-140 | Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, Georgia | 485,437 |
| GA | E2004-BUSP-141 | Terminal Station Multi-Modal Roof Rehabilitation, Georgia | 328,156 |
| IA | E2004-BUSP-148 | UNI Multimodal Project, Iowa | 3,298,058 |
| ID | E2004-BUSP-149 | Idaho Transit Coalition buses and bus facilities | 2,482,795 |
| IL | E2004-BUSP-150 | Illinois Statewide buses and bus facilities | 3,646,460 |
| IL | E2004-BUSP-153 | Peoria Bus Purchase, Illinois | 291,262 |
| IL | E2004-BUSP-154 | Rock Island County Mass Transit District (Metrolink) transit facility, Illinois | 485,437 |
| IL | E2004-BUSP-155 | Springfield Bus Purchase, Illinois | 291,262 |
| IN | E2004-BUSP-157 | Cherry Street Multi-Modal Facility, Terre Haute, Indiana | 1,844,660 |
| IN | E2004-BUSP-158 | Fort Wayne Citilink Bus Purchase, Indiana | 159,620 |
| IN | E2004-BUSP-159 | Indiana University Bloomington, Indiana | 5,000 |
| IN | E2004-BUSP-160 | Indianapolis Downtown Transit Center, Indiana | 3,398,058 |
| IN | E2004-BUSP-162 | South Bend TRANSPO Bus Facilities, Indiana | 970,874 |
| KS | E2004-BUSP-163 | City of Wichita Transit Authority System Upgrades, Kansas | 242,718 |
| KS | E2004-BUSP-167 | Kansas Statewide buses and bus facilities | 2,912,620 |
| KS | E2004-BUSP-168 | Topeka Transit buses and bus facilities, Kansas | 179,205 |
| KY | E2004-BUSP-171 | Danville Hub-Gilcher Transit Facility / Parking Structure, Kentucky | 1,699,029 |
| KY | E2004-BUSP-172 | Daviess County Parking Garage and Intra-County Transit Facility, Kentucky | 1,941,747 |
| KY | E2004-BUSP-174 | Henderson Area Rapid Transit Authority, Kentucky | 14,564 |
| KY | E2004-BUSP-185 | Western Kentucky University Bus Shuttle System, Kentucky | 1,119,584 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| LA | E2004-BUSP-188 | Louisiana Statewide buses and bus facilities | 704,667 |
| LA | E2004-BUSP-189 | Shreveport Intermodal Bus Facility, Louisiana | 679,612 |
| LA | E2004-BUSP-191 | St. Tammany Park and Ride, Louisiana | 388,350 |
| MA | E2004-BUSP-197 | Montachusett Regional Transit Authority bus facilities | 333,679 |
| MA | E2004-BUSP-201 | Springfield Union Station Intermodal Facility Redevelopment | 4,368,931 |
| MD | E2004-BUSP-203 | Maryland Statewide bus and bus facility | 3,737,641 |
| ME | E2004-BUSP-206 | Cranberry Isles Intermodal Transportation Facility | 242,718 |
| ME | E2004-BUSP-207 | Curtis Ferry, ME | 728,156 |
| ME | E2004-BUSP-208 | Maine Statewide Bus & Bus Facility | 413,592 |
| ME | E2004-BUSP-209 | Portland Bayside Parking Garage, Intermodal Facility | 242,718 |
| MI | E2004-BUSP-211 | Ann Arbor Fuel Cell Bus Project, Michigan | 1,941,747 |
| MI | E2004-BUSP-219 | Cadillac/Wexford Transit Authority Intermodal Facility, Michigan | 582,524 |
| MI | E2004-BUSP-230 | Holland Macatawa Area Express (MAX), Michigan | 582,524 |
| MI | E2004-BUSP-231 | Intelligent Transportation System for ITP The Rapid, Michigan | 582,524 |
| MN | E2004-BUSP-249 | Metro Transit buses and bus facilities, Minnesota | 4,271,844 |
| MN | E2004-BUSP-250 | Minnesota District 8 Transit Vehicles and Transit Bus Facilities | 280,891 |
| MN | E2004-BUSP-251 | Minnesota Transit buses and bus facilities, Minnesota | 132,990 |
| MN | E2004-BUSP-252 | Northwest Corridor Busway, Minnesota | 2,912,620 |
| MN | E2004-BUSP-253 | Southern Minnesota Transit Facilities | 29,126 |
| MN | E2004-BUSP-256 | Union Depot Multi-modal Transportation Hub, Minnesota | 728,156 |
| MO | E2004-BUSP-266 | Southeast Missouri Bus Service Capital Improvements | 97,068 |
| MS | E2004-BUSP-271 | Harrison County multi-modal facilities and shuttle service, Mississippi | 430,874 |
| MS | E2004-BUSP-272 | Hattiesburg Intermodal Facility, Mississippi | 1,180,448 |
| MS | E2004-BUSP-273 | Intermodal Facility, JIA, Mississippi | 1,941,747 |
| MS | E2004-BUSP-274 | JATLAN vehicles for disabled and elderly, Mississippi | 12,083 |
| MT | E2004-BUSP-277 | Helena Transit Facility, Montana | 485,437 |
| MT | E2004-BUSP-278 | Liberty County COA Bus Facility, Montana | 48,544 |
| NC | E2004-BUSP-283 | Durham Multimodal Transportation Facility, North Carolina | 1,456,311 |
| NC | E2004-BUSP-286 | North Carolina Statewide buses and bus facilities | 5,007,960 |
| NC | E2004-BUSP-287 | Piedmont Authority for Regional Transportation (PART) multimodal transportation center, North Carolina | 1,067,961 |
| NC | E2004-BUSP-288 | Winston-Salem Union Station, North Carolina | 996,136 |
| ND | E2004-BUSP-289 | North Dakota Statewide buses and bus facilities | 712,620 |
| NE | E2004-BUSP-291 | Kearney RYDE Transit, Nebraska | 970,874 |
| NE | E2004-BUSP-292 | Metro Area Transit (MAT) buses and bus facilities, Omaha, Nebraska | 1,941,747 |
| NE | E2004-BUSP-293 | Nebraska Statewide Rural Automatic Vehicle Locating & Comms. System | 728,156 |
| NH | E2004-BUSP-294 | New Hampshire Statewide buses and bus facilities | 4,368,931 |
| NJ | E2004-BUSP-295 | Harrison Intermodal Project, New Jersey | 728,156 |
| NJ | E2004-BUSP-297 | Hunterdon County Intermodal Stations and Park and Rides, New Jersey | 388,350 |
| NJ | E2004-BUSP-300 | Newark Penn Station Intermodal Improvements, New Jersey | 2,912,620 |
| NJ | E2004-BUSP-301 | Old Bridge Intermodal Stations and Park and Rides, New Jersey | 485,437 |
| NJ | E2004-BUSP-302 | South Amboy Regional Intermodal Transportation Initiative, New Jersey | 970,874 |
| NM | E2004-BUSP-304 | Farmington buses and bus facilities, New Mexico | 17,088 |
| NM | E2004-BUSP-305 | Las Cruces buses and bus facilities, New Mexico | 364,077 |
| NV | E2004-BUSP-309 | Nevada Rural Transit Vehicles and Facilities | 485,437 |
| NY | E2004-BUSP-312 | Broome County Hybrid Buses, New York | 582,524 |
| NY | E2004-BUSP-315 | Fort Edward Intermodal Station Interior Restoration/Rehabilitation Project, New York | 291,262 |
| NY | E2004-BUSP-316 | Jacobi Transportation Facility, New York | 776,699 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|---|------------------------|
| NY | E2004-BUSP-317 | Jamaica Intermodal Facilities, Queens, New York | 388,350 |
| NY | E2004-BUSP-321 | MTA/Long Island Bus clean fuel cell bus purchase, New York | 970,874 |
| NY | E2004-BUSP-322 | Myrtle Avenue Business Improvement District's Myrtle/Wyckoff/Palmetto Transit Hub Enhancement, New York | 485,437 |
| NY | E2004-BUSP-323 | Nassau County, Hub Enhancements, New York | 1,165,048 |
| NY | E2004-BUSP-709 | North County Bus and Bus-Related Equipment | 4,500,000 |
| NY | E2004-BUSP-327 | Over the Road Bus Accessibility, Intercity Bus Accessibility Consortium, New York | 2,912,620 |
| NY | E2004-BUSP-328 | Rochester Central Bus Terminal, New York | 5,339,805 |
| NY | E2004-BUSP-329 | Rome Intermodal Station Restoration, New York | 1,213,592 |
| NY | E2004-BUSP-330 | Smithtown Senior Citizen Center Bus Replacement, New York | 194,174 |
| NY | E2004-BUSP-332 | Suffolk County Transit Buses, New York | 1,844,660 |
| NY | E2004-BUSP-333 | Tompkins County Bus Facilities, New York | 388,350 |
| NY | E2004-BUSP-336 | Village of Pleasantville, Handicapped Ramp, New York | 46,601 |
| NY | E2004-BUSP-337 | Village of Pleasantville, Memorial Plaza, New York | 194,174 |
| NY | E2004-BUSP-341 | Wyandanch Intermodal Transit Facility, New York | 388,351 |
| OH | E2004-BUSP-342 | Central Ohio Transit Authority Facility | 436,894 |
| OH | E2004-BUSP-707 | Montgomery County Commission in Ohio/Greater Dayton Regional Transit Authority, Ohio | 728,156 |
| OH | E2004-BUSP-345 | Kent State University Intermodal Facility, Ohio | 364,077 |
| OH | E2004-BUSP-347 | Ohio Statewide buses and bus facilities | 1,404,581 |
| OH | E2004-BUSP-348 | The Banks Intermodal Facility, Cincinnati, Ohio | 3,398,058 |
| OH | E2004-BUSP-349 | Wright Stop Plaza, Dayton, Ohio | 1,456,311 |
| OH | E2004-BUSP-350 | Zanesville Bus System Improvements, Ohio | 19,418 |
| OK | E2004-BUSP-351 | Central Oklahoma Transportation and Parking Authority | 1,766,990 |
| OK | E2004-BUSP-353 | Multi-Modal Transportation Facility and Transit System at Oklahoma State University, Oklahoma | 2,184,466 |
| OK | E2004-BUSP-354 | Norman buses and bus facilities, Oklahoma | 2,912,620 |
| OK | E2004-BUSP-355 | Northern Oklahoma Regional Multimodal Transportation System | 2,427,184 |
| OK | E2004-BUSP-356 | Oklahoma City Buses, Oklahoma | 2,184,466 |
| OK | E2004-BUSP-357 | Oklahoma Department of Transportation Transit Programs Division | 1,208,466 |
| OK | E2004-BUSP-358 | Tulsa Transit Bus Replacement Program, Oklahoma | 1,783,966 |
| OR | E2004-BUSP-363 | Lincoln County Transportation, Bus Garage Facility, Oregon | 194,174 |
| OR | E2004-BUSP-367 | Tillamook County Transit, Maintenance Facility, Oregon | 194,174 |
