

# FTA

FEDERAL TRANSIT ADMINISTRATION

## 2010 Statistical Summaries

*FTA Grant Assistance Programs*

MAY 2013

FTA Report No. 0038  
Federal Transit Administration

PREPARED BY  
FTA Office of Program Management



## COVER PHOTO

*Courtesy of Edwin Adilson Rodriguez, Federal Transit Administration*

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Federal Transit Administration  
Office of Program Management  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**AVAILABLE ONLINE**

<http://www.fta.dot.gov/research>

## Metric Conversion Table

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
<b>LENGTH</b>				
<b>in</b>	inches	25.4	millimeters	mm
<b>ft</b>	feet	0.305	meters	m
<b>yd</b>	yards	0.914	meters	m
<b>mi</b>	miles	1.61	kilometers	km
<b>VOLUME</b>				
<b>fl oz</b>	fluid ounces	29.57	milliliters	mL
<b>gal</b>	gallons	3.785	liters	L
<b>ft<sup>3</sup></b>	cubic feet	0.028	cubic meters	m <sup>3</sup>
<b>yd<sup>3</sup></b>	cubic yards	0.765	cubic meters	m <sup>3</sup>
NOTE: volumes greater than 1000 L shall be shown in m <sup>3</sup>				
<b>MASS</b>				
<b>oz</b>	ounces	28.35	grams	g
<b>lb</b>	pounds	0.454	kilograms	kg
<b>T</b>	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
<b>TEMPERATURE (exact degrees)</b>				
<b>°F</b>	Fahrenheit	$5 (F-32)/9$ or $(F-32)/1.8$	Celsius	°C

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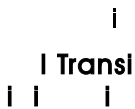
## FOREWORD

The 2010 Statistical Summaries provide information about the Federal Transit Administration's (FTA) major financial aid programs for Federal Fiscal Year (FY) 2010. The report covers the following programs: Urbanized Area Formula, Non-urbanized Area Formula, Rural Transit Assistance Program, Special Needs for Elderly Individuals and Individuals with Disabilities, Capital, Paul S. Sarbanes Transit in Parks Program, Alternative Analysis, Interstate Substitution, Job Access and Reverse Commute, New Freedom, Over-the-Road Bus, Clean Fuels, Metropolitan Transportation Planning, Statewide Transportation Planning, Consolidated Planning Grants, Emergency Supplemental funding, and State Infrastructure Banks. The data used in this report are compiled from the capital, operating, and planning assistance grants to transit authorities, states, planning agencies, and other units of local government and eligible recipients.

FY 2003 was the first year that FTA incorporated 2000 census data into its formula apportionments. In this report, obligations (beginning with FY 2003) are reported according to the urbanized area (UZA) code used to obligate the funds. FY 2003–FY 2010 funds were apportioned and obligated to UZAs as defined by the 2000 census. For carryover funds prior to FY 2003, (1) if the UZA name associated with the UZA code changed in the 2000 census (due to mergers, splits, or name change), then the obligations are shown under the new name; or (2) if the UZA was deleted in the 2000 census, the obligations are shown under the old name associated with the obsolete UZA code.

The Statistical Summaries report is organized as follows: Section 1 provides an introduction, a report overview, and a Glossary of Budget Terms. Section 2 presents the FY 2010 Statistical Summaries. The obligation tables include flexible funding from the Federal Highway Administration, unless footnoted otherwise.

This report is available in accessible format on FTA's website at <http://www.fta.dot.gov/data>.



Headquarters  
1200 New Jersey Avenue S.E.  
Washington DC 20590

Dear Colleague:

I am pleased to provide you with a copy of the Federal Transit Administration's (FTA) Fiscal Year (FY) 2010 Statistical Summaries. This comprehensive report presents detailed FY funding data for FTA's major financial aid programs. Use of these funds is identified by program, program element, urbanized area, and state.

Funds obligated to support transit continue to rise. For FY 2010, FTA's grant obligations totaled \$9.7 billion, of which 88% (\$8.5 billion) was for capital expenses. Funds were obligated for the purchase of 7,678 motor vehicles (buses, vans, sedans, station wagons, ferry boats) and 2,134 rail cars, totaling \$937 million and \$595 million, respectively.

The transfer of certain Federal Highway Administration (FHWA) funds to FTA for use in transit projects has continued to play a key role in project funding. The availability of these flexible funds began with the authorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) in FY 1992 and was continued with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Transfers totaled \$1.8 billion in FY 2010.

I hope you will find this document useful and informative. Thank you for your continued interest in public transportation.

Sincerely,

Henrika Buchanan-Smith  
Associate Administrator for Program Management



# Introduction, Overview, and Glossary

The Fiscal Years 2010 Statistical Summaries presents selected analyzed data on the distribution and use of the following programs administered by the Federal Transit Administration (FTA):

- **Capital Program (49 U.S.C. § 5309)** provides capital funding for fixed guideway modernization, new starts, and bus and bus-related projects.
- **Urbanized Area Formula Program (49 U.S.C. § 5307)** provides funding for capital, planning, and operating projects for urbanized areas (50,000 or more population).
- **Elderly Persons and Persons with Disabilities Program (49 U.S.C. § 5310)** allocates funding to the states for capital projects to meet the special needs of elderly persons and persons with disabilities.
- **Non-urbanized Area Formula Program (49 U.S.C. § 5311)** funds capital and operating assistance in non-urbanized areas (rural and small urban). The Rural Transit Assistance Program (RTAP) provides funding for training, technical assistance, research, and support services in these areas.
- The **Tribal Transit Program** makes funds available to federally-recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the Bureau of Indian Affairs (BIA) in the U.S. Department of the Interior for public transportation capital projects, operating costs and planning activities that are eligible costs under the Non-urbanized Area Formula Program (Section 5311).
- **Job Access/Reverse Commute Program (49 U.S.C. § 5316)** increases transit service to employment opportunities.
- **New Freedom (49 U.S.C. § 5317)** provides new transit service and transit alternatives beyond those currently required by the American with Disabilities Act (ADA) of 1990.
- **Over-the-Road Bus Program** provides funds to help operators of over-the-road bus service comply with U.S. DOT's final rule on accessibility for over-the-road buses.
- **Clean Fuels Grant Program (49 U.S.C. § 5308)** was created to encourage the use of clean fuel vehicles. The obligation of FY 2006 Clean Fuels funds marks the first time that projects using the program's funds can be specifically identified. In FY 2005 and prior years, Clean Fuels funds were merged with the Bus category of the Capital Program and cannot be tracked independently.

- **Miscellaneous FHWA Transfer Projects** were transit projects funded by Congress under general provisions in DOT Appropriations Acts for FYs 2002–2006.
- **State Infrastructure Banks** allow a state to provide loans or other credit assistance for projects.
- **Metropolitan Transportation Planning Program (49 U.S.C. § 5303)** provides funding to the states for planning projects in urbanized areas.
- **Statewide Transportation Planning Program (49 U.S.C. § 5304)** provides funding to the states for state planning and research.
- **Consolidated Planning Grants** allow states to combine FHWA and FTA funds as a single grant.
- **Alternative Transportation in Parks and Public Lands (49 U.S.C. § 5320)** funds capital and planning expenses for alternative transportation systems in federally-managed parks and public lands.
- **Alternative Analysis (49 U.S.C. § 5339)** provides funding to eligible entities to develop studies as part of the transportation planning process.

The total amount obligated for the above programs in FY 2010 was \$9.7 billion. About 87 percent was obligated under the two largest programs: Capital Program (37%) and Urbanized Area Formula Program (50%). Of the total \$9.7 billion, about 88 percent was programmed for capital, 10 percent for operating, and 2 percent for planning. Within the total capital obligations of \$8.5 billion, 40 percent was used for bus and bus-related activities, 30 percent for fixed guideway, and 18 percent for New Starts. In FY 2010, FTA funded the purchase of 7,678 motor vehicles. The dollar amount obligated for motor vehicle purchases was \$937 million. The purchase of 2,134 rail cars was funded with \$595 million. Obligations for preventive maintenance were about \$1.6 billion (bus, \$1.310 billion; rail, \$334 million).

## Other FTA Programs

While the major portion of FTA funding is for transit capital and operating assistance, financial support is also provided for a variety of other programs that are described below.

### University Transportation Research Program (49 U.S.C. § 5505)

FTA currently provides funding to four universities selected as University Transportation Centers to perform cutting-edge research in transit disciplines and technologies. In addition to producing research results, the program trains graduate students as the next generation of professionals to lead transit research, planning, and operations. Contact: Office of Research, Demonstration and Innovation, (202) 366-4047.

### National Research and Technology Program (49 U.S.C. § 5314(a))

The mission of FTA is to improve public transportation for America's communities. FTA seeks to deliver products and services that are valued by its customers and to assist transit agencies in better meeting the needs of their customers. To accomplish these goals, FTA partners with the transportation industry to undertake research, development, and education that will improve the quality, reliability, and cost-effectiveness of transit in America and lead to increases in transit ridership.

Historically, FTA's efforts in research and technology have been categorized as follows:

- *Joint Partnerships:* FTA enters into agreements with both public and private research organizations, transit providers, and industry to promote the early deployment of innovation in public transportation services, management, operational practices, and technology of broad applicability. An example is the current effort to develop high-priority rail transit standards for commonality in design and operations, which promises a number of direct and indirect benefits to operators and suppliers. Another example is FTA's effort to partner with the industry in identifying and disseminating best practices for reducing and controlling costs and schedules for major transit construction projects.
- *Advanced Technologies:* FTA assists in the study, design, and demonstration of fixed-guideway technologies, bus and bus rapid transit (BRT) technologies, fuel-cell-powered transit buses, advanced propulsion control for rail transit, and other types of technologies in development.

FTA encourages, in particular, activities for reducing the life-cycle costs of vehicles, systems, and facilities. FTA is working to accelerate the commercial

introduction of low-emission, high-efficiency transit vehicles, in direct support of the President's hydrogen fuel initiative. Similarly, FTA is collecting, analyzing, and disseminating objective information on the performance of hybrid-electric and other clean-fuel buses and is providing technical assistance to the National Park Service in planning and instituting transit systems in U.S. national parks.

- *International Mass Transportation Program*: FTA promotes American transit products and services overseas and cooperates with foreign public-sector entities on research and development in the public transportation industries. Trade missions and other international gatherings enable American vendors to showcase their products and services and to facilitate technology transfer and information diffusion for developing nations.

Information on FTA research and technology programs is available on FTA's website at [www.fta.gov/research](http://www.fta.gov/research). Contact: Office of Research, Demonstration and Innovation, (202) 366-4047.

### Transit Cooperative Research Program (49 U.S.C. § 5313(a))

Through the Transit Cooperative Research Program (TCRP) of the Transportation Research Board (TRB), FTA funds research directed to local problem-solving in service concepts, vehicles and equipment, operations, human resources, maintenance, policy, and administrative practices. The TCRP "synthesis" reports summarize best industry practices and have proven very useful to transit operators. More than 413 products of TCRP research have been delivered to public transportation communities. TRB, which administers the TCRP, maintains a publications list and description of all TCRP studies on its website at <http://www4.trb.org/trb/crp.nsf/TCRP+projects>. One copy of each TCRP product is available free of charge from the American Public Transportation Association (APTA), which maintains the TCRP online website at <http://www.tcrponline.org>. Contact: Lisa Colbert, Office of Research, Demonstration and Innovation, (202) 366-9261.

### National Transit Institute (NTI) (49 U.S.C. § 5315)

Through the National Transit Institute (NTI), FTA develops and offers training courses for improving transit planning, operations, workforce performance, and productivity. NTI courses are conducted at sites across the United States on a wide variety of subjects, ranging from multimodal planning to management development, third-party contracting, safety, and security. Current NTI course offerings are available online at <http://www.ntionline.com/>. Contact: Office of Research, Demonstration and Innovation, (202) 366-4047.



