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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; Notice**

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 ($\frac{3}{4}$ 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	3,344,000
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

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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

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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

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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	CATRAIL 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

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