| PA | E2004-BUSP-371 | Adams County Transit Authority (ACTA) buses and bus facilities, Pennsylvania | 19,418 |
| PA | E2004-BUSP-382 | Church Street Transportation Center, Williamsport, Lycoming County, Pennsylvania | 242,718 |
| PA | E2004-BUSP-383 | City Bus, Williamsport Bureau of Transportation, Lycoming County, Pennsylvania | 970,874 |
| PA | E2004-BUSP-385 | Erie Metropolitan Transit Authority Bus Acquisition, Pennsylvania | 97,088 |
| PA | E2004-BUSP-388 | Harrisburg Intermodal Airport Multi-Modal Transportation Facility, Pennsylvania | 970,874 |
| PA | E2004-BUSP-389 | Hazleton Intermodal Public Transit Center, Pennsylvania | 1,699,029 |
| PA | E2004-BUSP-391 | Lebanon County Transit Authority, buses and bus related facilities, Pennsylvania | 436,894 |
| PA | E2004-BUSP-395 | Paoli Transportation Center, Pennsylvania | 485,437 |
| PA | E2004-BUSP-396 | Pittsburgh Water Taxi, Pennsylvania | 970,874 |
| PA | E2004-BUSP-401 | SEPTA Bucks County Intermodal Facility Improvements, Pennsylvania | 3,398,058 |
| PA | E2004-BUSP-406 | Union County Union/Snyder Transportation Alliance (USTA), Pennsylvania | 485,437 |
| PR | E2004-BUSP-409 | Puerto Rico Metropolitan Bus Authority Replacement | 116,688 |
| SC | E2004-BUSP-412 | City of Greenville Multimodal Transportation Center Improvements, South Carolina | 194,174 |
| SC | E2004-BUSP-414 | Medical University of South Carolina Intermodal Facility, South Carolina | 3,883,494 |
| SC | E2004-BUSP-415 | Myrtle Beach Regional Multimodal Transit Center, South Carolina | 194,174 |
| SC | E2004-BUSP-417 | South Carolina Statewide Transit Facilities Construction Project | 970,874 |
| SC | E2004-BUSP-418 | South Carolina Statewide Transit Vehicles | 3,883,494 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|---|----------------|--|------------------------|
| SD | E2004-BUSP-419 | Cheyenne River Sioux Tribe public buses and bus facilities, South Dakota | 2,184,466 |
| SD | E2004-BUSP-420 | South Dakota Statewide - Bus and Bus Facilities | 250,407 |
| TN | E2004-BUSP-423 | Memphis International Airport Intermodal Facility, Tennessee | 641,782 |
| TN | E2004-BUSP-425 | Tennessee Statewide buses and bus facilities | 1,221,935 |
| TX | E2004-BUSP-428 | Brazos County Bus Replacement Program, Texas | 194,174 |
| TX | E2004-BUSP-429 | Capital Metro Hybrid Electric Buses, Texas | 485,437 |
| TX | E2004-BUSP-433 | Ft. Worth Transportation Authority Fleet Modernization and Bus Transfer Centers, Texas | 1,456,311 |
| TX | E2004-BUSP-434 | Galveston Maintenance Facility Renovations, Texas | 776,699 |
| TX | E2004-BUSP-436 | Hunt County Committee on Aging Transportation Facility, Texas | 388,350 |
| TX | E2004-BUSP-439 | Nacogdoches Vehicle Replacement, Texas | 776,699 |
| TX | E2004-BUSP-441 | Public Transportation Management, Tyler/Longview, Texas | 339,806 |
| TX | E2004-BUSP-443 | South East Texas Transit Facility Improvements and Bus Replacements | 242,718 |
| TX | E2004-BUSP-444 | The District-Bryan Intermodal Transit Terminal/Parking Facility & Pedestrian Improvements, Texas | 388,350 |
| TX | E2004-BUSP-445 | The Woodlands Capital Costs, Texas | 339,806 |
| TX | E2004-BUSP-446 | The Woodlands Park and Ride Expansion, Texas | 266,990 |
| UT | E2004-BUSP-448 | Utah Statewide buses and bus facilities | 565,889 |
| VA | E2004-BUSP-450 | Alexandria After School Bus program, Virginia | 72,815 |
| VA | E2004-BUSP-453 | Fairfax County, Richmond Highway Transit Improvements, Virginia | 679,612 |
| VA | E2004-BUSP-454 | Hampton Roads Transit Southside Bus Facility, Virginia | 1,941,747 |
| VA | E2004-BUSP-457 | Richmond Highway Public Transportation Initiative, Virginia | 2,912,620 |
| VT | E2004-BUSP-459 | Brattleboro Multimodal, Vermont | 1,941,747 |
| VT | E2004-BUSP-460 | Burlington Transit Facilities, Vermont | 2,427,184 |
| VT | E2004-BUSP-461 | Vermont Alternative Fuel Station and Buses | 485,437 |
| WA | E2004-BUSP-464 | Clallam Transit Buses, Washington | 242,718 |
| WA | E2004-BUSP-470 | Grant Transit Authority, Bus Facility, Washington | 485,437 |
| WA | E2004-BUSP-472 | Grays Harbor Transportation Authority Capital Improvement, Washington | 72,815 |
| WA | E2004-BUSP-476 | Jefferson Transit bus purchase, Washington | 194,174 |
| WA | E2004-BUSP-482 | Mason County Transportation Authority Capital Improvements, Washington | 46,674 |
| WA | E2004-BUSP-483 | Metro Transit Turn Around at Taylor Landing Park, Washington | 38,834 |
| WA | E2004-BUSP-484 | Mukilteo Lane Park and Ride, Washington | 970,874 |
| WA | E2004-BUSP-485 | North Bend Park and Ride, Washington | 582,524 |
| WA | E2004-BUSP-486 | Pierce Transit Maintenance and Operations facility, Washington | 970,874 |
| WA | E2004-BUSP-489 | Sound Transit Regional Express Transit Hubs, Washington | 941,747 |
| WA | E2004-BUSP-474 | Island Transit (Washington State Small Bus System Program) | 426,813 |
| WY | E2004-BUSP-495 | Wyoming Statewide buses and bus facilities | 1,941,747 |
| <i>Subtotal FY 2004 Unobligated Allocations</i> | | | <i>236,441,352</i> |
| <i>FY 2005 Unobligated Allocations</i> | | | |
| AK | E2005-BUSP-000 | Alaska Mental Health Trust bus program, Alaska | 971,779 |
| AK | E2005-BUSP-001 | Alaska Native Medical Center intermodal bus/parking facility, Alaska | 675,686 |
| AK | E2005-BUSP-002 | Anchorage Museum/Transit intermodal depot, Alaska | 1,457,667 |
| AK | E2005-BUSP-003 | Anchorage paratransit and disability improvements, Alaska | 1,457,667 |
| AK | E2005-BUSP-004 | Anchorage Ship Creek intermodal facility, Alaska | 2,429,445 |
| AK | E2005-BUSP-005 | Copper River Transit program, Alaska | 1,457,667 |
| AK | E2005-BUSP-007 | Kenai Central Area Rural Transit System bus replacement, Alaska | 1,360,489 |
| AK | E2005-BUSP-008 | Knik Arm intermodal facility terminal, Alaska | 506,764 |
| AK | E2005-BUSP-009 | Port of Anchorage intermodal facility, Alaska | 2,429,445 |
| AK | E2005-BUSP-010 | Skagway bus terminal development, Alaska | 1,943,557 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|---|------------------------|
| AK | E2005-BUSP-011 | Whittier intermodal facility, Alaska | 1,457,667 |
| AL | E2005-BUSP-012 | Alabama State Docks intermodal facility, Alabama | 3,378,430 |
| AL | E2005-BUSP-013 | Birmingham Intermodal Facility- Phase II, Alabama | 3,401,224 |
| AL | E2005-BUSP-014 | City of Orange Beach senior activity bus, Alabama | 33,784 |
| AL | E2005-BUSP-015 | Cleveland Avenue YMCA bus, Alabama | 194,357 |
| AL | E2005-BUSP-016 | Jacksonville State University buses, Alabama | 1,943,557 |
| AL | E2005-BUSP-017 | Montgomery buses, Alabama | 236,490 |
| AL | E2005-BUSP-018 | Oakwood College shuttle bus project, Alabama | 90,572 |
| AL | E2005-BUSP-020 | University of Alabama at Huntsville Intermodal Facility, Alabama | 3,887,113 |
| AL | E2005-BUSP-021 | Vans, CASA of Marshall County, Alabama | 97,177 |
| AL | E2005-BUSP-022 | Vehicles for Senior Citizen Transportation in Alabama | 971,779 |
| AR | E2005-BUSP-023 | Arkansas Statewide buses and bus facilities | 7,774,226 |
| AR | E2005-BUSP-024 | CATA bus replacement, Arkansas | 388,711 |
| AZ | E2005-BUSP-025 | Alternative fuel replacement buses, Tucson, Arizona | 971,779 |
| AZ | E2005-BUSP-026 | Coconino County - Flagstaff bus system, Arizona | 1,360,489 |
| AZ | E2005-BUSP-027 | Coconino County - Sedona bus system, Arizona | 2,526,623 |
| AZ | E2005-BUSP-028 | Dial-a-Ride facility, Phoenix, Arizona | 340,123 |
| AZ | E2005-BUSP-029 | Downtown Tempe Transit Center, Arizona | 777,422 |
| AZ | E2005-BUSP-030 | East Valley bus maintenance facility, Arizona | 6,753,859 |
| AZ | E2005-BUSP-031 | Phoenix, Glendale, and Avondale bus replacement, Arizona | 1,457,667 |
| AZ | E2005-BUSP-032 | Phoenix/Glendale West Valley operating facility, Arizona | 3,401,224 |
| AZ | E2005-BUSP-033 | Sun Tran CNG replacement buses, Tucson, Arizona | 2,672,390 |
| CA | E2005-BUSP-034 | Anaheim Resort Transit, California | 291,534 |
| CA | E2005-BUSP-035 | Bellflower Dial-a-Ride, California | 116,614 |
| CA | E2005-BUSP-036 | Calabasas Transit, California | 485,888 |
| CA | E2005-BUSP-037 | Catalina Transit Terminal, Redondo Beach, California | 971,779 |
| CA | E2005-BUSP-038 | Cerritos Clean Air Buses, California | 826,011 |
| CA | E2005-BUSP-039 | Claremont Intermodal Transit Village Project, California | 194,357 |
| CA | E2005-BUSP-040 | Collegian Avenue Busway, California | 388,711 |
| CA | E2005-BUSP-041 | Downtown transit center ITS, California | 97,177 |
| CA | E2005-BUSP-043 | El Garces Intermodal Station, Needles, California | 971,779 |
| CA | E2005-BUSP-044 | Elk Grove Park and Ride Facilities, California | 971,779 |
| CA | E2005-BUSP-045 | Fairfield/Vacaville Intermodal Transit Station, California | 485,888 |