## Glossary of Budget Terms

Allocation	Distribution of Budget Authority made available by administratively-prescribed procedure or process. Also includes distribution based on Congressional earmarks.
Apportionment	Distribution of Budget Authority made available by statutory formula or procedure prescribed in law. An apportionment divides amounts available for obligation by a specific time period (usually quarters), activities, projects, objects, or a combination thereof. The amounts so apportioned limit the amount of obligations that may be incurred (FTA's apportionment formulas are based on census data and transit service factors).
Appropriation Act	A statute that generally provides legal authority for federal agencies to incur obligations and to make payments out of Treasury for specified purposes. An appropriation act generally follows enactment of authorizing legislation unless the authorizing legislation provides budget authority.
Authorization Act	Substantive legislation that sets up or continues the operation of a federal program or agency either indefinitely or for a specific period of time or that sanctions a particular type of obligation or expenditure within a program.
Budget Authority	Authority provided by law to enter into financial obligations that will result in immediate or future outlays involving federal government funds. Budget Authority can be based on General Funds from the Treasury or Contract Authority from Trust-Funded resources.
Contract Authority	Authority that permits obligations to be incurred in advance of appropriations or receipts.
Fiscal Year (FY)	Any yearly accounting period, regardless of its relationship to a calendar year. The fiscal year for the Federal Government begins on October 1 of each year and ends on September 30 of the following year. (Prior to fiscal year 1977, the federal fiscal year began on July 1 and ended on June 30.)

Obligation Limitation	A restriction on the amount of budgetary resources that can be obligated or committed for a specific purpose.
Non-urbanized Area	An area not included within an urbanized area boundary as defined by the Bureau of Census. Can include both rural and small urban areas with population less than 50,000.
Obligations	Amounts of orders placed, contracts awarded, service received, and similar transactions during a given period that will require payments during the same or a future period. In this report, obligations refer to grants awarded by FTA.
States	As defined in Chapter I of Title 23, the 50 states comprising the United States, plus the District of Columbia and the Commonwealth of Puerto Rico. However, for the purposes of some programs (e.g., Section 5311, Section 5310, and RTAP), the term may also include territories (Virgin Islands, Guam, American Samoa, and Northern Marianas Islands).
Urbanized Area	Comprises an incorporated place and adjacent densely-settled surrounding area that together have a minimum population of 50,000.
Trust Fund	A fund credited with receipts that are earmarked by law and held in trust or in a fiduciary capacity by the Government for use in carrying out specific purposes and programs in accordance with an agreement or a statute.

SECTION  
**2**

# Fiscal Year 2010 Statistical Summaries

**Table 1**

*FTA Appropriations for Fiscal Year 2010*

PROGRAM	AMOUNT
CAPITAL INVESTMENT .....	\$4,648,500,000
METROPOLITAN PLANNING .....	\$93,887,200
STATE PLANNING AND RESEARCH .....	\$19,612,800
NATIONAL PLANNING AND RESEARCH .....	\$44,370,000
URBANIZED AREA FORMULA .....	\$4,160,365,000
ELDERLY AND PERSONS WITH DISABILITIES .....	\$133,500,000
NON-URBANIZED AREA FORMULA .....	\$440,700,000
RTAP (RURAL TRANSIT ASSISTANCE PROGRAM) .....	\$9,300,000
PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS .....	\$15,000,000
JOB ACCESS / REVERSE COMMUTE .....	\$164,500,000
OVER-THE-ROAD BUS .....	\$8,800,000
CLEAN FUELS FORMULA .....	\$51,500,000
NEW FREEDOM .....	\$92,500,000
ALTERNATIVE ANALYSIS .....	\$25,000,000
GROWING STATES AND HIGH DENSITY STATES FORMULA .....	\$465,000,000
PAUL S. SARBANES TRANSIT IN PARKS PROGRAM .....	\$26,900,000
GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTION ....	\$75,000,000
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY .....	\$150,000,000
EMERGENCY SUPPLEMENTAL .....	\$0
(includes discretionary and formula)	
ADMINISTRATION .....	\$98,911,000
NATIONAL TRANSIT DATABASE .....	\$3,500,000
UNIVERSITY TRANSP. CENTERS .....	\$7,000,000
TRANSIT COOPERATIVE RESEARCH .....	\$10,000,000
NATIONAL TRANSIT INSTITUTE .....	\$4,300,000
<b>TOTAL .....</b>	<b>\$10,748,146,000</b>

**Table 2** FTA Appropriations (includes Loan Authority, Unrestricted Authority, and Contract Authority), Fiscal Years 1980–2010

Thousands of Dollars

FISCAL YEAR	CAPITAL	METRO-POLITAN PLANNING	ELDERLY & PERSONS WITH DISABILITIES	INNOV. TECH. INTRO	SEC 17	SEC 5	URBANIZED AREA FORMULA	NONURBAN. AREA FORM. & RTAP	NATIONAL TRANSIT PLANNING & RESEARCH	STATE PLANNING & RESEARCH	INTERSTATE SUBSTITUTE	NATIONAL TRANSIT DATABASE	NEW FREEDOM
1980	1,625,075	55,000	20,000	0	0	1,405,000	0	85,000	70,300	0	425,000	0	0
1981	2,095,000	45,000	25,000	25,000	0	1,455,000	0	72,500	56,840	0	615,032	0	0
1982	1,377,500	55,000	25,000	7,000	0	1,365,250	0	68,500	49,600	0	560,000	0	0
1983	1,606,650	50,000	25,000	10,000	0	1,200,000	756,175	91,325	58,250	0	412,000	0	0
1984	1,138,900	50,000	26,100	10,000	0	0	2,318,606	69,986	54,800	0	295,400	0	0
1985	1,018,800	50,000	26,200	5,000	0	0	2,377,730	71,770	51,000	0	250,000	0	0
1986	970,565	47,850	29,500	4,785	0	0	1,997,264	60,286	16,652	0	191,400	0	0
1987	915,000	45,000	35,000	7,500	0	0	1,924,995	75,005	17,400	0	200,000	0	0
1988	980,250	45,000	35,000	0	0	0	1,732,314	69,389	12,217	0	123,500	0	0
1989	985,000	45,000	35,000	0	0	0	1,603,596	71,404	10,000	0	200,000	0	0
1990	982,045	44,370	34,510	0	0	0	1,624,380	70,520	9,970	0	159,520	0	0
1991	1,114,982	45,000	35,000	0	0	0	1,734,620	70,359	8,000	0	148,998	0	0
1992	1,356,167	43,688	54,884	0	0	0	1,822,762	106,087	60,427	0	160,000	0	0
1993	1,725,000	38,250	48,636	0	0	0	1,560,539	95,075	42,500	0	75,000	0	0
1994	1,785,000	41,513	58,726	0	0	0	2,226,553	129,588	47,428	0	45,000	0	0
1995	1,724,904	41,513	59,152	0	0	0	2,299,836	137,536	46,953	0	48,030	0	0
1996	1,665,000	39,500	51,609	0	0	0	1,890,147	114,572	41,500	0	0	0	0
1997	1,900,000	39,500	56,041	0	0	0	1,978,021	119,623	41,500	0	0	0	0
1998	2,000,000	39,499	62,219	0	0	0	2,303,703	138,578	48,001	0	0	0	0
1999	2,307,000	43,842	67,036	0	0	0	2,552,241	183,174	48,908	0	0	0	0
2000	2,492,144	49,632	72,947	0	0	0	2,777,740	198,863	54,327	0	0	0	0
2001	2,694,560	51,989	77,240	0	0	0	2,999,814	210,247	52,520	0	0	0	0
2002	2,891,000	55,422	84,605	0	0	0	3,225,797	229,805	55,328	0	0	0	0
2003	3,111,664	59,993	90,064	0	0	0	3,428,359	244,260	55,997	0	0	0	0
2004	3,188,576	60,029	90,118	0	0	0	3,430,430	244,407	60,007	0	0	0	0
2005	3,361,714	59,903	94,527	0	0	0	3,593,195	256,098	61,865	0	0	0	0
2006	3,656,762	77,798	110,880	0	0	0	3,432,014	384,120	67,518	16,251	0	3,465	77,720
2007	3,895,779	81,892	117,000	0	0	0	3,606,175	404,000	54,000	17,107	0	3,500	81,000
2008	3,962,145	88,510	127,000	0	0	0	3,910,843	438,000	58,363	18,489	0	3,500	87,500
2009	4,359,750	93,887	133,500	0	0	0	4,160,365	465,000	60,000	19,613	0	3,500	92,500
2010	4,648,500	93,887	133,500	0	0	0	4,160,365	465,000	58,670	19,613	0	3,500	92,500
TOTAL	\$67,535,432	\$1,677,477	\$1,940,994	\$69,285	\$0	\$5,425,250	\$71,428,579	\$5,440,077	\$1,430,841	\$91,073	\$3,908,880	\$17,465	\$431,220

**Table 2 (cont.)** FTA Appropriations (includes Loan Authority, Unrestricted Authority, and Contract Authority), Fiscal Years 1980–2010

FISCAL YEAR	ALTERNATIVE ANALYSIS	Paul S. Sarbanes Transit in Parks Program	GROWING STATES DENSITY FORMULA	CLEAN FUELS	OVER THE RD BUS	JOB ACC/ REVERSE COMMUTE	WASH DC METRO RAIL	Energy Efficiency Greenhouse Gas Reduction	EMERG- ENCY SUPPLEM.	UNIV. TRANSP. CENTERS	TOTAL	ADMINIST.	TOTAL
1980	0	0	0	0	0	0	0	0	0	0	3,685,375	17,884	3,703,259
1981	0	0	0	0	0	0	0	0	0	0	4,389,372	22,200	4,411,572
1982	0	0	0	0	0	0	0	0	0	0	3,507,850	24,388	3,532,238
1983	0	0	0	0	0	0	240,000	0	0	0	4,449,400	28,407	4,477,807
1984	0	0	0	0	0	0	250,000	0	0	0	4,213,792	29,400	4,243,192
1985	0	0	0	0	0	0	250,000	0	0	0	4,100,500	31,000	4,131,500
1986	0	0	0	0	0	0	217,239	0	0	0	3,535,541	28,710	3,564,251
1987	0	0	0	0	0	0	201,120	0	0	0	3,421,020	31,000	3,452,020
1988	0	0	0	0	0	0	180,500	0	0	5,000	3,183,170	31,882	3,215,052
1989	0	0	0	0	0	0	168,000	0	0	5,000	3,123,000	31,882	3,154,882
1990	0	0	0	0	0	0	84,745	0	0	4,930	3,014,990	31,809	3,046,799
1991	0	0	0	0	0	0	64,099	0	0	5,000	3,226,058	32,583	3,258,641
1992	0	0	0	0	0	0	124,000	0	0	6,985	3,735,000	37,000	3,772,000
1993	0	0	0	0	0	0	170,000	0	0	6,000	3,761,000	38,245	3,799,245
1994	0	0	0	0	0	0	200,000	0	0	6,000	4,539,808	39,457	4,579,265
1995	0	0	0	0	0	0	200,000	0	0	6,000	4,563,924	42,316	4,606,240
1996	0	0	0	0	0	0	200,000	0	0	6,000	4,008,328	40,722	4,049,050
1997	0	0	0	0	0	0	200,000	0	0	6,000	4,340,685	41,826	4,382,511
1998	0	0	0	0	0	0	200,000	0	0	6,000	4,798,000	45,614	4,843,614
1999	0	0	0	0	2,000	75,000	50,000	0	0	6,000	5,335,201	53,338	5,388,539
2000	0	0	0	0	3,700	75,000	0	0	0	6,000	5,730,353	59,562	5,789,915
2001	0	0	0	0	4,690	99,780	0	0	0	5,987	6,196,837	63,859	6,260,696
2002	0	0	0	0	6,950	125,000	0	0	1,923,500	6,000	8,603,407	67,000	8,670,407
2003	0	0	0	0	6,905	104,318	0	0	0	5,961	7,107,521	72,526	7,180,047
2004	0	0	0	0	6,909	104,381	0	0	0	5,965	7,190,822	75,055	7,265,877
2005	0	0	0	0	6,894	124,000	0	0	0	5,952	7,564,148	76,423	7,640,571
2006	24,750	21,780	384,120	17,607	7,425	136,620	0	0	0	6,930	8,425,760	79,200	8,504,960
2007	25,000	23,000	404,000	18,721	7,600	144,000	0	0	0	7,000	8,889,774	85,000	8,974,774
2008	24,691	25,000	438,000	49,000	8,300	156,000	0	0	0	7,000	9,402,341	89,300	9,491,641
2009	25,000	26,900	465,000	51,500	8,800	164,500	0	0	0	7,000	10,136,815	94,413	10,231,228
2010	25,000	26,900	465,000	51,500	8,800	164,500	150,000	75,000	0	7,000	10,649,235	98,911	10,748,146
TOTAL	\$124,441	\$123,580	\$2,156,120	\$188,328	\$78,973	\$1,473,099	\$3,149,703	\$75,000	\$1,923,500	\$139,710	\$168,829,027	\$1,540,912	\$170,369,939