| CA | E2005-BUSP-046 | Fresno Area Express bus program, California | 971,779 |
| CA | E2005-BUSP-047 | Golden Empire Transit traffic signal priority, California | 291,534 |
| CA | E2005-BUSP-048 | Hemet Transit Center bus facility, California | 340,123 |
| CA | E2005-BUSP-049 | I-15 Managed Lanes/Bus Rapid Transit, San Diego, California | 1,652,023 |
| CA | E2005-BUSP-050 | LAVTA buses and bus facilities, California | 168,921 |
| CA | E2005-BUSP-051 | LAVTA satellite maintenance, operations and administrative facility, California | 101,353 |
| CA | E2005-BUSP-052 | Long Beach Transit bus purchase, California | 485,888 |
| CA | E2005-BUSP-054 | Los Angeles Trade Tech intermodal links with bus and Metro, California | 485,888 |
| CA | E2005-BUSP-055 | Los Angeles Valley College bus station extension, California | 485,888 |
| CA | E2005-BUSP-056 | Mammoth Lakes Regional Transit operations facility, California | 971,779 |
| CA | E2005-BUSP-057 | Metro Red Line Wilshire Vermont Station upgrade, California | 728,834 |
| CA | E2005-BUSP-058 | Modesto bus facility, California | 337,843 |
| CA | E2005-BUSP-059 | Montrey Salinas Transit buses, California | 971,779 |
| CA | E2005-BUSP-060 | Municipal Transit Operators Coalition, California | 971,779 |
| CA | E2005-BUSP-061 | Napa Transit Center construction, California | 485,888 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| CA | E2005-BUSP-062 | Pacific Station Multimodal-Multiuse facility, California | 506,764 |
| CA | E2005-BUSP-063 | Palm Springs bus station relocation, California | 29,154 |
| CA | E2005-BUSP-064 | Palo Alto Intermodal Transit Center, California | 728,834 |
| CA | E2005-BUSP-065 | Riverbank vehicle garage renovation, California | 121,472 |
| CA | E2005-BUSP-066 | Riverside Transit Authority, California | 121,472 |
| CA | E2005-BUSP-067 | Roseville Multitransit Center, California | 631,655 |
| CA | E2005-BUSP-069 | SamTrans Zero Emission bus project, California | 728,834 |
| CA | E2005-BUSP-071 | San Luis Rey Transit Center, California | 388,711 |
| CA | E2005-BUSP-072 | Santa Clara VTA bus signal priority project, California | 728,834 |
| CA | E2005-BUSP-073 | SCAT CNG Fueling Station, California | 485,888 |
| CA | E2005-BUSP-074 | Sierra Madre Villa Gold Line Light Rail Station, California | 971,779 |
| CA | E2005-BUSP-075 | Solana Beach Intermodal Facility, Solana Beach, California | 477,655 |
| CA | E2005-BUSP-076 | Sonoma County CNG buses, California | 101,353 |
| CA | E2005-BUSP-077 | South Gate Clean Air buses, California | 242,945 |
| CA | E2005-BUSP-078 | Spring Valley Multi-Modal Center, California | 270,274 |
| CA | E2005-BUSP-079 | Sunline Transit Agency CNG buses, California | 485,888 |
| CA | E2005-BUSP-080 | Temecula Park and Ride Facility, California | 48,589 |
| CA | E2005-BUSP-081 | Temecula Transit Center, California | 388,711 |
| CA | E2005-BUSP-082 | Transit First Implementation, California | 253,382 |
| CA | E2005-BUSP-083 | Transit Oriented Neighborhood Program, California | 194,357 |
| CA | E2005-BUSP-084 | Union City Intermodal Station, Phase 1, California | 485,888 |
| CA | E2005-BUSP-085 | Vallejo Baylink Ferry Intermodal Center, California | 1,214,724 |
| CA | E2005-BUSP-086 | Visalia bus operations facility, California | 242,945 |
| CA | E2005-BUSP-087 | Visalia bus replacement, California | 242,945 |
| CA | E2005-BUSP-088 | Yosemite Area Regional Transportation System, California | 135,137 |
| CO | E2005-BUSP-089 | Colorado Statewide buses and bus facilities | 5,177,994 |
| CT | E2005-BUSP-090 | Bridgeport Intermodal Transportation Center, Connecticut | 5,946,901 |
| CT | E2005-BUSP-091 | Hartford bus facility rehabilitation, Connecticut | 485,888 |
| CT | E2005-BUSP-092 | Hartford/New Britain Busway, Connecticut | 3,887,113 |
| CT | E2005-BUSP-093 | Pulse Point Joint Development safety improvements, Connecticut | 168,921 |
| CT | E2005-BUSP-094 | Stamford Urban Transitway Phase II, Connecticut | 5,830,669 |
| CT | E2005-BUSP-095 | Waterbury bus maintenance facility, Connecticut | 485,888 |
| CT | E2005-BUSP-096 | West Haven/Orange Intermodal Facility, Connecticut | 971,779 |
| DC | E2005-BUSP-098 | Union Station Intermodal Transportation Center, Washington, DC | 728,834 |
| DE | E2005-BUSP-099 | Delaware Statewide buses and bus facilities | 1,943,557 |
| FL | E2005-BUSP-100 | Broward/Palm Beach County buses, Florida | 409,392 |
| FL | E2005-BUSP-101 | DeBary Intermodal Transportation Facility, Florida | 242,945 |
| FL | E2005-BUSP-102 | Flagler County buses and bus facilities, Florida | 145,767 |
| FL | E2005-BUSP-103 | Gainesville Regional Airport multi-modal facility, Florida | 291,534 |
| FL | E2005-BUSP-104 | Gainesville RTS buses and bus facilities, Florida | 147,662 |
| FL | E2005-BUSP-105 | Hillsborough Area Regional Transit (HART), Florida | 485,888 |
| FL | E2005-BUSP-106 | Homestead East-West bus connector, Florida | 242,945 |
| FL | E2005-BUSP-108 | Key West bus and bus facilities, Florida | 1,943,557 |
| FL | E2005-BUSP-109 | Lakeland Area Citrus Connection transit system, Florida | 253,382 |
| FL | E2005-BUSP-110 | Miami Beach Intermodal Greenway Transit Facility, Florida | 680,245 |
| FL | E2005-BUSP-111 | Miami Beach Intermodal Transit Facility, Florida | 680,245 |
| FL | E2005-BUSP-112 | Miami Intermodal Center, Florida | 5,830,669 |
| FL | E2005-BUSP-113 | Miami-Dade County bus procurement, Florida | 485,888 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| FL | E2005-BUSP-114 | Miramar Parkway transit shelter enhancements, Florida | 97,177 |
| FL | E2005-BUSP-115 | National Center for Transportation Needs, Florida | 583,067 |
| FL | E2005-BUSP-116 | North Florida and West Coast Transit Coalition Bus Acquisition | 1,691,653 |
| FL | E2005-BUSP-117 | NW 7th Avenue Transit Hub, Florida | 971,779 |
| FL | E2005-BUSP-119 | Putnam County RideSolutions buses and bus facilities, Florida | 1,457,667 |
| FL | E2005-BUSP-120 | Sistrunk transit & pedestrian access improvement, Florida | 971,779 |
| FL | E2005-BUSP-121 | Southwest Broward bus facility, Florida | 1,166,133 |
| FL | E2005-BUSP-122 | St Johns County Council on Aging buses and bus facilities, Florida | 728,834 |
| FL | E2005-BUSP-123 | St. Lucie County bus purchase, Florida | 135,137 |
| FL | E2005-BUSP-124 | St. Petersburg intermodal facility, Florida | 485,888 |
| FL | E2005-BUSP-125 | TalTran Bus replacement project, Florida | 777,422 |
| FL | E2005-BUSP-126 | Trolley System, Boynton Beach, Florida | 242,945 |
| FL | E2005-BUSP-127 | Winter Haven Transit Terminal, Florida | 485,888 |
| GA | E2005-BUSP-130 | Atlantic Station, Georgia | 1,068,956 |
| GA | E2005-BUSP-700 | Georgia Regional Transportation Authority (GRTA) | 4,373,003 |
| GA | E2005-BUSP-131 | Hamilton clean fuels bus facility, Georgia | 1,457,667 |
| GA | E2005-BUSP-132 | Macon Terminal Station, Georgia | 728,834 |
| GA | E2005-BUSP-135 | Moultrie Intermodal Facility, Georgia | 485,888 |
| HI | E2005-BUSP-136 | Honolulu bus and paratransit replacement program, Hawaii | 1,952,921 |
| HI | E2005-BUSP-137 | Honolulu Middle Street Intermodal Center, Hawaii | 1,351,172 |
| HI | E2005-BUSP-138 | Pahoa/Hilo Bus routes, Hawaii | 168,921 |
| HI | E2005-BUSP-139 | Rural Bus Program, Hawaii | 1,689,215 |
| HI | E2005-BUSP-140 | Wahiawa Transit Center and Parking Facility, Hawaii | 2,429,445 |
| IA | E2005-BUSP-141 | Ames transit/bus facility, Iowa | 337,843 |
| IA | E2005-BUSP-142 | Des Moines MTA bus replacement, Iowa | 675,686 |
| IA | E2005-BUSP-143 | Iowa Statewide buses and bus facilities | 1,689,215 |
| IA | E2005-BUSP-144 | UNI multimodal project, Iowa | 2,797,380 |
| ID | E2005-BUSP-145 | Idaho Transit Coalition Statewide buses and bus facilities | 2,600,525 |
| IL | E2005-BUSP-146 | Bus facilities for Bloomington, Macomb, Peoria, and Rock Island (from Illinois Statewide buses and bus facilities) | 1,457,668 |
| IL | E2005-BUSP-147 | Champaign Day Care Center/Park-n-Ride (from Illinois Statewide buses and bus facilities) | 728,834 |
| IL | E2005-BUSP-148 | City of Chicago's Free Trolley System (from Illinois Statewide buses and bus facilities) | 728,833 |
| IL | E2005-BUSP-149 | Downstate Illinois replacement buses (from Illinois Statewide buses and bus facilities) | 2,915,335 |
| IL | E2005-BUSP-151 | Northern Winnebago County, Illinois | 242,945 |
| IL | E2005-BUSP-152 | Richton Park Metra Intermodal Transit Park and Ride Facility (from Illinois Statewide buses and bus facilities) | 485,889 |
| IN | E2005-BUSP-153 | Bloomington Public Transit Corporation, Indiana | 253,382 |
| IN | E2005-BUSP-154 | Cherry Street Multi-Modal Facility, Indiana | 971,779 |
| IN | E2005-BUSP-155 | CitiLink, Indiana | 583,067 |
| IN | E2005-BUSP-156 | IndyGo buses and bus facilities, Indiana | 1,013,529 |
| IN | E2005-BUSP-157 | Ivy Tech State College multimodal facility, Indiana | 485,888 |
| IN | E2005-BUSP-159 | Muncie Indiana transit system, Indiana | 971,779 |
| IN | E2005-BUSP-160 | TRANSPO Bus Operations Center South Bend, Indiana | 1,943,557 |
| KS | E2005-BUSP-161 | I-35 Fixed Guideway Project, Johnson County, Kansas | 291,534 |
| KS | E2005-BUSP-162 | Johnson County Transit System Buses, Kansas | 168,921 |
| KS | E2005-BUSP-163 | Kansas City/Unified Govt. of Wyandotte Co. buses, Kansas | 337,843 |
| KS | E2005-BUSP-164 | Kansas statewide bus and bus facilities | 2,915,334 |
| KS | E2005-BUSP-165 | Lawrence Transit System maintenance facility, Kansas | 388,711 |
| KS | E2005-BUSP-166 | Regional maintenance/paratransit scheduling facility, Kansas | 777,422 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| KS | E2005-BUSP-167 | Wichita Transit Authority buses and bus facilities, Kansas | 242,945 |
| KY | E2005-BUSP-170 | Henderson Area Rapid Transit Authority, Kentucky | 77,742 |
| KY | E2005-BUSP-171 | Manchester, Clay County Intermodal Facility, Kentucky | 1,943,557 |
| KY | E2005-BUSP-172 | Murray/Calloway County Transit Authority, Kentucky | 1,749,201 |
| KY | E2005-BUSP-173 | Oakwood Intermodal Facility, Somerset, Kentucky | 1,943,557 |
| KY | E2005-BUSP-175 | Southern and Eastern Kentucky buses and bus facilities | 1,500,000 |
| KY | E2005-BUSP-176 | Transit Authority of Northern Kentucky (TANK) bus and bus facilities, Kentucky | 485,888 |
| KY | E2005-BUSP-177 | Transit Authority of River City, Louisville, Kentucky | 203,212 |
| KY | E2005-BUSP-178 | University of Louisville bus shuttle program, Kentucky | 2,429,445 |
| LA | E2005-BUSP-179 | Greater Ouachita Port and Intermodal Facility, Louisiana | 2,915,334 |
| LA | E2005-BUSP-180 | Louisiana Statewide buses and bus facilities | 4,019,416 |
| MA | E2005-BUSP-183 | Attleboro Intermodal Transportation Center, Massachusetts | 1,943,557 |
| MA | E2005-BUSP-190 | Lechmere Station intermodal, Massachusetts | 971,779 |
| MA | E2005-BUSP-192 | MART maintenance facility, Massachusetts | 2,332,268 |
| MA | E2005-BUSP-194 | Salem Intermodal Center improvement project, Massachusetts | 971,779 |
| MA | E2005-BUSP-195 | Springfield Union Station, Springfield, Massachusetts | 6,505,083 |
| MA | E2005-BUSP-196 | UMass Transit RTIC and training facility, Massachusetts | 3,887,113 |
| MA | E2005-BUSP-197 | Wonderland Station improvements, Revere, Massachusetts | 1,943,557 |
| MD | E2005-BUSP-198 | Glenmont Metrorail parking garage expansion, Maryland | 485,888 |
| MD | E2005-BUSP-199 | Howard County Transit repair facility, Maryland | 485,888 |
| MD | E2005-BUSP-200 | Maryland Statewide buses and bus facilities | 3,887,113 |
| MD | E2005-BUSP-201 | Rockville Town Center transit project, Maryland | 971,779 |
| MD | E2005-BUSP-202 | Southern Maryland commuter bus initiative, Maryland | 4,807,653 |
| ME | E2005-BUSP-205 | Maine statewide bus program | 1,601,176 |
| ME | E2005-BUSP-206 | Millinocket Airport transfer bus project, Maine | 34,012 |
| MI | E2005-BUSP-207 | Allegan County Transportation, Michigan | 1,457,667 |
| MI | E2005-BUSP-208 | Alma Transit facility and replacement buses, Michigan | 485,888 |
| MI | E2005-BUSP-209 | Ann Arbor Transit Authority (AATA) transit center, Michigan | 337,843 |
| MI | E2005-BUSP-210 | Barry County buses and bus facilities, Michigan | 38,872 |
| MI | E2005-BUSP-211 | Bay Area Transportation Authority, Traverse City, Michigan | 3,887,113 |
| MI | E2005-BUSP-212 | Belding buses and bus facilities, Michigan | 48,589 |
| MI | E2005-BUSP-213 | Berrien County transit, Michigan | 97,177 |
| MI | E2005-BUSP-214 | Blue Water Area Transportation Commission Maintenance and Storage Facility, Michigan | 1,013,529 |
| MI | E2005-BUSP-215 | Cadillac/Wexford Transit, Michigan | 97,177 |
| MI | E2005-BUSP-217 | Cass County transit, Michigan | 38,872 |
| MI | E2005-BUSP-218 | Clare County Transit Corporation, Michigan | 97,177 |
| MI | E2005-BUSP-219 | Clinton Area transit system, Michigan | 1,214,724 |
| MI | E2005-BUSP-220 | Detroit DOT bus replacement and facilities, Michigan | 1,013,529 |
| MI | E2005-BUSP-221 | Flint MTA Intelligent Transportation System, Michigan | 337,843 |
| MI | E2005-BUSP-222 | Greenville Transit System, Michigan | 48,589 |
| MI | E2005-BUSP-223 | Harbor Transit, Michigan | 194,357 |
| MI | E2005-BUSP-224 | Intelligent Transportation System for The Rapid, Michigan | 583,067 |
| MI | E2005-BUSP-225 | Ionia County Dial-A-Ride, Michigan | 121,472 |
| MI | E2005-BUSP-226 | Isabella County Transportation Commission, Michigan | 291,534 |
| MI | E2005-BUSP-228 | Kalamazoo County Care A Van, Michigan | 27,027 |
| MI | E2005-BUSP-229 | Kalamazoo Metro Transit, Michigan | 1,013,529 |
| MI | E2005-BUSP-230 | Kalkaska Public Transit Authority, Michigan | 48,589 |
| MI | E2005-BUSP-232 | Livingston Essential Transportation, Michigan | 97,177 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| MI | E2005-BUSP-233 | Macatawa Area Express Facility, Michigan | 971,779 |
| MI | E2005-BUSP-234 | Mass Transportation Authority, Flint, Michigan | 1,013,529 |
| MI | E2005-BUSP-235 | Michigan Statewide buses and bus facilities | 2,915,334 |
| MI | E2005-BUSP-236 | Midland Dial-A-Ride, Michigan | 121,472 |
| MI | E2005-BUSP-237 | Muskegon Area Transit System, Michigan | 485,888 |
| MI | E2005-BUSP-239 | Northern Michigan bus and bus facilities | 485,888 |
| MI | E2005-BUSP-240 | Roscommon County Transit System, Michigan | 48,589 |
| MI | E2005-BUSP-241 | Shiawassee Area Transportation Authority, Michigan | 43,730 |
| MI | E2005-BUSP-243 | Twin Cities Area Transportation Authority, Benton Harbor, Michigan | 29,154 |
| MI | E2005-BUSP-244 | Van Buren Public Transit, Michigan | 29,154 |
| MI | E2005-BUSP-245 | Yates Township Dial-A-Ride Transportation System, Michigan | 194,357 |
| MN | E2005-BUSP-246 | Como Rider program, Minnesota | 1,457,667 |
| MN | E2005-BUSP-247 | Duluth Transfer Facility, Minnesota | 971,779 |
| MN | E2005-BUSP-248 | Greater Minnesota Transit | 1,304,000 |
| MN | E2005-BUSP-249 | Isanti Transit garage and operational facility, Minnesota | 485,888 |
| MN | E2005-BUSP-250 | Metro Transit buses and bus facilities, Minnesota | 3,887,113 |
| MN | E2005-BUSP-251 | Northwest Busway and facilities, Hennepin County, Minnesota | 2,915,334 |
| MN | E2005-BUSP-252 | Union Depot Transportation Hub, Minnesota | 971,779 |
| MN | E2005-BUSP-703 | White Earth Tribal Nation bus purchase/White Earth Tribal Nation Transit Center, Minnesota | 971,779 |
| MO | E2005-BUSP-256 | KCATA bus rapid transit, Missouri | 1,520,294 |
| MO | E2005-BUSP-257 | Metro St. Louis, Missouri | 1,214,724 |
| MO | E2005-BUSP-258 | Missouri statewide bus and bus facilities | 2,260,782 |
| MO | E2005-BUSP-259 | Southern Missouri buses and bus facilities | 1,028,417 |
| MS | E2005-BUSP-260 | Harrison County HOV/Bus rapid transit Canal Road intermodal connector, Mississippi | 1,943,557 |
| MS | E2005-BUSP-261 | Jackson State University busing project, Mississippi | 291,534 |
| MS | E2005-BUSP-704 | City of Jackson/JATRAM fixed route vehicles, Mississippi | 2,915,334 |
| MS | E2005-BUSP-263 | Mississippi Valley State University mass transit program expansion, Mississippi | 194,357 |
| MS | E2005-BUSP-264 | Vicksburg public transportation, Mississippi | 485,888 |
| MT | E2005-BUSP-265 | Billings downtown bus facility, Montana | 675,686 |
| MT | E2005-BUSP-266 | Billings public bus and medical transfer facility, Montana | 2,429,445 |
| NC | E2005-BUSP-268 | Chapel Hill replacement buses, North Carolina | 675,686 |
| NC | E2005-BUSP-269 | Charlotte Multi-modal Transportation Center, North Carolina | 17,839 |
| NC | E2005-BUSP-271 | North Carolina Statewide buses and bus facilities | 4,858,891 |
| NC | E2005-BUSP-272 | Triangle Transit Authority replacement buses, North Carolina | 971,779 |
| ND | E2005-BUSP-273 | North Dakota Statewide buses and bus facilities | 2,915,334 |
| NE | E2005-BUSP-274 | Kearney RYDE Transit, Nebraska | 1,020,367 |
| NE | E2005-BUSP-275 | Nebraska Statewide bus and bus facilities | 1,943,557 |
| NE | E2005-BUSP-276 | Omaha Metro Area Transit Center Developments, Nebraska | 3,887,113 |
| NH | E2005-BUSP-277 | Commuter maintenance facility, New Hampshire | 680,245 |
| NH | E2005-BUSP-278 | Park & Ride/Bus Facility Exit 2, Salem, New Hampshire | 583,067 |
| NH | E2005-BUSP-279 | Park and Ride Bus Facility Exit 5, New Hampshire | 194,357 |
| NJ | E2005-BUSP-280 | Bergen Intermodal Stations and Park N'Rides, New Jersey | 1,943,557 |