**Table 3** FTA Budget Authorities for Fiscal Years 1964–2010

FISCAL YEAR	GENERAL FUNDS	LOAN AUTHORITY	UNRESTRICTED AUTHORITY	CONTRACT AUTHORITY	TOTAL
1964	5,000	3,000	0	0	8,000
1965	300	75	60,000	0	60,375
1966	455	0	130,000	0	130,455
1967	735	0	130,000	0	130,735
1968	690	0	125,000	0	125,690
1969	0	0	175,000	0	175,000
1970	31,600	0	145,000	0	176,600
1971	29,325	0	159,000	376,675	565,000
1972	71,300	0	0	828,700	900,000
1973	102,792	0	(35,000) *	897,208	965,000
1974	40,050	0	0	909,600	949,650
1975	50,806	0	0	1,686,620	1,737,426
1976	277,300	0	0	2,082,700	2,360,000
TQ	14,400	0	0	380,700	395,100
1977	528,800	0	0	2,118,200	2,647,000
1978	563,000	0	0	2,580,000	3,143,000
1979	2,360,349	0	0	1,150,000	3,510,349
1980	3,222,184	0	0	775,000	3,997,184
1981	4,675,200	0	0	0	4,675,200
1982	3,545,238	0	0	0	3,545,238
1983	3,699,011	0	0	779,000	4,478,011
1984	3,018,192	0	0	1,250,000	4,268,192
1985	3,012,750	0	0	1,100,000	4,112,750
1986	2,530,001	0	0	1,052,700	3,582,701
1987	2,449,820	0	0	1,097,200	3,547,020
1988	2,084,552	0	0	1,203,000	3,287,552
1989	2,014,882	0	0	1,250,000	3,264,882
1990	1,911,154	0	0	1,281,000	3,192,154
1991	1,858,641	0	0	1,400,000	3,258,641
1992	1,865,439	0	0	1,910,000	3,775,439
1993	940,095	0	0	2,859,150	3,799,245
1994	1,602,574	0	0	2,976,691	4,579,265
1995	1,731,336	0	0	2,874,904	4,606,240
1996	1,274,050	0	0	2,775,000	4,049,050
1997	823,326	0	0	3,559,185	4,382,511
1998	583,614	0	0	4,260,000	4,843,614
1999	1,136,738	0	0	4,251,800	5,388,538
2000	1,158,562	0	0	4,631,353	5,789,915
2001	1,250,643	0	0	5,010,053	6,260,696
2002	1,472,500	0	0	5,398,000	6,870,500
2003	1,435,608	0	0	5,743,423	7,179,031
2004	1,453,175	0	0	5,812,702	7,265,877
2005	955,792	0	0	6,690,544	7,646,336
2006	1,594,330	0	0	6,910,132	8,504,462
2007	1,712,000	0	0	7,262,775	8,974,775
2008	1,723,754	0	0	7,767,887	9,491,641
2009	1,970,663	0	0	8,260,565	10,231,228
2010	2,387,581	0	0	8,343,171	10,730,752
<b>TOTAL</b>	<b>\$65,170,307</b>	<b>\$3,075</b>	<b>\$889,000</b>	<b>\$121,495,638</b>	<b>\$187,558,020</b>

\*Transfer from FTA appropriations to "Interim Operating Assistance" account administered by the Office of the Secretary of Transportation to implement the Regional Rail Reorganization Act of 1973 pursuant to the Foreign Assistance and Related Programs Appropriations Act. 1974.

**Table 4** FY 2010 Summary of Obligations for FTA Programs by Expenditures

FTA PROGRAM	BUS				CAPITAL			TOTAL CAPITAL	PLANNING	OPERATING	RESEARCH	RTAP	SAFETY / SECURITY TRAINING / ADMIN	TOTAL	% of Total
	PURCHASE	OTHER	MAINTENANCE FACILITY	FIXED GUIDEWAY MOD	NEW STARTS										
Alternative Analysis		\$56,650	\$0	\$0	\$522,500	\$579,080		\$14,947,595	\$0	\$0	\$0	\$0	\$0	\$15,526,675	0.2
Capital	196,009,195	278,692,705	94,170,947	1,361,672,538	1,639,808,210	\$3,570,353,595		-1,085,507	0	225,720	0	0	0	3,669,493,808	36.7
Clean Fuels	6,237,667	4,000,000	8,200,000	0	0	\$18,437,667		0	0	0	0	0	0	18,437,667	0.2
Elderly and Individuals with Disabilities	60,539,636	88,495,833	960,011	0	0	\$179,995,480		0	1,232,023	0	0	0	0	181,227,503	1.9
Emergency Supplementals	182,103	-182,103	0	1,994,789	0	\$1,994,789		319,040	0	0	0	1,399,069	0	3,711,878	0.0
JARC	13,693,093	27,706,459	811,162	8,390,000	52,862	\$50,653,566		193,722	114,225,150	200,000	0	0	0	165,272,438	1.7
Metropolitan and State Planning		0	0	0	0	\$0		164,839,530	0	0	0	0	0	164,839,530	1.7
Miscellaneous FHWA Transfers	950,000	5,474,209	0	8,386,041	0	\$14,810,250		4,942	267,000	0	0	0	0	15,115,192	0.2
National Research		959,920	0	0	0	\$959,920		894,298	1,711,066	433,957	0	0	0	3,996,231	0.0
New Freedom	9,472,193	36,844,801	3,345,762	4,711,670	153,232	\$53,527,748		-60,892	36,666,737	7,400	0	0	0	90,140,993	0.9
Non-Urbanized Area	50,185,104	174,608,663	18,069,219	0	76,424	\$242,939,440		1,862,564	393,510,167	416,000	9,029,767	0	0	647,757,938	6.7
Over-the-Road-Bus		32,661	511,600	0	0	\$544,261		0	0	0	0	0	0	544,261	0.0
Paul S. Sarbanes Transit in Parks Program	3,483,832	3,907,000	0	0	0	\$7,390,832		150,000	0	0	0	0	0	7,540,832	0.1
Urbanized Area	564,889,394	1,940,034,495	254,511,675	1,500,065,922	107,275,203	\$4,396,776,689		61,139,310	395,051,278	125,000	0	143,000	0	4,853,235,277	49.8
<b>TOTAL</b>	<b>965,642,207</b>	<b>2,559,631,343</b>	<b>380,580,376</b>	<b>2,885,223,940</b>	<b>1,747,888,431</b>	<b>8,538,866,297</b>		<b>243,203,602</b>	<b>942,693,411</b>	<b>1,408,077</b>	<b>9,029,767</b>	<b>1,542,069</b>	<b>0</b>	<b>9,736,843,223</b>	<b>100.0</b>
Percent of Total	10	26.3	3.9	29.6	18.0	87.7		2.5	9.7	0.0	0.1	0.0	0.0	100.0	

NOTE: Table does not include management training (\$-72,532)  
The table also includes funds flexed to FTA programs.

**Table 5** FY 2010 Obligations for Capital, Operating, and Planning by Program and by Population Group

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY / SEC. TRAINING / ADMIN	TOTAL	% of Total
	BUS	FIXED GUIDEWAY MOD	NEW STARTS							
<b>OVER A MILLION POPULATION</b>										
Alternative Analysis	\$56,580	\$0	\$522,500	\$12,363,595	\$0	\$12,942,675	\$0	\$0	\$12,942,675	0.2
Capital	\$247,700,582	\$1,200,743,541	\$1,367,483,872	-\$973,087	\$0	\$2,814,954,928	\$0	\$0	\$2,814,954,928	43.1
Clean Fuels	\$14,932,667	\$0	\$0	\$0	\$0	\$14,932,667	\$0	\$0	\$14,932,667	0.2
Emergency Supplementals	\$0	\$1,994,769	\$0	\$318,040	\$0	\$2,312,809	\$0	\$1,399,069	\$3,711,878	0.1
JARC	\$20,399,186	\$8,390,000	\$0	\$207,533	\$0	\$28,996,719	\$55,660,941	\$0	\$84,657,660	1.3
Miscellaneous FHWA Transfers	\$2,925,000	\$6,132,579	\$0	\$0	\$0	\$9,057,579	\$287,000	\$0	\$9,354,579	0.1
National Research	\$871,000	\$0	\$0	\$95,000	\$0	\$966,000	\$0	\$0	\$966,000	0.0
New Freedom	\$24,622,738	\$4,479,018	\$136,432	\$31,108	\$0	\$29,269,296	\$14,255,901	\$0	\$43,525,197	0.7
Urbanized Area	\$1,918,437,396	\$1,390,151,640	\$103,339,861	\$35,197,423	\$0	\$3,447,126,320	\$100,291,297	\$143,000	\$3,547,560,617	54.3
SUB-TOTAL	\$2,229,945,149	\$2,611,891,547	\$1,471,482,665	\$47,239,632	\$0	\$6,360,558,993	\$170,505,139	\$1,542,069	\$6,532,606,201	67.1
<b>200,000 - 1 MILLION</b>										
Alternative Analysis	\$0	\$0	\$0	\$1,374,000	\$0	\$1,374,000	\$0	\$0	\$1,374,000	0.1
Capital	\$136,258,743	\$91,861,370	\$238,258,537	-\$225,300	\$0	\$466,153,350	\$0	\$0	\$466,153,350	34.9
Clean Fuels	\$2,972,000	\$0	\$0	\$0	\$0	\$2,972,000	\$0	\$0	\$2,972,000	0.2
JARC	\$4,898,226	\$0	\$52,862	-\$5,811	\$0	\$4,945,277	\$20,553,514	\$0	\$25,498,791	1.9
Metropolitan and State Planning	\$0	\$0	\$0	\$907,371	\$0	\$907,371	\$0	\$0	\$907,371	0.1
New Freedom	\$5,114,838	\$232,652	\$16,800	-\$92,000	\$0	\$5,272,290	\$7,798,741	\$0	\$13,071,031	1.0
Paul S. Sarbanes Transit in Parks Program	\$1,978,832	\$0	\$0	\$150,000	\$0	\$2,128,832	\$0	\$0	\$2,128,832	0.2
Urbanized Area	\$680,007,156	\$96,021,855	\$3,741,328	\$21,240,970	\$0	\$801,011,109	\$23,130,509	\$0	\$824,141,618	61.7
SUB-TOTAL	\$831,229,795	\$188,115,677	\$242,069,527	\$23,349,230	\$0	\$1,284,764,229	\$51,482,764	\$0	\$1,336,246,993	13.7
<b>50,000-200,000</b>										
Alternative Analysis	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0	\$0	\$475,000	0.1
Capital	\$82,951,545	\$5,141,817	\$0	\$112,860	\$0	\$88,206,222	\$0	\$0	\$88,206,222	14.6
JARC	\$3,761,638	\$0	\$0	\$0	\$0	\$3,761,638	\$15,911,541	\$0	\$19,673,179	3.2
Metropolitan and State Planning	\$0	\$0	\$0	\$1,070,565	\$0	\$1,070,565	\$882,230	\$0	\$1,952,795	0.3
Miscellaneous FHWA Transfers	\$1,428,209	\$2,256,462	\$0	\$4,942	\$0	\$3,689,613	\$0	\$0	\$3,689,613	0.6
New Freedom	\$7,748,795	\$0	\$0	\$0	\$0	\$7,748,795	\$4,421,431	\$0	\$12,170,226	2.0
Urbanized Area	\$189,068,806	\$13,892,627	\$194,014	\$4,700,917	\$0	\$207,856,364	\$271,455,908	\$0	\$479,312,272	79.2
SUB-TOTAL	\$284,958,993	\$21,290,906	\$194,014	\$6,364,284	\$0	\$312,808,197	\$292,671,110	\$0	\$605,479,307	6.2