| NJ | E2005-BUSP-281 | Englewood bus purchase, New Jersey | 364,417 |
| NJ | E2005-BUSP-284 | Newark Penn Station Intermodal Improvements, New Jersey | 4,858,891 |
| NJ | E2005-BUSP-285 | Park and Ride for the Edison Train Station, New Jersey | 971,779 |
| NJ | E2005-BUSP-286 | South Amboy Intermodal Station, New Jersey | 1,214,724 |
| NM | E2005-BUSP-289 | New Mexico Statewide bus and bus facilities | 971,779 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| NM | E2005-BUSP-290 | Rio Rancho Senior Transit Program, New Mexico | 242,945 |
| NM | E2005-BUSP-291 | West Side transit facility, New Mexico | 371,779 |
| NV | E2005-BUSP-292 | Bus Rapid Transit, Virginia Street Phase 1, Nevada | 291,779 |
| NV | E2005-BUSP-294 | Las Vegas buses, Nevada | 971,779 |
| NY | E2005-BUSP-705 | Niagara Frontier Transportation Authority Replacement buses, New York (Formerly: BNMC replacement buses, New York) | 736,608 |
| NY | E2005-BUSP-296 | Boro Park JCC bus purchase, New York | 194,357 |
| NY | E2005-BUSP-297 | Brookhaven Town Senior Citizen Jitney Bus, New York | 121,472 |
| NY | E2005-BUSP-298 | Broome County hybrid buses, New York | 1,554,845 |
| NY | E2005-BUSP-300 | Bus Facility, 65th Street Intermodal Station, New York | 7,288,337 |
| NY | E2005-BUSP-299 | Buffalo Niagra Medical Campus, New York | 1,943,557 |
| NY | E2005-BUSP-301 | Central New York Regional Transportation Authority, New York | 3,158,279 |
| NY | E2005-BUSP-302 | Fort Edward Intermodal Station, New York | 291,534 |
| NY | E2005-BUSP-303 | Irvington Intermodal Upgrades, New York | 242,945 |
| NY | E2005-BUSP-304 | Jacobi Transportation Facility, New York | 971,779 |
| NY | E2005-BUSP-305 | Jamaica Intermodal Facilities, New York | 1,943,557 |
| NY | E2005-BUSP-306 | JCC of Coney Island Bus Purchase, New York | 97,177 |
| NY | E2005-BUSP-307 | Nassau County Long Island Bus, New York | 971,779 |
| NY | E2005-BUSP-308 | Pelham Intermodal Improvements, New York | 485,888 |
| NY | E2005-BUSP-309 | Renaissance Square, New York | 6,316,558 |
| NY | E2005-BUSP-310 | Rochester Central Bus Terminal, New York | 5,441,959 |
| NY | E2005-BUSP-311 | Senior Bus Service Bus Replacement, North Hempstead, New York | 291,534 |
| NY | E2005-BUSP-313 | Suffolk County Transit buses and bus facilities, New York | 971,779 |
| NY | E2005-BUSP-314 | Sullivan County buses and bus facilities, New York | 485,888 |
| NY | E2005-BUSP-315 | Tompkins County Hybrid Buses, New York | 242,945 |
| NY | E2005-BUSP-316 | Tuckahoe Intermodal Improvements, New York | 38,872 |
| NY | E2005-BUSP-317 | Ulster County Hybrid Buses, New York | 242,945 |
| NY | E2005-BUSP-318 | Westchester County Bee Line Bus Replacement, New York | 3,887,113 |
| NY | E2005-BUSP-319 | White Plains Downtown Circulator, New York | 242,945 |
| OH | E2005-BUSP-321 | Central Ohio Transit Authority Paratransit Facility | 534,478 |
| OH | E2005-BUSP-322 | Central Ohio Transit Authority ITS Phase III | 194,357 |
| OH | E2005-BUSP-323 | Cincinnati Local Community bus enhancements, Ohio | 777,422 |
| OH | E2005-BUSP-324 | Cleveland Clinic Pedestrian Access Tunnel, Ohio | 971,779 |
| OH | E2005-BUSP-325 | Cuyahoga County Plan for Senior Transportation, Ohio | 971,779 |
| OH | E2005-BUSP-326 | East Side Transit Center, Ohio | 485,888 |
| OH | E2005-BUSP-327 | New York Central Train Station, Elyria, Ohio | 338,143 |
| OH | E2005-BUSP-328 | Ohio statewide buses and bus facilities | 4,890,977 |
| OH | E2005-BUSP-329 | Paratransit District/Senior Call Center Brooklyn, Ohio | 1,943,557 |
| OH | E2005-BUSP-330 | TARTA/TARPS Intermodal Facility, Ohio | 1,457,667 |
| OK | E2005-BUSP-331 | Lawton buses and bus facilities, Oklahoma | 201,158 |
| OK | E2005-BUSP-332 | Norman buses and bus facilities, Oklahoma | 2,915,334 |
| OK | E2005-BUSP-333 | Northern Oklahoma regional multimodal facilities and transit system, Oklahoma | 4,858,891 |
| OK | E2005-BUSP-334 | Oklahoma DOT Transit Program, Oklahoma | 5,344,779 |
| OK | E2005-BUSP-335 | Oklahoma Transportation Center, Oklahoma | 1,943,557 |
| OK | E2005-BUSP-706 | Tulsa transit buses and equipment/Tulsa Transit Multi-use facility in Tulsa, Oklahoma | 1,943,557 |
| OR | E2005-BUSP-337 | Lane County bus rapid transit vehicles, Oregon | 1,351,372 |
| OR | E2005-BUSP-338 | Lewis and Clark explorer shuttle parking, Oregon | 485,888 |
| OR | E2005-BUSP-339 | Maintenance facility modernization project, Oregon | 2,429,445 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|-------|----------------|--|------------------------|
| OR | E2005-BUSP-341 | South Metro Area Rapid Transit park-and-ride facility and transit center, Oregon | 485,888 |
| OR | E2005-BUSP-343 | Yamhill County Transit bus and bus facilities, Oregon | 81,028 |
| PA | E2005-BUSP-345 | Amtran Bus Replacement, Altoona, Pennsylvania | 291,534 |
| PA | E2005-BUSP-346 | Ardmore transit center, Pennsylvania | 5,830,669 |
| PA | E2005-BUSP-347 | Area Transit Authority, Pennsylvania | 1,384,784 |
| PA | E2005-BUSP-348 | Area Transportation Authority of North Central Pennsylvania passenger terminal, Pennsylvania | 766,724 |
| PA | E2005-BUSP-350 | Bucks County Intermodal Facility Improvements, Pennsylvania | 2,057,254 |
| PA | E2005-BUSP-353 | Capital Area Transit (CAT), Pennsylvania | 971,779 |
| PA | E2005-BUSP-356 | County of Lebanon Transit Authority (COLT), Pennsylvania | 349,841 |
| PA | E2005-BUSP-357 | Cruise Terminal Intermodal Facility, Pennsylvania | 485,888 |
| PA | E2005-BUSP-359 | Fayette Area Coordinated Transportation (FACT) buses and bus facilities, Pennsylvania | 874,601 |
| PA | E2005-BUSP-360 | Harrisburg Transportation Center, Pennsylvania | 971,779 |
| PA | E2005-BUSP-361 | Hazleton intermodal facility, Pennsylvania | 2,915,334 |
| PA | E2005-BUSP-362 | Incline Plane Cable Replacement, Johnstown, Pennsylvania | 116,614 |
| PA | E2005-BUSP-363 | Mid Mon Valley Transit Authority, Charleroi, Pennsylvania | 585,013 |
| PA | E2005-BUSP-364 | Mid-County Transit Authority Kittanning, Pennsylvania | 213,792 |
| PA | E2005-BUSP-366 | Northumberland County Transportation, Pennsylvania | 97,177 |
| PA | E2005-BUSP-368 | Union Station Intermodal Trade and Transit Center, Schuylkill County, Pennsylvania | 1,943,557 |
| PA | E2005-BUSP-369 | Union/Snyder Transportation Alliance, Union County, Pennsylvania | 1,457,667 |
| PA | E2005-BUSP-370 | Westmoreland County Transit Authority, Pennsylvania | 485,888 |
| PR | E2005-BUSP-372 | Carolina Mini-Buses, Puerto Rico | 1,846,378 |
| RI | E2005-BUSP-373 | Elmwood Facility Expansion, Rhode Island | 1,943,557 |
| SC | E2005-BUSP-375 | Medical University of South Carolina | 3,887,113 |
| SC | E2005-BUSP-376 | South Carolina Statewide buses and bus facilities | 3,887,113 |
| SD | E2005-BUSP-377 | Sitting Bull College facilities, South Dakota | 1,214,724 |
| SD | E2005-BUSP-378 | South Dakota Statewide buses and bus facilities | 971,779 |
| TN | E2005-BUSP-379 | Downtown Centralized Intermodal Transfer Center, Nashville, Tennessee | 804,593 |
| TN | E2005-BUSP-380 | Knoxville Electric Transit Intermodal Center, Tennessee | 1,943,557 |
| TN | E2005-BUSP-381 | Memphis Airport Intermodal Facility, Tennessee | 2,915,334 |
| TN | E2005-BUSP-382 | Southeast Tennessee Human Resource Agency | 728,834 |
| TN | E2005-BUSP-383 | Tennessee Statewide buses and bus facilities | 8,391,732 |
| TX | E2005-BUSP-384 | Abilene bus and bus facilities, Texas | 728,834 |
| TX | E2005-BUSP-386 | Brazos Transit District passenger shelter program, Texas | 485,888 |
| TX | E2005-BUSP-387 | Bryan Intermodal Transit Terminal with Parking, Texas | 388,711 |
| TX | E2005-BUSP-388 | Bryan/College Station Bus Replacement Program, Texas | 1,259,424 |
| TX | E2005-BUSP-389 | Capital Metro North Operating Facility, Texas | 405,411 |
| TX | E2005-BUSP-390 | Capitol Metro buses and bus facilities, Texas | 675,686 |
| TX | E2005-BUSP-391 | Citibus vans and alternative fuel buses, Texas | 608,118 |
| TX | E2005-BUSP-392 | CNG bus replacement, Texas | 388,711 |
| TX | E2005-BUSP-393 | Corpus Christi buses and bus facilities, Texas | 691,008 |
| TX | E2005-BUSP-394 | Dallas bus shelters, Texas | 728,834 |
| TX | E2005-BUSP-395 | Denton Downtown multimodal transit facility, Texas | 3,109,690 |
| TX | E2005-BUSP-397 | Ft. Worth Transportation Authority Fleet Modernization, Texas | 2,332,268 |
| TX | E2005-BUSP-398 | Ft. Worth Transportation Authority Passenger Shelter Replacement, Texas | 236,490 |
| TX | E2005-BUSP-402 | Jefferson County Transit Facility Improvements, Texas | 680,245 |
| TX | E2005-BUSP-399 | Houston METRO, Park and Rides, Texas | 4,581,945 |
| TX | E2005-BUSP-400 | Hunt County Committee on Aging Transit Terminal, Texas | 1,166,133 |