**Table 5 (cont.) FY 2010 Obligations for Capital, Operating, and Planning by Program and by Population Group**

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL FIXED GUIDEWAY MOD		NEW STARTS	PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY / SEC. TRAINING / ADMIN	TOTAL	% of Total
	BUS									
<b>RURAL AND UNDER 50,000</b>										
Alternative Analysis	\$0	\$0	\$0	\$735,000	\$0	\$735,000	\$0	\$0	\$735,000	0.1
Capital	\$101,961,977	\$63,925,810	\$34,065,801	\$0	\$0	\$199,953,588	\$0	\$0	\$199,953,588	18.5
Clean Fuels	\$533,000	\$0	\$0	\$0	\$0	\$533,000	\$0	\$0	\$533,000	0.0
JARC	\$13,151,654	\$0	\$0	-\$8,000	\$0	\$13,143,654	\$22,089,154	\$0	\$35,242,808	3.3
Metropolitan and State Planning	\$0	\$0	\$0	\$162,861,594	\$0	\$162,861,594	\$0	\$0	\$162,861,594	15.1
Miscellaneous FHWA Transfers	\$2,071,000	\$0	\$0	\$0	\$0	\$2,071,000	\$0	\$0	\$2,071,000	0.2
National Research	\$88,920	\$0	\$0	\$799,298	\$0	\$888,218	\$628,826	\$0	\$1,717,044	0.2
New Freedom	\$11,176,475	\$0	\$0	\$0	\$0	\$11,176,475	\$10,190,664	\$0	\$21,367,139	2.0
Non-Urbanized Area	\$242,863,016	\$0	\$76,424	\$1,862,564	\$9,029,767	\$253,831,771	\$393,510,167	\$0	\$647,341,938	60.0
Paul S. Sarbanes Transit in Parks Program	\$5,412,000	\$0	\$0	\$0	\$0	\$5,412,000	\$0	\$0	\$5,412,000	0.1
Urbanized Area	\$1,922,206	\$0	\$0	\$0	\$0	\$1,922,206	\$173,564	\$0	\$2,095,770	0.0
<b>SUB-TOTAL</b>	<b>\$379,180,248</b>	<b>\$63,925,810</b>	<b>\$34,142,225</b>	<b>\$166,250,456</b>	<b>\$9,029,767</b>	<b>\$652,528,506</b>	<b>\$426,802,375</b>	<b>\$0</b>	<b>\$1,079,330,881</b>	<b>11.1</b>
<b>ELDERLY AND INDIVIDUALS WITH DISABILITIES</b>										
	\$179,995,480	\$0	\$0	\$0	\$0	\$179,995,480	\$1,232,023	\$0	\$181,227,503	1.9
<b>OVER-THE-ROAD BUS</b>										
	\$544,261	\$0	\$0	\$0	\$0	\$544,261	\$0	\$0	\$544,261	0.0
<b>TOTAL</b>	<b>\$3,905,853,926</b>	<b>\$2,885,223,940</b>	<b>\$1,747,888,431</b>	<b>\$243,203,602</b>	<b>\$9,029,767</b>	<b>\$8,791,199,666</b>	<b>\$942,693,411</b>	<b>\$1,542,069</b>	<b>\$9,735,435,146</b>	<b>100.0</b>

Note: Metropolitan Planning obligations reported in the >1M population group also include obligations for all areas <1M population. Non-urbanized Area Formula capital includes Project and State Administration; Operating includes Intercity Bus Program Reserve. State Infrastructure Bank, National RTAP, and Oversight obligations are not included. Urb. Area Formula operating obligations for areas >1M popul. are from carryover funds and CMAQ. Does not include management training (\$72,532) and Research Projects (\$1,408,077).

**Table 6** FTA 2010 Obligations by Program and by State

STATE	ALTERNATIVE ANALYSIS		CAPITAL		CLEAN FUELS		ELDERLY AND INDIVIDUAL WITH DISABILITIES		EMERGENCY SUPPLEMENTALS		
		%		%		%		%		%	
Alabama		0.0	\$7,927,030	20.5		0.0		\$5,448,767	14.1	\$0	0.0
Alaska		0.0	\$39,954,248	51.0		0.0		\$1,273,396	1.6	\$0	0.0
American Samoa		0.0		0.0		0.0			0.0	\$0	0.0
Arizona		0.0	\$76,911,341	42.3		0.0			0.0	\$0	0.0
Arkansas		0.0	\$950,000	2.7		0.0		\$1,496,036	4.3	\$0	0.0
California	\$348,000	0.0	\$335,653,623	26.8	\$10,050,000	0.8		\$70,247,209	5.6	\$0	0.0
Colorado		0.0	\$192,702,025	68.2		0.0		\$411,527	0.1	\$0	0.0
Connecticut		0.0	\$80,554,562	53.1		0.0				\$0	0.0
Delaware		0.0	\$656,600	3.6		0.0		\$532,448	3.0	\$0	0.0
District of Columbia		0.0	\$105,621,568	36.8		0.0				\$1,399,069	0.5
Florida	\$2,503,600	0.7	\$58,943,593	17.1		0.0		\$9,124,946	2.6	\$0	0.0
Georgia	\$1,725,000	0.9	\$40,588,257	22.0		0.0		\$3,413,890	1.9	\$0	0.0
Guam		0.0	\$475,000	33.6		0.0			0.0	\$0	0.0
Hawaii		0.0	\$46,488,809	52.7		0.0		\$627,290	0.7	\$0	0.0
Idaho		0.0	\$9,269,300	31.8		0.0		\$679,726	2.3	\$0	0.0
Illinois	\$767,500	0.2	\$179,556,240	38.8		0.0		\$10,349,825	2.2	\$0	0.0
Indiana		0.0	\$28,808,601	29.4		0.0		\$2,771,275	2.8	\$0	0.0
Iowa	\$245,000	0.6	\$7,425,965	16.8		0.0		\$1,421,779	3.2	\$0	0.0
Kansas	\$665,000	1.9	\$1,719,000	4.9		0.0		\$1,019,394	2.9	\$0	0.0
Kentucky		0.0	\$6,087,393	13.4	\$1,889,000	4.2		\$2,150,542	4.7	\$0	0.0
Louisiana		0.0	\$5,195,178	8.7		0.0		\$2,141,018	3.6	\$0	0.0
Maine		0.0	\$1,298,000	6.4		0.0		\$1,496,366	7.4	\$0	0.0
Maryland	\$475,000	0.2	\$89,012,016	42.6		0.0			0.0	\$0	0.0
Massachusetts		0.0	\$62,491,237	36.9		0.0			0.0	\$0	0.0
Michigan	\$360,000	0.2	\$15,228,175	10.2		0.0		\$4,201,772	2.8	\$0	0.0
Minnesota	\$500,000	0.4	\$25,624,254	19.4		0.0		\$1,423,840	1.1	\$0	0.0
Mississippi		0.0	\$857,500	3.4		0.0			0.0	\$0	0.0
Missouri		0.0	\$26,794,898	21.7		0.0		\$2,645,957	2.1	\$0	0.0
Montana		0.0	\$229,810	1.6		0.0			0.0	\$0	0.0
N. Mariana Island		0.0	\$4,644,320	19.8		0.0		\$799,459	3.4	\$0	0.0
Nebraska		0.0	\$3,902,000	6.7		0.0		\$670,240	1.1	\$0	0.0
Nevada		0.0	\$994,232	6.6		0.0		\$451,100	3.0	\$0	0.0
New Hampshire	\$771,875	0.2	\$185,279,789	41.9		0.0			0.0	\$0	0.0
New Jersey		0.0	\$6,399,225	20.6		0.0		\$1,427,809	4.6	\$0	0.0
New Mexico	\$1,900,000	0.1	\$735,633,529	44.8		0.0		\$9,306,946	0.6	\$0	0.0
New York		0.0	\$23,375,402	19.0		0.0		\$3,815,292	3.1	\$2,312,809	1.9
North Carolina		0.0	\$3,897,866	46.5		0.0		\$1,033,104	12.3	\$0	0.0
North Dakota		0.0		0.0		0.0			0.0	\$0	0.0
Ohio	\$343,000	0.2	\$34,096,182	17.4		0.0		\$4,006,808	2.0	\$0	0.0
Oklahoma		0.0	\$630,682	1.7		0.0		\$1,766,535	4.8	\$0	0.0
Oregon	\$475,000	0.2	\$162,112,723	65.5		0.0		\$6,687,056	2.7	\$0	0.0
Pennsylvania		0.0	\$148,011,976	34.3		0.0		\$6,157,065	1.4	\$0	0.0
Puerto Rico		0.0	\$902,880	1.8		0.0		\$2,056,403	4.2	\$0	0.0
Rhode Island		0.0	\$21,185,776	52.0		0.0		\$1,253,681	3.1	\$0	0.0
South Carolina		0.0	\$3,849,790	9.6		0.0		\$2,031,483	5.1	\$0	0.0
South Dakota		0.0	\$1,093,485	10.5		0.0			0.0	\$0	0.0
Tennessee		0.0	\$14,388,236	18.3		0.0		\$1,839,233	2.3	\$0	0.0
Texas		0.0	\$127,977,813	24.4	\$2,132,000	0.4		\$8,488,068	1.6	\$0	0.0
Utah		0.0	\$197,524,702	74.5		0.0			0.0	\$0	0.0
Vermont		0.0	\$1,175,191	5.5		0.0		\$151,200	0.7	\$0	0.0
Virgin Islands		0.0		0.0		0.0			0.0	\$0	0.0
Virginia	\$2,449,200	0.8	\$133,051,859	45.9	\$2,700,000	0.9		\$2,992,765	1.0	\$0	0.0
Washington	\$1,998,500	0.4	\$294,947,376	61.5	\$1,666,667	0.3		\$0	0.0	\$0	0.0
West Virginia		0.0	\$4,945,817	23.5		0.0		\$1,139,718	5.4	\$0	0.0
Wisconsin		0.0	\$11,672,734	12.8		0.0		\$2,276,535	2.5	\$0	0.0
Wyoming		0.0	\$776,000	9.3		0.0			0.0	\$0	0.0
<b>TOTAL</b>	<b>\$15,526,675</b>		<b>\$3,569,493,808</b>		<b>\$18,437,667</b>		<b>\$181,227,503</b>		<b>\$3,711,878</b>		
<i>Percent of Total</i>	<i>0.2</i>		<i>36.7</i>		<i>0.2</i>		<i>1.9</i>		<i>0.0</i>		

NOTE: Table does not include management training (\$307,374) and Research Projects (\$217,360).

**Table 6 (cont.)** FTA 2010 Obligations by Program and by State

STATE	JOB ACCESS REV. COMM.		PLANNING (METRO/STATE CPG)		MISC. FHWA TRANSFERS		NATIONAL RESEARCH		NEW FREEDOM		NON URBANIZED AREA	
		%		%		%		%		%		%
Alabama	\$1,820,455	4.7		0.0		0.0		0.0	\$279,843	0.7	\$14,733,022	38.2
Alaska	\$349,465	0.4	\$476,247	0.6		0.0		0.0	\$190,965	0.2	\$10,361,444	13.2
American Samoa	0.0	0.0	---	---		---		---	---	---	---	---
Arizona	\$5,913,986	3.3	\$2,251,761	1.2		0.0		0.0	\$1,775,191	1.0	\$10,500,008	5.8
Arkansas	\$2,791,639	8.0	\$1,887,024	5.4		0.0		0.0	\$974,142	2.8	\$15,274,040	44.0
California	\$21,122,754	1.7	\$69,673,440	5.6	\$7,686,041	0.6		0.0	\$13,832,029	1.1	\$48,147,724	3.8
Colorado	\$1,907,297	0.7		0.0		0.0		0.0	\$2,263,473	0.8	\$157,000	0.1
Connecticut	\$2,783,876	1.8		0.0		0.0		0.0	\$1,164,636	0.8		0.0
Delaware	\$530,605	2.9	\$1,045,929	5.8		0.0		0.0		0.0	\$1,403,843	7.8
District of Columbia		0.0	\$474,035	0.2		0.0		0.0	\$600,210	0.2		0.0
Florida	\$9,266,856	2.4	\$7,425,848	2.2	\$2,071,000	0.6		0.0	\$5,412,371	1.6	\$13,763,486	4.0
Georgia	\$2,842,454	1.5	\$2,646,366	1.4		0.0		0.0	\$984,302	0.5	\$44,485,938	24.2
Guam		0.0		0.0		0.0		0.0		0.0	\$937,665	66.4
Hawaii	\$338,080	0.4	\$850,864	1.0		0.0		0.0	\$215,310	0.2	\$2,042,259	2.3
Idaho	\$973,269	3.3	\$99,418	0.3		0.0		0.0	\$490,283	1.7	\$6,847,792	23.5
Illinois	\$4,008,461	0.9	\$6,137,479	1.3		0.0	\$299,680	0.1	\$3,330,289	0.7	\$24,645,883	5.3
Indiana	\$2,460,139	2.5		0.0		0.0		0.0	\$2,185,167	2.2	\$13,780,139	14.1
Iowa	\$980,653	2.2	\$3,236,013	7.3		0.0		0.0	\$539,440	1.2	\$10,841,160	24.5
Kansas	\$654,926	1.9	\$2,536,358	7.2		0.0		0.0	\$556,165	1.6	\$17,892,916	50.7
Kentucky	\$682,939	1.5		0.0		0.0		0.0	\$945,520	2.1	\$13,026,153	28.8
Louisiana	\$3,496,184	5.9	\$1,173,918	2.0		0.0		0.0	\$855,298	1.4	\$10,402,572	17.5
Maine	\$676,773	3.4	\$99,418	0.5		0.0		0.0		0.0	\$4,198,229	20.8
Maryland	\$661,266	0.3	\$9,499,648	4.5		0.0	\$12,055	0.0	\$539,327	0.3	\$5,080,219	2.4
Massachusetts	\$3,413,892	2.0	\$6,620,696	3.9	\$75,000	0.0		0.0	\$1,790,214	1.1		0.0
Michigan	\$8,755,586	5.8	\$447,179	0.3		0.0		0.0	\$6,683,869	4.5	\$16,410,662	11.0
Minnesota	\$938,637	0.7	\$3,269,685	2.5		0.0		0.0	\$676,843	0.4	\$14,605,086	11.0
Mississippi		0.0	\$352,919	1.4		0.0		0.0		0.0	\$23,589,004	93.1
Missouri	\$4,147,069	3.4	\$6,352,403	5.1		0.0		0.0	\$2,391,791	1.9	\$14,030,565	11.4
Montana	\$466,176	3.2	\$556,177	3.9		0.0		0.0	\$182,168	1.3	\$8,042,434	55.9
N. Mariana Island	\$690,473	2.9	\$997,427	4.3		0.0		0.0	\$374,660	1.6	\$5,406,598	23.1
Nebraska	\$1,896,373	3.2		0.0	\$1,500,000	2.6		0.0	\$1,106,850	1.9	\$4,655,115	8.0
Nevada	\$208,491	1.4		0.0		0.0		0.0	\$276,829	1.9	\$3,718,436	24.8
New Hampshire	\$7,046,440	1.6		0.0		0.0		0.0		0.0	\$3,307,852	0.7
New Jersey	\$897,401	2.9	\$476,247	1.5		0.0		0.0	\$754,899	2.4	\$9,268,051	29.8
New Mexico	\$13,682,676	0.8	\$9,816,292	0.6		0.0	\$966,000	0.1	\$10,178,126	0.6	\$15,930,999	1.0
New York	\$2,531,423	2.1	\$3,417,934	2.8		0.0		0.0	\$834,061	0.7	\$47,798,155	38.9
North Carolina	\$364,410	4.3		0.0		0.0		0.0	\$215,472	2.6	\$450,000	5.4
North Dakota		0.0		0.0		0.0		0.0		0.0	\$1,108,534	100.0
Ohio	\$4,110,135	2.1		0.0		0.0		0.0	\$2,445,852	1.3	\$20,309,542	10.4
Oklahoma	\$2,216,953	6.0	\$685,613	1.8		0.0		0.0	\$979,171	2.6	\$14,799,756	39.8
Oregon	\$1,379,118	0.6	\$1,025,008	0.4		0.0		0.0	\$625,976	0.3	\$10,564,922	4.3
Pennsylvania	\$7,108,954	1.6	\$3,990,245	0.9		0.0		0.0	\$4,740,311	1.1	\$23,324,765	5.4
Puerto Rico	\$2,185,282	4.5	\$1,898,408	3.9		0.0		0.0	\$637,832	1.3		0.0
Rhode Island	\$1,684,508	4.1		0.0		0.0		0.0	\$1,122,690	2.8		0.0
South Carolina	\$3,412,986	8.5		0.0		0.0		0.0	\$1,528,397	3.8	\$10,792,065	26.8
South Dakota	\$615,784	5.9		0.0		0.0		0.0	\$231,190	2.2	\$5,726,785	55.0
Tennessee	\$5,556,710	7.1	\$1,370,046	1.7		0.0		0.0	\$3,191,889	4.1	\$16,448,242	20.9
Texas	\$17,740,547	3.4	\$8,308,910	1.6		0.0	\$277,220	0.1	\$6,087,113	1.2	\$34,939,752	6.7
Utah	\$2,033,472	0.8		0.0		0.0	\$233,602	0.1	\$1,035,176	0.4	\$9,594,529	3.6
Vermont	\$214,000	1.0	\$374,504	1.8		0.0		0.0	\$40,629	0.2	\$16,046,484	75.2
Virgin Islands		0.0		0.0		0.0		0.0		0.0		0.0
Virginia	\$1,100,596	0.4	\$2,577,965	0.9		0.0	\$199,618	0.1	\$1,587,121	0.5	\$13,861,432	4.8
Washington	\$2,336,719	0.5	\$1,229,970	0.3	\$3,783,151	0.8		0.0	\$740,289	0.2	\$10,055,533	2.1
West Virginia	\$457,433	2.2		0.0		0.0		0.0	\$329,788	1.6	\$6,845,515	32.5
Wisconsin	\$4,819,117	5.3	\$275,489	0.3		0.0	\$2,011,056	2.2	\$2,172,208	2.4	\$12,499,612	13.7
Wyoming		0.0	\$1,274,617	15.2		0.0		0.0	\$145,618	1.7	\$4,736,481	56.5
<b>TOTAL</b>	<b>\$165,272,438</b>		<b>\$164,839,530</b>		<b>\$15,115,192</b>		<b>\$3,999,231</b>		<b>\$90,140,993</b>		<b>\$647,782,938</b>	
<i>Percent of Total</i>	<b>1.7</b>		<b>1.7</b>		<b>0.2</b>		<b>0.0</b>		<b>0.9</b>		<b>6.7</b>	

**Table 6 (cont.)** FTA 2010 Obligations by Program and by State

STATE	OVER THE ROAD BUS		PAUL S. SARBANES TRAN. IN PARKS		URBANIZED AREA		TOTAL OBLIGATIONS	% of Total	Rank
		%		%		%			
Alabama		0.0		0.0	\$8,404,002	21.8	\$38,613,119	0.4	36
Alaska		0.0		0.0	\$25,696,806	32.8	\$78,302,571	0.8	28
American Samoa		0.0		0.0		0.0	\$394,538	0.0	55
Arizona		0.0		0.0	\$84,484,254	46.5	\$181,836,541	1.9	17
Arkansas		0.0		0.0	\$11,351,889	32.7	\$34,724,770	0.4	39
California	\$192,275	0.0	\$1,605,000	0.1	\$672,992,078	53.8	\$1,251,550,173	12.9	2
Colorado		0.0		0.0	\$85,203,659	30.1	\$282,644,981	2.9	11
Connecticut		0.0		0.0	\$67,321,871	44.3	\$151,824,945	1.6	19
Delaware		0.0		0.0	\$13,855,595	76.9	\$18,025,020	0.2	47
District of Columbia		0.0		0.0	\$179,241,066	62.4	\$287,335,948	3.0	10
Florida		0.0		0.0	\$236,964,072	68.8	\$344,475,774	3.5	8
Georgia		0.0		0.0	\$87,469,215	47.5	\$184,155,452	1.9	16
Guam		0.0		0.0		0.0	\$1,412,665	0.0	53
Hawaii		0.0		0.0	\$37,585,648	42.6	\$88,148,260	0.9	26
Idaho		0.0		0.0	\$10,799,215	37.0	\$29,159,003	0.3	41
Illinois		0.0		0.0	\$234,177,861	50.5	\$463,273,218	4.8	5
Indiana	\$143,000	0.1		0.0	\$47,683,613	48.7	\$97,831,934	1.0	24
Iowa	\$54,300	0.1		0.0	\$19,520,883	44.1	\$44,265,193	0.5	33
Kansas		0.0		0.0	\$10,232,645	29.0	\$35,276,404	0.4	38
Kentucky		0.0		0.0	\$20,499,832	45.3	\$45,281,379	0.5	32
Louisiana		0.0		0.0	\$36,272,694	60.9	\$59,536,862	0.6	29
Maine		0.0		0.0	\$12,393,014	61.5	\$20,161,800	0.2	46
Maryland		0.0		0.0	\$103,546,471	49.6	\$208,826,002	2.1	14
Massachusetts		0.0		0.0	\$95,092,856	56.1	\$169,483,895	1.7	18
Michigan		0.0		0.0	\$97,743,748	65.2	\$149,830,991	1.5	20
Minnesota		0.0		0.0	\$85,241,055	64.5	\$132,179,400	1.4	21
Mississippi		0.0		0.0	\$547,631	2.2	\$25,347,054	0.3	42
Missouri	\$76,000	0.1		0.0	\$67,123,890	54.3	\$123,562,573	1.3	22
Montana		0.0		0.0	\$4,903,205	34.1	\$14,379,970	0.1	49
N. Mariana Island		0.0		0.0	\$10,527,844	44.9	\$23,440,781	0.2	43
Nebraska		0.0		0.0	\$44,805,573	76.5	\$58,536,151	0.6	30
Nevada		0.0		0.0	\$9,314,590	62.2	\$14,963,678	0.2	48
New Hampshire		0.0		0.0	\$245,688,511	55.6	\$442,094,467	4.5	6
New Jersey		0.0		0.0	\$11,838,647	38.1	\$31,062,279	0.3	40
New Mexico		0.0		0.0	\$843,436,991	51.4	\$1,640,851,559	16.9	1
New York		0.0		0.0	\$38,741,419	31.5	\$122,826,495	1.3	23
North Carolina		0.0		0.0	\$2,418,566	28.9	\$8,379,418	0.1	51
North Dakota		0.0		0.0		0.0	\$1,108,534	0.0	54
Ohio		0.0		0.0	\$130,244,837	66.6	\$195,556,356	2.0	15
Oklahoma		0.0		0.0	\$16,066,018	43.3	\$37,144,728	0.4	37
Oregon		0.0	\$33,000	0.0	\$64,578,060	26.1	\$247,479,863	2.5	13
Pennsylvania	\$78,686	0.0		0.0	\$237,776,007	55.1	\$431,196,009	4.4	7
Puerto Rico		0.0		0.0	\$41,298,755	84.3	\$48,979,560	0.5	31
Rhode Island		0.0		0.0	\$15,476,248	38.0	\$40,722,903	0.4	34
South Carolina		0.0		0.0	\$18,600,385	46.3	\$40,215,106	0.4	35
South Dakota		0.0		0.0	\$2,752,781	26.4	\$10,420,025	0.1	50
Tennessee		0.0		0.0	\$35,792,188	45.5	\$78,586,544	0.8	27
Texas		0.0		0.0	\$319,062,024	60.8	\$525,013,447	5.4	3
Utah		0.0	\$5,902,832	2.2	\$48,727,749	18.4	\$265,052,062	2.7	12
Vermont		0.0		0.0	\$3,326,538	15.6	\$21,328,546	0.2	44
Virgin Islands		0.0		0.0		0.0	\$0	0.0	56
Virginia		0.0		0.0	\$129,592,545	44.7	\$290,113,101	3.0	9
Washington		0.0		0.0	\$162,504,868	33.9	\$479,263,073	4.9	4
West Virginia		0.0		0.0	\$7,337,348	34.8	\$21,055,619	0.2	45
Wisconsin		0.0		0.0	\$55,435,899	60.8	\$91,162,650	0.9	25
Wyoming		0.0		0.0	\$1,444,586	17.2	\$8,377,302	0.1	52
<b>TOTAL</b>	<b>\$544,261</b>		<b>\$7,540,832</b>		<b>\$4,853,137,745</b>		<b>\$9,736,770,691</b>	<b>100.0</b>	
<i>Percent of Total</i>	<i>0.0</i>		<i>0.1</i>		<i>49.8</i>		<i>100.0</i>		

**Table 7 Capital (including Planning) and Operating Obligations for FY 2010, Urbanized Areas over 1 Million Population**