FEDERAL TRANSIT ADMINISTRATION
TABLE 6

Prior Year Unobligated Section 5309 Bus and Bus-Related Facilities Allocations

| State | Earmark ID | Project | Unobligated Allocation |
|--------------------------------------|----------------|---|---------------------------|
| TX | E2005-BUSP-401 | Hunt County Committee on Aging Transit Vehicles, Texas | 971,779 |
| TX | E2005-BUSP-403 | Laredo Bus Hub and Maintenance Facility, Texas | 1,943,557 |
| TX | E2005-BUSP-405 | The Woodlands Capital Cost of Contracting Program, Texas | 437,301 |
| TX | E2005-BUSP-406 | Waco Transit Alternative Fueled Bus Purchase, Texas | 3,887,113 |
| VA | E2005-BUSP-411 | Burke Centre VRE Station Parking Expansion | 971,779 |
| VA | E2005-BUSP-412 | Danville buses and bus facilities, Virginia | 437,301 |
| VA | E2005-BUSP-414 | GRTC Bus Facility, Richmond, Virginia | 5,830,669 |
| VA | E2005-BUSP-415 | Hampton Roads Transit New Maintenance Facilities , Virginia | 2,186,501 |
| VA | E2005-BUSP-416 | I-66/Vienna Metrorail Accessibility Improvements, Virginia | 583,067 |
| VA | E2005-BUSP-417 | James City County natural gas buses, Virginia | 2,915,334 |
| VA | E2005-BUSP-418 | Petersburg Multi-Modal Transportation Center, Virginia | 485,888 |
| VA | E2005-BUSP-419 | Potomac Yard Transit Way, Virginia | 777,422 |
| VA | E2005-BUSP-420 | PRTC Bus Acquisitions, Virginia | 777,422 |
| VA | E2005-BUSP-421 | Richmond Highway Transit Improvements, Virginia | 971,779 |
| VA | E2005-BUSP-422 | Southside bus facility PE, Virginia | 3,887,113 |
| VT | E2005-BUSP-424 | Bellows Falls Transit Improvements, Vermont | 1,943,557 |
| VT | E2005-BUSP-425 | Vermont Statewide buses and bus facilities | 1,443,557 |
| WA | E2005-BUSP-426 | Ben Franklin Transit Facility Improvements, Washington | 1,020,367 |
| WA | E2005-BUSP-429 | Community Transit Bus and Van Replacement, Washington | 971,779 |
| WA | E2005-BUSP-430 | Edmonds Crossing Multitmodal Transportation Project, Washington | 337,843 |
| WA | E2005-BUSP-433 | Grant Transit Authority vehicle replacement, Washington | 777,422 |
| WA | E2005-BUSP-438 | Jefferson Transit operations/maintenance facility, Washington | 202,706 |
| WA | E2005-BUSP-439 | King County Metro Clean Air Buses, Washington | 4,858,891 |
| WA | E2005-BUSP-440 | King County Metro Park and Ride on First Hill, Seattle, Washington | 1,943,557 |
| WA | E2005-BUSP-441 | King County Metro, King County Airfield Transfer Area, Washington | 1,943,557 |
| WA | E2005-BUSP-443 | Link Transit Low Floor Coach Purchases, Washington | 270,274 |
| WA | E2005-BUSP-446 | Pierce Transit Base expansion, Washington | 971,779 |
| WA | E2005-BUSP-447 | Port Angeles International Gateway Center, Washington | 971,779 |
| WA | E2005-BUSP-437 | Jefferson Transit (Washington Small Bus System Program of Projects, Washington) | 728,834 |
| WA | E2005-BUSP-450 | Whatcom Transportation Authority, Lincoln Creek Transportation Center, Washington | 675,686 |
| WV | E2005-BUSP-452 | West Virginia Statewide | 1,689,215 |
| | | <i>Subtotal FY 2005 Unobligated Allocations</i> | <i>\$487,554,395</i> |
| Total Unobligated Allocations | | | \$723,995,747 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 7

Prior Year Unobligated Section 5309 New Starts Allocations

| State | Earmark ID | Project Location and Description | Unobligated Allocation |
|--|----------------|---|-----------------------------|
| <i>FY 2004 Unobligated Allocations</i> | | | |
| AK/HI | E2004-NWST-000 | Alaska/Hawaii Ferry Project | \$5,066,553 |
| AL | E2004-NWST-001 | Birmingham- Transit Corridor Project | 3,444,626 |
| CA | E2004-NWST-005 | Phase II, LA to Pasadena Metro Gold Line Light Rail Project | 3,936,715 |
| CA | E2004-NWST-012 | San Jose, California, Silicon Valley Rapid Transit Corridor | 1,968,358 |
| CT | E2004-NWST-011 | Stamford, Connecticut, Urban Transitway & Intermodal Transportation Center Improvements | 3,936,715 |
| DE | E2004-NWST-019 | Wilmington Train Station Improvements | 1,476,268 |
| ME | E2004-NWST-025 | Maine Marine Highway | 1,525,477 |
| ME | E2004-NWST-026 | Yarmouth to Auburn Line, Maine | 984,179 |
| MN | E2004-NWST-028 | Minneapolis, Minnesota, Northstar Corridor Commuter Rail Project | 5,659,028 |
| NC | E2004-NWST-031 | Western North Carolina Rail Passenger Service | 984,179 |
| NV | E2004-NWST-034 | Las Vegas Resort Corridor Fixed Guideway Project | 19,683,577 |
| OK | E2004-NWST-038 | Northern Oklahoma Regional Multimodal Transportation System | 2,952,537 |
| PA | E2004-NWST-041 | SEPTA Schuylkill Valley Metro Project | 13,778,504 |
| PA | E2004-NWST-044 | Scranton to New York City, New York Passenger Rail Service | 2,460,447 |
| RI | E2004-NWST-046 | Integrated Intermodal Project, Rhode Island | 2,952,537 |
| TN | E2004-NWST-047 | Memphis, Tennessee, Medical Center Rail Extension | 9,101,281 |
| TX | E2004-NWST-048 | Dallas, Texas, North Central Light Rail Extension | 9,259,540 |
| VA | E2004-NWST-012 | Dulles Corridor Project | 19,683,577 |
| WI | E2004-NWST-054 | Kenosha-Racine-Milwaukee Commuter Rail Project | 3,198,581 |
| <i>Subtotal FY 2004 Unobligated Allocations</i> | | | <i>\$112,052,679</i> |
| <i>FY 2005 Unobligated Allocations</i> | | | |
| AK/HI | E2005-NWST-000 | Alaska/Hawaii Ferry Project | \$8,302,312 |
| AL | E2005-NWST-001 | Birmingham- Transit Corridor Project | 992,000 |
| AR | E2005-NWST-002 | Little Rock River Rail Streetcar Project | 1,191,121 |
| CA | E2005-NWST-004 | Los Angeles Gold Line Foothill Extension | 496,000 |
| CA | E2005-NWST-007 | San Diego, California, Mid-Coast Light Rail Extension | 340,320 |
| CA | E2005-NWST-009 | San Diego, California, Oceanside - Escondido Rail Project | 54,560,000 |
| CA | E2005-NWST-012 | San Jose, California, Silicon Valley Rapid Transit Corridor | 2,480,000 |
| CT | E2005-NWST-014 | Stamford, Connecticut, Urban Transitway, Phase 2 | 2,976,000 |
| FL | E2005-NWST-015 | Fort Lauderdale, Florida, South Florida Commuter Rail Upgrades | 3,775,350 |
| IL | E2005-NWST-018 | Chicago, Illinois, Douglas Branch Reconstruction | 28,927,213 |
| IL | E2005-NWST-020 | Chicago, Illinois, Ravenswood Line Extension | 13,612,806 |
| IN | E2005-NWST-021 | South Shore Commuter Rail Service, Indiana | 980,000 |
| LA | E2005-NWST-022 | New Orleans Canal Street Car Line Project | 16,455,206 |
| MD | E2005-NWST-024 | Baltimore, Maryland, Central Light Rail Double Track Project | 9,872,688 |
| MD | E2005-NWST-025 | Washington, DC/Metropolitan Area, Largo Extension | 25,403,024 |
| MN | E2005-NWST-027 | Minneapolis, Minnesota, Northstar Corridor Commuter Rail Project | 4,960,000 |
| MO | E2005-NWST-028 | St. Louis, Missouri, Metro Link St. Clair Extension | 13,998 |
| NC | E2005-NWST-029 | Charlotte South Corridor Transitway Project | 10,209,605 |
| NV | E2005-NWST-035 | CATRIL RTC Rail Project, Nevada | 992,000 |
| NV | E2005-NWST-036 | Las Vegas Resort Corridor Fixed Guideway Project | 29,760,000 |
| NY | E2005-NWST-037 | New York, New York, Long Island Rail Road Eastside Access | 34,032,021 |
| OH | E2005-NWST-038 | Cleveland-Euclid Corridor Improvement Project | 24,800,000 |
| OR | E2005-NWST-039 | I-5/I-205/SR250, Transit Loop, Washington and Oregon | 1,488,000 |
| OR | E2005-NWST-040 | Portland, Oregon, Interstate MAX Light Rail Extension | 7,990,717 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 7