UZA	CAPITAL OBLIGATIONS													TOTAL CAPITAL						
	ALTERNATIVE ANALYSIS	%	CAPITAL PROGRAM	%	CLEAN FUELS	%	FHWA TRF / EMER SUPPL	%	JOB ACCESS REV. COM	BARBARES TRAN. PARKS	%	NATIONAL RESEARCH	%		URBANIZED AREA	%	NEW FREEDOM	%		
Atlanta, GA	\$0	0.0	\$37,215,430	37.2	\$0	0.0	\$0	0.0	\$73,704	0.1	\$0	0.0	\$0	0.0	\$60,100,802	60.1	\$7,522,691	0.8	\$98,142,617	98.1
Baltimore, MD	\$0	0.0	\$61,473,723	46.1	\$0	0.0	\$0	0.0	\$246,300	0.2	\$0	0.0	\$0	0.0	\$71,116,870	53.3	\$321,900	0.2	\$133,158,793	99.8
Boston, MA-NH-RI	\$0	0.0	\$54,917,678	41.9	\$0	0.0	\$75,000	0.1	\$205,745	0.2	\$0	0.0	\$0	0.0	\$66,890,724	52.5	\$441,612	0.3	\$124,490,759	95.0
Chicago, IL-IN	\$522,500	0.1	\$178,497,071	45.4	\$0	0.0	\$0	0.0	\$24,410	0.0	\$0	0.0	\$0	0.0	\$210,162,400	53.5	\$602,066	0.2	\$369,799,255	99.2
Cincinnati, OH-KY-IN	\$0	0.0	\$2,101,058	7.3	\$1,066,000	3.7	\$0	0.0	\$143,769	0.5	\$0	0.0	\$0	0.0	\$23,856,670	82.9	\$83,632	0.3	\$27,261,129	94.8
Cleveland, OH	\$0	0.0	\$17,717,485	30.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$37,411,566	64.9	\$38,050	0.1	\$55,167,101	95.7
Columbus, OH	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$11,727,464	94.2	\$141,014	1.1	\$11,868,478	95.3
Dallas-Fort Worth-Arlington, TX	\$0	0.0	\$99,016,464	48.0	\$0	0.0	\$0	0.0	\$1,058,211	0.5	\$0	0.0	\$0	0.0	\$101,551,122	49.2	\$1,558,947	0.8	\$203,184,144	98.4
Denver-Aurora, CO	\$0	0.0	\$184,429,966	75.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$57,999,372	23.6	\$1,714,145	0.7	\$244,143,483	99.2
Detroit, MI	\$0	0.0	\$5,336,355	8.7	\$0	0.0	\$0	0.0	\$1,721,330	2.8	\$0	0.0	\$0	0.0	\$40,885,646	66.5	\$2,582,531	4.2	\$50,525,862	82.1
Houston, TX	\$0	0.0	\$5,010,237	5.1	\$0	0.0	\$0	0.0	\$573,774	0.6	\$0	0.0	\$0	0.0	\$65,399,513	84.0	\$363,009	0.4	\$69,346,613	90.8
Indianapolis, IN	\$0	0.0	\$9,097,840	35.3	\$0	0.0	\$0	0.0	\$96,223	0.4	\$0	0.0	\$0	0.0	\$13,379,041	51.9	\$83,692	0.4	\$22,666,796	87.9
Kansas City, MO-KS	\$0	0.0	\$5,159,682	23.4	\$0	0.0	\$0	0.0	\$90,449	0.4	\$0	0.0	\$0	0.0	\$11,909,895	54.1	\$60,698	0.3	\$17,220,724	78.3
Las Vegas, NV	\$0	0.0	\$1,742,000	5.1	\$0	0.0	\$1,500,000	4.4	\$682,047	2.0	\$0	0.0	\$0	0.0	\$24,588,968	71.6	\$282,511	0.8	\$28,795,526	83.9
Los Angeles-Long Beach-Santa Ana, CA	\$0	0.0	\$97,856,528	29.2	\$5,500,000	1.7	\$0	0.0	\$8,166,664	1.8	\$0	0.0	\$0	0.0	\$283,680,405	64.2	\$552,590	0.1	\$395,736,187	89.6
Miami, FL	\$56,690	0.0	\$36,967,162	17.3	\$0	0.0	\$0	0.0	\$694,710	0.3	\$0	0.0	\$0	0.0	\$164,591,797	76.9	\$2,790,018	1.3	\$205,100,267	95.8
Milwaukee, WI	\$0	0.0	\$4,624,565	13.2	\$0	0.0	\$0	0.0	\$555,817	1.6	\$0	0.0	\$0	0.0	\$26,162,000	74.9	\$1,094,176	3.1	\$32,436,638	92.9
Minneapolis-St. Paul, MN	\$0	0.0	\$23,767,634	23.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$75,370,971	75.2	\$0	0.0	\$99,128,505	98.9
New Orleans, LA	\$0	0.0	\$3,759,803	17.5	\$0	0.0	\$0	0.0	\$37,827	0.2	\$0	0.0	\$0	0.0	\$3,666,440	17.0	\$0	0.0	\$7,464,070	34.7
New York-Newark, NY-NJ-CT	\$0	0.0	\$897,732,197	48.2	\$0	0.0	\$1,904,769	0.1	\$10,369,839	0.6	\$0	0.0	\$871,000	0.0	\$938,971,327	50.4	\$7,291,982	0.4	\$1,877,231,114	99.6
Orlando, FL	\$0	0.0	\$1,149,050	4.4	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$25,029,020	95.5	\$0	0.0	\$26,178,070	100.0
Philadelphia, PA, NJ, DE, MD	\$0	0.0	\$112,948,297	39.9	\$0	0.0	\$0	0.0	\$141,504	0.1	\$0	0.0	\$0	0.0	\$161,312,012	57.0	\$2,516,131	0.9	\$276,917,944	97.9
Phoenix-Mesa, AZ	\$0	0.0	\$72,911,341	51.1	\$0	0.0	\$0	0.0	\$1,573,879	1.1	\$0	0.0	\$0	0.0	\$63,357,076	44.4	\$397,536	0.3	\$138,239,832	96.9
Pittsburgh, PA	\$0	0.0	\$25,347,504	27.8	\$0	0.0	\$0	0.0	\$365,931	0.4	\$0	0.0	\$0	0.0	\$64,578,900	70.7	\$450,050	0.5	\$90,732,305	99.3
Portland, OR-WA	\$0	0.0	\$160,139,053	74.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$55,327,788	25.6	\$8,335	0.0	\$215,475,176	99.6
Providence, RI-MA	\$0	0.0	\$7,038,659	23.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$19,136,648	63.3	\$1,102,851	3.6	\$27,278,158	90.2
Riverside-San Bernardino, CA	\$0	0.0	\$5,924,622	15.4	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$32,505,078	84.6	\$0	0.0	\$38,429,700	100.0
Sacramento, CA	\$0	0.0	\$11,890,030	30.2	\$0	0.0	\$0	0.0	\$25,204	0.1	\$0	0.0	\$0	0.0	\$26,039,668	66.1	\$106,432	0.3	\$30,092,334	96.7
San Antonio, TX	\$0	0.0	\$3,427,040	13.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$21,082,500	81.9	\$0	0.0	\$24,509,540	95.2
San Diego, CA	\$0	0.0	\$43,521,619	53.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$33,572,432	41.0	\$0	0.0	\$77,094,051	94.1
San Francisco-Oakland, CA	\$0	0.0	\$80,830,555	40.5	\$4,000,000	2.2	\$6,532,579	3.6	\$0	0.0	\$0	0.0	\$0	0.0	\$81,780,959	44.6	\$2,074,366	1.1	\$103,226,659	99.9
San Jose, CA	\$0	0.0	\$11,122,850	70.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$3,424,694	21.7	\$260,000	1.6	\$14,807,544	93.9
San Juan, PR	\$0	0.0	\$902,880	2.1	\$0	0.0	\$0	0.0	\$1,974,082	4.5	\$0	0.0	\$0	0.0	\$40,044,301	91.5	\$637,832	1.5	\$43,559,095	99.5
Seattle, WA	\$0	0.0	\$282,007,508	66.7	\$1,666,667	0.4	\$950,000	0.2	-\$22,233	(0.0)	\$0	0.0	\$0	0.0	\$137,796,527	32.6	\$90,968	0.0	\$422,489,457	99.9
St. Louis, MO-IL	\$0	0.0	\$10,545,041	16.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$45,521,596	71.7	\$0	0.0	\$56,066,627	88.3
Tampa-St. Petersburg, FL	\$0	0.0	\$2,396,020	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,396,020	100.0
Virginia Beach, VA	\$0	0.0	\$2,308,197	3.8	\$2,700,000	4.4	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$50,474,266	83.0	\$355,213	0.6	\$55,837,676	91.8
Washington, DC-VA-MD	\$0	0.0	\$247,105,751	50.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$241,582,111	49.4	\$432,310	0.1	\$489,120,172	100.0
TOTAL	\$579,080	0.0	\$2,815,927,895	43.4	\$14,932,667	0.0	\$11,052,348	0.2	\$28,789,186	0.0	\$0	0.0	\$871,000	0.0	\$3,411,928,897	52.6	\$25,238,188	0.5	\$6,313,319,361	97.4
% of Total																				

NOTE: Capital obligations for Ithb, Area Formula, Alternative Analysis, Capital, New Freedom, JARC and Emergency Suppl./ FHWA include planning. % of Total (last column) is the UZA percentage of the total for all large UZAs. Others are the program percentages by UZA.

**Table 7 (cont.)** Capital (including Planning) and Operating Obligations for FY 2010, Urbanized Areas over 1 Million Population

UZA	OPERATING OBLIGATIONS										TOTAL OBLIGATED	% OF TOTAL	Rank
	NEW FREEDOM	URB. AREA FORMULA	%	JOB ACCESS	%	FHWA TRF	%	TOTAL OPERATING	%				
Atlanta, GA	\$231,611	0.2	\$0	0.0	\$1,644,202	1.6	\$0	0.0	\$1,875,813	1.9	\$100,018,490	1.5	16
Baltimore, MD	\$103,598	0.1	\$0	0.0	\$163,000	0.1	\$0	0.0	\$266,598	0.2	\$133,425,391	2.1	13
Boston, MA--NH--RI	\$959,577	0.7	\$3,851,171	2.9	\$1,763,890	1.3	\$0	0.0	\$6,574,638	5.0	\$131,065,397	2.0	14
Chicago, IL-IN	\$1,227,801	0.3	\$585,082	0.1	\$1,402,569	0.4	\$0	0.0	\$3,215,452	0.8	\$393,014,707	6.1	5
Cincinnati, OH-KY-IN	\$509,080	1.8	\$0	0.0	\$1,000,073	3.5	\$0	0.0	\$1,509,153	5.2	\$28,770,282	0.4	30
Cleveland, OH	\$24,000	0.0	\$2,354,352	4.1	\$88,777	0.2	\$0	0.0	\$2,467,129	4.3	\$57,634,230	0.9	23
Columbus, OH	\$81,385	0.7	\$0	0.0	\$501,396	4.0	\$0	0.0	\$582,781	4.7	\$12,451,259	0.2	37
Dallas--Fort Worth--Arlington, TX	\$0	0.0	\$855,200	0.4	\$2,421,145	1.2	\$0	0.0	\$3,276,345	1.6	\$206,461,089	3.2	10
Denver--Aurora, CO	\$74,874	0.0	\$130,000	0.1	\$1,647,782	0.7	\$0	0.0	\$1,852,656	0.8	\$245,996,139	3.8	7
Detroit, MI	\$1,572,173	2.6	\$4,984,625	8.1	\$4,426,828	7.2	\$0	0.0	\$10,983,626	17.9	\$61,509,488	0.9	21
Houston, TX	\$233,494	0.2	\$6,347,230	6.5	\$2,470,444	2.5	\$0	0.0	\$9,051,168	9.2	\$98,397,781	1.5	17
Indianapolis, IN	\$278,809	1.1	\$2,394,400	9.3	\$432,404	1.7	\$0	0.0	\$3,105,613	12.1	\$25,772,409	0.4	32
Kansas City, MO-KS	\$806,417	3.7	\$2,775,800	12.6	\$1,201,673	5.5	\$0	0.0	\$4,783,890	21.7	\$22,004,614	0.3	34
Las Vegas, NV	\$710,551	2.1	\$4,000,000	11.6	\$834,792	2.4	\$0	0.0	\$5,545,343	16.1	\$34,340,869	0.5	28
Los Angeles--Long Beach--Santa Ana, CA	\$2,524,493	0.6	\$37,079,000	8.4	\$6,206,498	1.4	\$0	0.0	\$45,809,991	10.4	\$441,546,178	6.8	3
Miami, FL	\$871,373	0.4	\$1,764,985	0.8	\$6,252,392	2.9	\$0	0.0	\$8,888,750	4.2	\$213,989,017	3.3	9
Milwaukee, WI	\$16,660	0.0	\$965,000	2.8	\$1,509,669	4.3	\$0	0.0	\$2,491,329	7.1	\$34,927,967	0.5	27
Minneapolis--St. Paul, MN	\$0	0.0	\$1,082,543	1.1	\$0	0.0	\$0	0.0	\$1,082,543	1.1	\$100,211,048	1.5	15
New Orleans, LA	\$330,600	1.5	\$12,100,000	56.2	\$1,634,887	7.6	\$0	0.0	\$14,065,487	65.3	\$21,529,557	0.3	35
New York--Newark, NY-NJ-CT	\$627,065	0.0	\$0	0.0	\$6,153,293	0.3	\$0	0.0	\$6,780,358	0.4	\$1,864,011,472	28.7	1
Orlando, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$26,178,070	0.4	31
Philadelphia, PA-NJ-DE-MD	\$22,704	0.0	\$1,656,000	0.6	\$4,219,166	1.5	\$0	0.0	\$5,897,950	2.1	\$202,815,894	4.4	6
Phoenix--Mesa, AZ	\$681,353	0.5	\$0	0.0	\$3,804,041	2.7	\$0	0.0	\$4,485,394	3.1	\$142,725,226	2.2	12
Pittsburgh, PA	\$87,703	0.1	\$0	0.0	\$506,371	0.6	\$0	0.0	\$594,074	0.7	\$91,326,459	1.4	18
Portland, OR-WA	\$505,899	0.2	\$150,732	0.1	\$159,731	0.1	\$0	0.0	\$816,362	0.4	\$216,291,538	3.3	8
Providence, RI MA	\$69,580	0.2	\$1,025,577	3.4	\$1,855,712	6.1	\$0	0.0	\$2,950,869	9.8	\$30,229,027	0.5	29
Riverside--San Bernardino, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$38,429,700	0.6	26
Sacramento, CA	\$374,481	1.0	\$126,000	0.3	\$814,880	2.1	\$0	0.0	\$1,315,361	3.3	\$39,407,695	0.6	25
San Antonio, TX	\$90,708	0.4	\$0	0.0	\$1,153,779	4.5	\$0	0.0	\$1,244,487	4.8	\$25,754,027	0.4	33
San Diego, CA	\$0	0.0	\$4,500,000	5.5	\$350,000	0.4	\$0	0.0	\$4,850,000	5.9	\$81,944,051	1.3	19
San Francisco--Oakland, CA	\$135,273	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$135,273	0.1	\$183,362,132	2.8	11
San Jose, CA	\$668,868	4.2	\$0	0.0	\$0	0.0	\$297,000	1.9	\$965,868	6.1	\$15,773,412	0.2	36
San Juan, PR	\$0	0.0	\$0	0.0	\$211,200	0.5	\$0	0.0	\$211,200	0.5	\$43,770,295	0.7	24
Seattle, WA	\$132,933	0.0	\$0	0.0	\$169,751	0.0	\$0	0.0	\$302,684	0.1	\$422,792,141	6.5	4
St. Louis, MO-IL	\$0	0.0	\$7,400,000	11.7	\$0	0.0	\$0	0.0	\$7,400,000	11.7	\$63,466,627	1.0	20
Tampa--St. Petersburg, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,396,020	0.0	38
Virginia Beach, VA	\$134,858	0.2	\$4,163,600	6.8	\$660,596	1.1	\$0	0.0	\$4,959,054	8.2	\$60,796,730	0.9	22
Washington, DC-VA-MD	\$167,900	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$167,900	0.0	\$489,288,072	7.5	2
<b>TOTAL</b>	<b>\$14,255,901</b>		<b>\$100,291,297</b>		<b>\$55,660,941</b>		<b>\$297,000</b>		<b>\$170,505,139</b>		<b>\$6,483,824,500</b>	<b>100</b>	
<b>% of Total</b>	<b>0</b>		<b>1.5</b>		<b>0.9</b>		<b>0.0</b>		<b>2.6</b>		<b>100.0</b>		

**Table 8** FY 2010 Preventive Maintenance and ADA Paratransit Service as Capital Obligations

STATE	PREVENTIVE MAINTENANCE	% of Total PM	ADA PARATRANSIT SERVICE AS CAPITAL	% of Total ADA	TOTAL CAPITAL OBLIGATIONS	PREV. MAINT. AS % OF CAPITAL	ADA AS % OF CAPITAL	PRV. MNT. & ADA AS % OF CAPITAL
Alabama	\$2,481,318	0.1	\$639,337	0.5	\$24,406,462	10.2	2.6	12.8
Alaska	12,308,422	0.6	352,000	0.3	73,486,633	16.7	0.5	17.2
American Samoa		0.0	0	0.0	394,538	0.0	0.0	0.0
Arizona	19,333,337	0.9	0	0.0	164,496,339	11.8	0.0	11.8
Arkansas	2,641,112	0.1	658,691	0.6	18,218,222	14.5	3.6	18.1
California	314,658,125	15.1	42,496,852	35.7	1,029,267,032	30.6	4.1	34.7
Colorado	82,307,582	3.9	1,133,376	1.0	275,047,941	29.9	0.4	30.3
Connecticut	252,800	0.0	0	0.0	147,636,433	0.2	0.0	0.2
Delaware	2,674,400	0.1	0	0.0	16,133,080	16.6	0.0	16.6
District of Columbia	42,086,400	2.0	0	0.0	285,294,944	14.8	0.0	14.8
Florida	141,641,553	6.8	2,885,930	2.4	300,204,531	47.2	1.0	48.1
Georgia	45,997,160	2.2	5,837,839	4.9	138,376,393	33.2	4.2	37.5
Guam		0.0	0	0.0	615,650	0.0	0.0	0.0
Hawaii	21,120,000	1.0	0	0.0	85,383,471	24.7	0.0	24.7
Idaho	4,968,750	0.2	1,052,399	0.9	21,591,565	23.0	4.9	27.9
Illinois	154,404,149	7.4	200,000	0.2	435,194,038	35.5	0.0	35.5
Indiana	21,279,857	1.0	2,035,215	1.7	67,773,425	31.4	3.0	34.4
Iowa	6,307,791	0.3	541,087	0.5	19,553,699	32.3	2.8	35.0
Kansas	3,889,773	0.2	444,072	0.4	13,434,974	29.0	3.3	32.3
Kentucky	8,637,848	0.4	72,000	0.1	28,786,436	30.0	0.3	30.3
Louisiana	11,496,040	0.6	761,054	0.6	26,703,368	43.1	2.9	45.9
Maine	1,664,009	0.1	435,674	0.4	6,397,324	26.0	6.8	32.8
Maryland	65,438,964	3.1	0	0.0	180,825,561	36.2	0.0	36.2
Massachusetts	25,727,301	1.2	4,801,343	4.0	148,362,795	17.3	3.2	20.6
Michigan	32,734,394	1.6	440,000	0.4	98,851,852	33.1	0.4	33.6
Minnesota	10,228,555	0.5	0	0.0	111,300,065	9.2	0.0	9.2
Mississippi	33,960	0.0	0	0.0	15,104,113	0.2	0.0	0.2
Missouri	40,910,561	2.0	268,171	0.2	85,536,075	47.8	0.3	48.1
Montana	761,475	0.0	0	0.0	7,880,815	9.7	0.0	9.7
N. Marianas Island		0.0	0	0.0	15,682,762	0.0	0.0	0.0
Nebraska	7,365,634	0.4	944,784	0.8	42,710,082	17.2	2.2	19.5
Nevada	4,981,518	0.2	621,660	0.5	8,015,093	62.2	7.8	69.9
New Hampshire	1,811,162	0.1	762,818	0.6	430,822,493	0.4	0.2	0.6
New Jersey	329,953,282	15.8	0	0.0	18,941,623	1,741.9	0.0	1,741.9
New Mexico	73,818,511	3.5	2,185,920	1.8	1,607,692,734	4.6	0.1	4.7
New York	11,405,927	0.5	946,287	0.8	99,029,660	11.5	1.0	12.5
North Carolina	813,213	0.0	185,441	0.2	6,151,202	13.2	3.0	16.2
North Dakota	150,000	0.0	0	0.0	1,108,534	13.5	0.0	13.5
Ohio	74,765,378	3.6	8,772,451	7.4	171,070,148	43.7	5.1	48.8
Oklahoma	8,052,714	0.4	2,065,008	1.7	17,359,143	46.4	11.9	58.3
Oregon	46,798,808	2.2	3,834,750	3.2	232,720,202	20.1	1.6	21.8
Pennsylvania	56,244,338	2.7	2,069,808	1.7	397,638,378	14.1	0.5	14.7
Puerto Rico	18,093,044	0.9	258,600	0.2	46,168,482	39.2	0.6	39.7
Rhode Island	9,094,368	0.4	1,628,240	1.4	39,038,395	23.3	4.2	27.5
South Carolina	11,097,449	0.5	624,000	0.5	29,859,713	37.2	2.1	39.3
South Dakota	249,485	0.0	0	0.0	3,689,035	6.8	0.0	6.8
Tennessee	18,126,323	0.9	2,837,133	2.4	54,259,267	33.4	5.2	38.6
Texas	165,296,412	7.9	16,556,406	13.9	438,695,915	37.7	3.8	41.5
Utah	46,741,197	2.2	0	0.0	255,172,199	18.3	0.0	18.3
Vermont	2,000,565	0.1	0	0.0	17,733,290	11.3	0.0	11.3
Virgin Island	0	0.0	0	0.0	0	0.0	0.0	0.0
Virginia	18,705,220	0.9	2,857,265	2.4	253,277,817	7.4	1.1	8.5
Washington	79,340,052	3.8	4,203,685	3.5	461,957,974	17.2	0.9	18.1
West Virginia	41,320	0.0	0	0.0	9,447,589	0.4	0.0	0.4
Wisconsin	24,803,883	1.2	2,556,593	2.1	52,514,678	47.2	4.9	52.1
Wyoming	795,174	0.0	0	0.0	1,952,115	40.7	0.0	40.7
<b>TOTAL</b>	<b>\$2,086,530,613</b>	<b>100.0</b>	<b>\$118,965,889</b>	<b>100.0</b>	<b>\$8,538,966,297</b>	<b>24.4</b>	<b>1.4</b>	<b>25.8</b>

**NOTE:** Includes all programs.  
**Total Capital Obligations include Bus, Bus Facilities, Fixed Guideway, and New Starts obligations. Preventive maintenance and ADA Paratransit are subcategories of those major capital categories. ADA Paratransit obligations meet the TEA-21 eligibility requirements that allow non-fixed paratransit service to be counted as a capital item.**