Prior Year Unobligated Section 5309 New Starts Allocations

| State | Earmark ID | Project Location and Description | Unobligated Allocation |
|---|----------------|---|------------------------|
| OR | E2005-NWST-041 | Washington County, Oregon, Wilsonville to Beaverton Commuter Rail Project | 3,062,881 |
| PA | E2005-NWST-042 | Harrisburg, Pennsylvania, Corridor One | 1,284,000 |
| PA | E2005-NWST-044 | Pittsburgh, Pennsylvania, North Shore Light Rail Connector | 54,560,000 |
| PA | E2005-NWST-043 | SEPTA Schuylkill Valley Metro Project | 9,920,000 |
| PR | E2005-NWST-046 | San Juan, Puerto Rico, Tren Urbano Rapid Transit System | 44,263,040 |
| RI | E2005-NWST-047 | Integrated Intermodal Project, Rhode Island | 5,952,000 |
| TX | E2005-NWST-049 | Capital Metro-Bus Rapid Transit Texas | 992,000 |
| TX | E2005-NWST-051 | Houston-Advanced Transit Program | 2,892,721 |
| UT | E2005-NWST-054 | Salt Lake City, Utah, Medical Center LRT Extension | 8,682,141 |
| VA | E2005-NWST-055 | Dulles Corridor Project | 24,800,000 |
| VA | E2005-NWST-056 | Norfolk, Virginia, Light Rail Transit Project | 1,984,000 |
| WA | E2005-NWST-058 | Sound Transit Sounder Commuter Rail, Lakewood to Nisqually, Washington | 1,998,967 |
| ----- | E2005-NWST-059 | Unallocated | 672,344 |
| <i>Subtotal FY 2005 Unobligated Allocations</i> | | | <i>\$445,674,475</i> |
| Total Unobligated Allocations | | | \$557,727,154 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 8

SAFETEA-LU Authorized Section 5314 National Research Program Projects

(Subject to change by Congress in annual appropriations)

| Program / Project | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Total |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|
| Project Action | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$12,000,000 |
| Medical Transportation Demonstration Grants | | | | | |
| National Technical Assistance Center for Senior Transportation (Section 5314(b)) | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| National Research and Technology Program Earmarks (Section 3046 of SAFETEA-LU) 1/ | 19,585,000 | 18,855,000 | 18,225,000 | 18,615,000 | 75,280,000 |
| - Public Transportation National Security Study - National Academy of Sciences | 250,000 | 250,000 | - | - | 500,000 |
| - Center for Transit Oriented Development | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| - Transportation Equity Research Program | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| - Cognitive Impairment Study -- Oregon | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| - Transit Career Ladder Training Program | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| - Pilot Program for Remote Infrared Audible Signs | 800,000 | 800,000 | - | - | 1,600,000 |
| - Hydrogen Fuel Cell Shuttle Deployment Demonstration Project -- Allentown, PA | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | 8,000,000 |
| - Wisconsin Supplemental Transportation Rural Assistance Program -- WI DOT | 1,600,000 | 1,600,000 | 1,600,000 | 1,600,000 | 6,400,000 |
| - Human Services Transportation Coordination | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| - Portland, Oregon Streetcar Prototype Purchase and Deployment - TriMet | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| - Public Transportation Participation Pilot Program | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| - Transportation Hybrid Electric Vehicle and Fuel Cell Research -- University of Alabama | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| - Trauma Care System Research and Development - University of Alabama - Birmingham | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| - Transportation Infrastructure and Logistics Research - University of Alabama - Huntsville | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| - National Bus Rapid Transit Institute -- University of South Florida | 1,750,000 | 1,750,000 | 1,750,000 | 1,750,000 | 7,000,000 |
| - Application of Information Technology to Transportation Logistics and Security -- Northern Kentucky University | 400,000 | 400,000 | 400,000 | 400,000 | 1,600,000 |
| - Intelligent Transportation System Pilot Project -- Ohio State University | 465,000 | 465,000 | 465,000 | 465,000 | 1,860,000 |
| - Regional Public Safety Training Center -- Lehigh-Carbon Community College | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| - Transit Security Training Facility -- Chester County Community College | 750,000 | 750,000 | 750,000 | 750,000 | 3,000,000 |
| - Small Urban and Rural Transit Center -- North Dakota State University | 800,000 | 800,000 | 1,200,000 | 1,200,000 | 4,000,000 |
| - Advanced Technology Bus Rapid Transit Project -- Southeastern CT Advanced Technology BRT Project | 500,000 | 540,000 | 550,000 | 625,000 | 2,215,000 |
| - Greater New Haven Transit District Fuel Cell-Powered Bus Research | 500,000 | 540,000 | 550,000 | 625,000 | 2,215,000 |
| - Center for Advanced Transportation Initiatives - Rutgers Center for Advanced Transportation Initiatives | 500,000 | 540,000 | 540,000 | 625,000 | 2,205,000 |
| - Institute of Technology's Transportation, Economic, and Land Use System -- NJ TELUS | 500,000 | 540,000 | 540,000 | 625,000 | 2,205,000 |
| - Regional Transit Training Consortium Pilot Program - Southern CA Regional Transit Training Consortium | 270,000 | 380,000 | 380,000 | 450,000 | 1,480,000 |
| Total..... | \$23,585,000 | \$22,855,000 | \$22,225,000 | \$22,615,000 | \$91,280,000 |

1/ The specific projects authorized by SAFETEA-LU under the National Research and Technology Program (Section 3046 of SAFETEA-LU) are listed below.

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

Prior Year Unobligated Job Access and Reverse Commute Allocations

| State | Earmark ID | Project and Description | Unobligated Allocation |
|--|----------------|--|------------------------|
| <i>FY 2002 Unobligated Congressional Allocations</i> | | | |
| AR | E2002-JARC-005 | Central Arkansas Transit Authority | \$500,000 |
| CA | E2002-JARC-008 | Del Norte County, California | 73,400 |
| IL | E2002-JARC-027 | Bloomington to Normal, Illinois, Wheels to Work | 304,250 |
| IL | E2002-JARC-028 | DuPage County, Illinois | 130,048 |
| NY | E2002-JARC-054 | Columbia County, New York | 100,000 |
| VA | E2002-JARC-082 | Winchester, Virginia | 1,000,000 |
| <i>Subtotal FY 2002 Unobligated Allocations</i> | | | <i>\$2,107,698</i> |
| <i>FY 2003 Unobligated Congressional Allocations</i> | | | |
| CA | E2003-JARC-011 | LA County UTRANS | \$495,335 |
| CO | E2003-JARC-020 | City of Colorado Springs, CO | 100,284 |
| IN | E2003-JARC-040 | IndyGo Service | 36,460 |
| KS | E2003-JARC-041 | KW Paratransit Vehicle | 29,720 |
| NY | E2003-JARC-065 | Chemung County Transit | 74,300 |
| NY | E2003-JARC-066 | Columbia County | 99,067 |
| NY | E2003-JARC-069 | Ithaca Service | 74,300 |
| NY | E2003-JARC-072 | Orange County | 99,067 |
| NY | E2003-JARC-074 | Tompkins Consolidated Area Transit, Tompkins County | 297,201 |
| OH | E2003-JARC-078 | STEP-UP Job Access Project Dayton | 123,834 |
| WA | E2003-JARC-701 | WA WorkFirst Initiative | 516,615 |
| <i>Subtotal FY 2003 Unobligated Allocations</i> | | | <i>\$1,946,183</i> |
| <i>FY 2004 Unobligated Congressional Allocations</i> | | | |
| AK | E2004-JARC-000 | Craig Transit Service JARC Program | \$49,563 |
| AK | E2004-JARC-002 | Mobility Coalition | 495,630 |
| AK | E2004-JARC-005 | Sitka Community RIDE | 148,689 |
| AL | E2004-JARC-006 | Alabama Disabilities Advocacy Program [ADA] Rural Transportation Services | 495,630 |
| AL | E2004-JARC-008 | Jefferson County Job Access Reverse Commute Projects | 2,973,779 |
| CA | E2004-JARC-013 | City of Irwindale Senior Transportation Services | 64,432 |
| CA | E2004-JARC-014 | Guaranteed Ride Home, Santa Clarita | 396,504 |
| CA | E2004-JARC-015 | Mendocino Transit Authority Job Access Reverse Commute | 99,126 |
| DC | E2004-JARC-111 | Community Transportation Association of America's National Joblinks program | 1,182,847 |
| DC | E2004-JARC-020 | Georgetown, Washington DC - Metro Connection | 286,998 |
| FL | E2004-JARC-023 | Jacksonville, FL Transportation Authority, Community Transportation Coordinator Program | 2,973,779 |
| FL | E2004-JARC-024 | Key West, Florida Job Access Reverse Commute | 495,630 |
| IA | E2004-JARC-026 | Iowa Statewide JARC | 159,980 |
| IL | E2004-JARC-028 | Operation Ride DuPage | 495,630 |
| IN | E2004-JARC-030 | IndyGo IndyFlex Job Access Reverse Commute Program | 743,445 |
| KS | E2004-JARC-031 | ADA Mobility Planning | 361,810 |
| KS | E2004-JARC-032 | JARC Program, MidAmerica Regional Council Kansas City | 495,630 |
| KY | E2004-JARC-035 | Bowling Green KY Housing Authority Reverse Access Commute | 297,378 |
| MA | E2004-JARC-036 | Holyoke Community Access to Employment and Adult Education | 74,344 |
| MA | E2004-JARC-038 | Worcester Regional Transit Authority JARC Projects | 148,689 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

Prior Year Unobligated Job Access and Reverse Commute Allocations

| State | Earmark ID | Project and Description | Unobligated Allocation |
|---|----------------|---|------------------------|
| MD | E2004-JARC-040 | VoxLinX Voice-Enabled Transit Trip Planner | 1,288,638 |
| MO | E2004-JARC-047 | Kansas City Job Access Partnership | 495,630 |
| NJ | E2004-JARC-050 | New Jersey Community Development Corporation Transportation Opportunity Center | 297,378 |
| NJ | E2004-JARC-051 | New Jersey Statewide JARC | 4,708,484 |
| NV | E2004-JARC-053 | Lake Tahoe Public Transit Services JARC Project | 99,126 |
| NY | E2004-JARC-055 | Broome County Transit JARC | 99,126 |
| NY | E2004-JARC-057 | Central New York Regional Transportation Authority JARC | 396,504 |
| NY | E2004-JARC-060 | City of Poughkeepsie Underserved Population Bus Service | 99,126 |
| NY | E2004-JARC-061 | Essex County Job Access Reverse Commute Project | 99,126 |
| NY | E2004-JARC-063 | MTA Long Island Bus Job Access Reverse Commute Project | 247,815 |
| NY | E2004-JARC-065 | North Country County Consortium | 456,299 |
| NY | E2004-JARC-067 | Orange County JARC Project | 99,126 |
| NY | E2004-JARC-069 | Tompkins Consolidated Area Transit | 74,344 |
| NY | E2004-JARC-070 | Ulster County Area Transit Rural Feeder Service | 49,563 |
| OH | E2004-JARC-074 | Nile/Trumbull Transit | 198,252 |
| OR | E2004-JARC-079 | Salem Area Transit Reverse Commute Project | 396,504 |
| PA | E2004-JARC-081 | SEPTA JARC Program | 1,879,047 |
| SD | E2004-JARC-083 | Cheyenne River Sioux Tribe Public Bus System | 247,815 |
| TN | E2004-JARC-084 | Access to Healthcare for Children-Children's Health Fund | 371,722 |
| TN | E2004-JARC-087 | Monroe County TN Job Access Reverse Commute Program | 99,126 |
| TN | E2004-JARC-088 | Tennessee Statewide JARC | 1,018,374 |
| TX | E2004-JARC-090 | Corpus Christi Welfare to Work Project | 372,714 |
| TX | E2004-JARC-091 | El Paso Sun Metro Job Access Program | 768,226 |
| TX | E2004-JARC-094 | San Antonio VIA Metropolitan Transit JARC Program | 136,298 |
| TX | E2004-JARC-095 | South East Texas Transit Facility Improvements and Bus Replacements | 297,378 |
| TX | E2004-JARC-096 | Texas Colonias JARC Initiative | 2,379,023 |
| VA | E2004-JARC-099 | Bedford Ride | 4,046 |
| VA | E2004-JARC-112 | Technical Assistance Support & Performance Reviews of the JARC Grants Program | 2,608 |
| VA | E2004-JARC-101 | Virginia Beach Paratransit Services | 198,252 |
| WA | E2004-JARC-104 | I-405 Congestion Relief Project | 1,982,519 |
| WA | E2004-JARC-106 | Vanpooling Enhancement and Expansion Project | 743,445 |
| WI | E2004-JARC-109 | Wisconsin Statewide JARC | 2,577,275 |
| WV | E2004-JARC-110 | West Virginia Statewide JARC | 233,471 |
| <i>Subtotal FY 2004 Unobligated Allocations</i> | | | <i>\$34,855,893</i> |
| <i>FY 2005 Unobligated Congressional Allocations</i> | | | |
| AK | E2005-JARC-000 | Craig transit JARC, Alaska | \$49,559 |
| AK | E2005-JARC-001 | Kenai Peninsula JARC, Alaska | 594,709 |
| AK | E2005-JARC-003 | Mobility Coalition, Alaska | 495,590 |
| AK | E2005-JARC-004 | North Star Borough Transit JARC, Alaska | 74,338 |
| AK | E2005-JARC-005 | Seward Transit JARC, Alaska | 198,236 |
| AK | E2005-JARC-006 | Veterans Wheelchair Olympic Games, Alaska | 99,118 |
| AL | E2005-JARC-007 | ARC of Madison County, Alabama | 79,734 |
| AL | E2005-JARC-008 | Easter Seals Central Alabama JARC | 495,590 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

Prior Year Unobligated Job Access and Reverse Commute Allocations

| State | Earmark ID | Project and Description | Unobligated Allocation |
|-------|----------------|---|------------------------|
| AL | E2005-JARC-009 | Gees Bend Ferry, Alabama | 1,982,362 |
| AL | E2005-JARC-010 | Jefferson County JARC, Alabama | 2,973,544 |
| AL | E2005-JARC-011 | Mobile Association for Retarded Citizens, Alabama | 247,796 |
| CA | E2005-JARC-013 | Guaranteed Ride Program, California | 136,687 |
| CA | E2005-JARC-014 | Job Access Transit, Hayward, California | 211 |
| CA | E2005-JARC-015 | Platform Additions and Extensions on San Bernardino Line, California | 1,982,362 |
| CA | E2005-JARC-016 | Sacramento Region JARC, California | 847,381 |
| CO | E2005-JARC-017 | Colorado Transit Coalition JARC | 1,906,723 |
| CT | E2005-JARC-018 | Connecticut Statewide JARC | 2,477,954 |
| DC | E2005-JARC-097 | Community Transportation JOBLINKS Demonstration | 3,270,899 |
| DC | E2005-JARC-019 | Georgetown, Washington, D.C. Metro Connection | 1,238,976 |
| DC | E2005-JARC-020 | Technical Assistance Support & Performance Reviews of the JARC Grants Program | 290,907 |
| DC | E2005-JARC-021 | Washington Metro Job Access Initiative | 569,530 |
| DE | E2005-JARC-022 | Delaware Statewide Welfare to Work | 729,834 |
| FL | E2005-JARC-024 | Hillsborough Area Regional Transit JARC, Florida | 99,118 |
| GA | E2005-JARC-025 | Chatham JARC, Georgia | 1,982,362 |
| GA | E2005-JARC-026 | Dooley-Crisp Unified Transportation System, Georgia | 198,236 |
| IA | E2005-JARC-027 | Iowa Statewide JARC | 1,837,362 |
| IL | E2005-JARC-028 | Illinois Statewide JARC | 145,842 |
| IL | E2005-JARC-029 | Operation Ride DuPage, DuPage County, Illinois | 495,590 |
| IN | E2005-JARC-031 | IndyFlex, Indiana | 1,238,976 |
| IN | E2005-JARC-032 | Muncie Indiana Transit System JobConnection, Indiana | 138,765 |
| KS | E2005-JARC-033 | MARC, Kansas | 495,590 |
| KS | E2005-JARC-034 | Wichita Transit Authority JARC, Kansas | 396,473 |
| KS | E2005-JARC-035 | Wyandotte Co/KCK JARC, Kansas | 113,906 |
| LA | E2005-JARC-037 | Louisiana Statewide JARC | 2,477,954 |
| MD | E2005-JARC-040 | Maryland Statewide JARC | 2,676,190 |
| ME | E2005-JARC-041 | Maine Statewide JARC Program | 1,486,772 |
| MI | E2005-JARC-042 | DCC Community Health & Safety Transport Project, Michigan | 297,354 |
| MI | E2005-JARC-043 | Detroit JARC, Michigan | 1,734,568 |
| MI | E2005-JARC-044 | Flint MTA JARC, Michigan | 455,624 |
| MN | E2005-JARC-046 | hOurCar Car-Sharing Program, Minnesota | 45,562 |
| MN | E2005-JARC-047 | Metropolitan Council Job Access, Minneapolis, Minnesota | 991,182 |
| MO | E2005-JARC-049 | Metro St. Louis Downtown Shuttle Trolley, Missouri | 941,622 |
| MO | E2005-JARC-050 | Missouri Statewide JARC | 3,598,812 |
| NJ | E2005-JARC-053 | New Jersey Statewide JARC | 5,203,702 |
| NM | E2005-JARC-054 | City of Santa Fe, New Mexico | 91,125 |
| NM | E2005-JARC-055 | New Mexico Statewide JARC | 2,131,040 |
| NV | E2005-JARC-056 | Statewide Small Urban and Rural Public/Specialized Transportation Services (JARC), Nevada | 455,624 |
| NY | E2005-JARC-057 | Broome County Transit, Binghamton, New York | 247,796 |
| NY | E2005-JARC-058 | Central New York Job Access Reverse Commute, New York | 495,590 |
| NY | E2005-JARC-059 | Poughkeepsie JARC, New York | 49,559 |
| NY | E2005-JARC-060 | Rochester-Genesee Regional Transportation Authority, New York | 199,810 |
| NY | E2005-JARC-061 | Suffolk County United Veterans, New York | 99,118 |

FEDERAL TRANSIT ADMINISTRATION

TABLE 9

Prior Year Unobligated Job Access and Reverse Commute Allocations

| State | Earmark ID | Project and Description | Unobligated Allocation |
|--------------------------------------|----------------|---|------------------------|
| NY | E2005-JARC-062 | Tompkins Consolidated Area Transit JARC, New York | 99,118 |
| OH | E2005-JARC-063 | Akron METRO Job Access and Reverse Commute, Ohio | 297,354 |
| OH | E2005-JARC-064 | Cleveland JARC, Ohio | 170,859 |
| OH | E2005-JARC-065 | Toledo JARC, Ohio | 79,734 |
| OH | E2005-JARC-066 | Western Reserve Transit Job Access Program, Ohio | 170,859 |
| OK | E2005-JARC-067 | Oklahoma Statewide JARC | 4,096,758 |
| OR | E2005-JARC-070 | Salem Keizer Transit JARC, Oregon | 198,236 |
| PA | E2005-JARC-071 | Philadelphia Unemployment Project (PUP), Pennsylvania | 1,486,772 |
| PA | E2005-JARC-075 | SEPTA JARC, Pennsylvania | 3,469,134 |
| TN | E2005-JARC-077 | Children's Health Fund JARC, Tennessee | 495,590 |
| TN | E2005-JARC-078 | Knox County CAC Transportation Program, Tennessee | 495,590 |
| TN | E2005-JARC-079 | Knoxville Area Transit Job Access Service, Tennessee | 743,386 |
| TN | E2005-JARC-080 | Tennessee Statewide JARC | 5,947,088 |
| TX | E2005-JARC-081 | Abilene JARC, Texas | 148,677 |
| TX | E2005-JARC-082 | El Paso JARC, Texas | 495,590 |
| TX | E2005-JARC-084 | Lubbock, Citibus JARC, Texas | 79,734 |
| VA | E2005-JARC-086 | Bedford Ride, Virginia | 59,470 |
| WA | E2005-JARC-089 | North Central Puget Sound Vehicle Trip Reduction Incentives, Washington | 991,182 |
| WA | E2005-JARC-090 | Okanogan County Senior Citizens JARC, Washington | 65,142 |
| WA | E2005-JARC-091 | Washington State Transit Car Sharing Job Access, Washington | 1,982,362 |
| WA | E2005-JARC-092 | WorkFirst Transportation Initiative, Washington | 775,447 |
| WI | E2005-JARC-093 | Jumpstart, Wisconsin | 287,443 |
| WI | E2005-JARC-094 | Ways to Work, Wisconsin | 991,182 |
| WI | E2005-JARC-095 | Wisconsin Statewide JARC | 2,577,071 |
| WV | E2005-JARC-096 | West Virginia Statewide JARC | 991,182 |
| | | <i>Subtotal FY 2005 Unobligated Allocations</i> | <i>\$78,758,224</i> |
| Total Unobligated Allocations | | | \$117,667,998 |