**Table 9** FY 2010 Preventive Maintenance Obligations by State and by Program

STATE	Urb. Area Formula			Capital			Non-urb. Area			Elderly /			JARC			New			Total		State		% of Tot.	
	Bus	Rail	Prg % of Tot.	Bus	Rail	Prg % of Tot.	Formula	Prg % of Tot.	Disabled	Prg % of Tot.	of Tot.	Prg % of Tot.	Freedom	Prg % of Tot.	Total	Rank	% of Tot.	% Bus	% Rail	% Bus	% Rail			
Alabama	\$2,314,083	\$0	93.3	\$167,235	\$0	6.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,481,318	41	0.1	100.0	0.0					
Alaska	2,808,000	1,232,530	32.8	30,750	8,237,142	67.2	0	0.0	0	0.0	0	0.0	0	0.0	\$12,308,422	26	0.6	23.1	76.9					
American Samoa	0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	0	0.0	0.0	0.0					
Arizona	19,333,337	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$19,333,337	22	0.9	100.0	0.0					
Arkansas	2,641,112	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$2,641,112	40	0.1	100.0	0.0					
California	225,091,574	14,998,137	76.3	0	74,568,414	23.7	0	0.0	0	0.0	0	0.0	0	0.0	\$314,658,125	2	15.1	71.5	28.5					
Colorado	56,707,953	0	68.9	0	25,599,629	31.1	0	0.0	0	0.0	0	0.0	0	0.0	\$82,307,582	6	3.9	68.9	31.1					
Connecticut	252,800	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$252,800	48	0.0	100.0	0.0					
Delaware	2,674,400	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$2,674,400	39	0.1	100.0	0.0					
District of Columbia	24,564,800	14,400,000	0.0	0	3,120,000	0.0	0	0.0	0	0.0	0	0.0	1,600	0.0	\$42,086,400	15	2.0	58.4	0.0					
Florida	116,783,027	1,400,000	83.4	0	23,420,476	16.5	0	0.0	32,000	0.0	0	0.0	6,050	0.0	\$141,641,553	5	6.8	82.4	17.5					
Georgia	18,068,713	23,048,447	89.4	80,000	4,800,000	10.6	0	0.0	0	0.0	0	0.0	0	0.0	\$45,997,160	14	2.2	39.5	60.5					
Guam	0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	53	0.0	0.0	0.0					
Hawaii	21,000,000	0	99.4	120,000	0	0.6	0	0.0	0	0.0	0	0.0	0	0.0	\$21,120,000	21	1.0	100.0	0.0					
Idaho	3,944,020	0	79.4	0	0	0.0	861,214	17.3	0	0.0	85153	1.7	78,363	1.6	\$4,968,750	37	0.2	96.7	0.0					
Illinois	3,082,517	79,536,241	53.5	0	71,785,391	46.5	0	0.0	0	0.0	0	0.0	0	0.0	\$154,404,149	4	7.4	2.0	98.0					
Indiana	16,759,580	4,520,277	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$21,279,857	20	1.0	78.8	21.2					
Iowa	4,758,642	0	75.4	0	0	0.0	1,516,553	24.0	32,596	0.5	0	0.0	0	0.0	\$6,307,791	35	0.3	99.5	0.0					
Kansas	3,889,773	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$3,889,773	38	0.2	100.0	0.0					
Kentucky	8,637,848	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$8,637,848	32	0.4	100.0	0.0					
Louisiana	9,320,804	0	81.1	97,636	2,077,600	18.9	0	0.0	0	0.0	0	0.0	0	0.0	\$11,496,040	27	0.6	81.9	18.1					
Maine	1,626,409	0	97.7	0	0	0.0	37,600	2.3	0	0.0	0	0.0	0	0.0	\$1,664,009	44	0.1	100.0	0.0					
Maryland	30,623,266	8,393,005	59.6	0	26,422,693	40.4	0	0.0	0	0.0	0	0.0	0	0.0	\$65,438,964	10	3.1	46.8	53.2					
Massachusetts	20,647,301	5,000,000	99.7	80,000	0	0.3	0	0.0	0	0.0	0	0.0	0	0.0	\$25,727,301	18	1.2	80.6	19.4					
Michigan	32,390,464	0	98.9	343,930	0	1.1	0	0.0	0	0.0	0	0.0	0	0.0	\$32,734,394	17	1.6	100.0	0.0					
Minnesota	10,228,555	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$10,228,555	30	0.5	100.0	0.0					
Mississippi	0	0	0.0	0	0	0.0	33,960	100.0	0	0.0	0	0.0	0	0.0	\$33,960	52	0.0	100.0	0.0					
Missouri	39,954,106	296,139	98.4	88,632	571,684	1.6	0	0.0	0	0.0	0	0.0	0	0.0	\$40,910,561	16	2.0	97.9	2.1					
Montana	0	0	0.0	0	0	0.0	761,475	100.0	0	0.0	0	0.0	0	0.0	\$761,475	47	0.0	100.0	0.0					
Nebraska	7,365,634	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$7,365,634	34	0.4	100.0	0.0					
Nevada	4,894,238	0	98.2	87,280	0	1.8	0	0.0	0	0.0	0	0.0	0	0.0	\$4,981,518	36	0.2	100.0	0.0					
New Hampshire	1,191,603	0	65.8	0	0	0.0	607,559	33.5	0	0.0	12000	0.7	0	0.0	\$1,811,162	43	0.1	99.3	0.0					
New Mexico	0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	0	0.0	0.0	0.0					
New Jersey	60,391,091	150,601,032	63.9	0	118,961,159	36.1	0	0.0	0	0.0	0	0.0	0	0.0	\$329,953,282	1	15.8	18.3	81.7					
New York	73,818,511	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$73,818,511	9	3.5	100.0	0.0					
North Carolina	11,358,916	0	99.6	0	0	0.0	0	0.0	47,011	0.4	0	0.0	0	0.0	\$11,405,927	28	0.5	99.6	0.0					
North Dakota	813,213	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$813,213	45	0.0	100.0	0.0					
Northern Mariana Islands	0	0	0.0	0	0	0.0	150,000	100.0	0	0.0	0	0.0	0	0.0	\$150,000	50	0.0	100.0	0.0					
Ohio	52,413,741	7,607,840	80.3	10,404,082	1,956,372	16.5	2,383,343	3.2	0	0.0	0	0.0	0	0.0	\$74,765,378	8	3.6	87.2	12.8					
Oklahoma	7,976,018	0	99.0	0	0	0.0	35,218	0.4	27,078	0.3	14400	0.2	0	0.0	\$8,052,714	33	0.4	99.5	0.0					
Oregon	34,183,642	1,500,000	76.2	0	10,799,283	23.1	10,210	0.0	297,338	0.6	0	0.0	8,335	0.0	\$46,798,808	12	2.2	73.1	26.3					
Pennsylvania	20,044,978	3,500,000	41.9	391,360	32,200,000	57.9	108,000	0.2	0	0.0	0	0.0	0	0.0	\$56,244,338	11	2.7	36.5	63.5					
Puerto Rico	10,989,200	7,103,844	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$18,093,044	25	0.9	60.7	39.3					



**Table 9 (cont.)** FY 2010 Preventive Maintenance Obligations by State and by Program

STATE	Urb. Area Formula Bus	Prg % of Tot. Rail	Capital Bus	Capital Rail	Prg % of Tot. Rail	Non-urb. Area Formula	Prg % of Tot. Formula	Elderly / Disabled	Prg % of Tot.	JARC	Prg % of Tot.	New Freedom	Prg % of Tot.	Total	Rank	State % of Tot.	% Bus	% Rail
Rhode Island	9,094,368	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	\$9,094,368	31	0.4	100.0	0.0
South Carolina	9,935,686	0	0	0	0	1,161,763	10.5	0	0.0	0	0.0	0	0.0	\$11,097,449	29	0.5	100.0	0.0
South Dakota	96,000	0	93,485	0	37.5	60,000	24.0	0	0.0	0	0.0	0	0.0	\$249,485	49	0.0	100.0	0.0
Tennessee	18,029,154	0	0	0	0	97,169	0.5	0	0.0	0	0.0	0	0.0	\$18,126,323	24	0.9	100.0	0.0
Texas	160,995,606	0	0	1,832,293	1.1	3,906	0.0	2,154,007	1.3	237000	0.1	73,600	0.0	\$165,296,412	3	7.9	97.4	1.1
Utah	30,608,029	11,236,738	0	4,896,430	10.5	0	0.0	0	0.0	0	0.0	0	0.0	\$46,741,197	13	2.2	85.5	34.5
Vermont	1,500,565	0	0	0	0	500,000	25.0	0	0.0	0	0.0	0	0.0	\$2,000,565	42	0.1	100.0	0.0
Virgin Islands	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	53	0.0	0.0	0.0
Virginia	17,680,223	196,800	0	828,197	4.4	0	0.0	0	0.0	0	0.0	0	0.0	\$18,705,220	23	0.9	94.5	5.5
Washington	74,209,012	131,040	5,000,000	0	6.3	0	0.0	0	0.0	0	0.0	0	0.0	\$79,340,052	7	3.8	99.8	0.2
West Virginia	41,320	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	\$41,320	51	0.0	100.0	0.0
Wisconsin	24,362,570	0	0	0	0	441,313	1.8	0	0.0	0	0.0	0	0.0	\$24,803,883	19	1.2	100.0	0.0
Wyoming	101,600	0	693,574	0	87.2	0	0.0	0	0.0	0	0.0	0	0.0	\$795,174	46	0.0	100.0	0.0
<b>TOTAL</b>	<b>\$1,310,198,002</b>	<b>\$334,702,070</b>	<b>\$17,677,964</b>	<b>\$412,076,763</b>	<b>79.7</b>	<b>\$8,769,283</b>	<b>20.6</b>	<b>\$2,590,030</b>	<b>100.0</b>	<b>\$348,553</b>	<b>100.0</b>	<b>\$167,948</b>	<b>100.0</b>	<b>\$2,086,530,613</b>		<b>100.0</b>	<b>64.2</b>	<b>35.8</b>
Split betwn Bus / Rail % by Program		20.3	4.1	95.9	20.6	100.0	0.4	100.0	0.1	100.0	0.0	0.0	0.0					

**NOTE:** Preventive maintenance is only used for bus for the Non-urbanized Area Formula, Elderly / Persons w Disabilities Programs, JARC, New Freedom and Emergency Supplementals.

**Table 10A FY 2010 Motor Vehicle Purchases by Type and Program**

Program	#	40 ft. Bus	35 ft. Bus	30 ft. Bus	< 30 ft. Bus	Articulated Bus	Van	Sta. Wagon/ Sedan	Trolley Bus	Bus Commuter Suburban	Bus dual mode	Bus Used	Intercity bus	School bus	Bus doubledeck	Ferry Boat	TOTAL	Percent of Total
Capital	165	\$62,983,657	\$23,186,284	\$15,705,913	\$27,864,301	\$9,131,895	\$18,169,231	\$58,424	\$27,552,750	\$2,233,000	\$1,243,760	\$0	\$0	\$0	\$2,009,634	\$2,000,000	\$193,076,849	16.9%
Clean Fuels	2	\$550,000	\$1,495,760	\$1,096,000	\$0	\$0	\$0	\$0	\$533,000	\$0	\$2,489,667	\$0	\$0	\$0	\$0	\$0	\$6,134,427	0.3%
Elderly / Persons with Disabilities	24	\$2,128,775	\$244,800	\$1,639,328	\$52,404,371	\$0	\$33,473,453	\$570,441	\$0	\$0	\$0	\$0	\$0	\$78,468	\$0	\$0	\$90,539,636	7.7%
Job Access	4	\$1,125,962	\$769,992	\$891,434	\$4,712,308	\$0	\$4,353,497	\$103,960	\$195,000	\$1,797,730	\$0	-\$42,000	\$0	\$0	\$0	\$0	\$13,667,483	1.8%
Reverse Commute	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
Miscellaneous	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000	0.1%
NHWA Transfers	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
New Freedom	0	\$0	-\$23,500	\$127,771	\$3,397,392	\$0	\$5,547,419	\$423,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0,472,165	0.3%
Non-Urbanized Area	6	\$2,292,625	\$862,894	\$2,924,685	\$16,064,294	\$0	\$13,859,653	\$79,200	\$201,875	\$0	\$0	\$0	\$13,545,781	\$0	\$0	\$0	\$49,801,007	8.6%
Paul S. Sarbanes Transit in Parks Prog	3	\$1,605,000	\$1,878,832	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,483,832	0.1%
Unorganized Area	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
	0	\$1,508	\$138	\$73	\$3,038,604	\$52,003,465	\$25,312,994	\$474,024	\$8,736,044	\$11,639,694	\$6,869,000	\$355,720	\$0	\$0	\$3,550,342	\$300,000	\$589,598,990	60.8%
Total	3,538	\$496,967,363	\$76,142,708	\$39,711,757	\$168,030,299	\$85,902,688	\$101,646,743	\$1,762,041	\$37,530,592	\$23,973,422	\$10,602,427	\$693,720	\$17,904,465	\$78,468	\$5,559,976	\$29,242,933	\$936,734,417	100.0%
Percent of Total		33.9	4.5	2.6	31.8	3.5	35.5	0.2	0.8	1.8	0.4	0.1	1.9	0.0	0.6	0.2	100.0	

NOTE: A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere. If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement.

**Table 10B FY 2010 Motor Vehicle Purchases by Type and Population Grouping**

Population Grouping	#	40 ft. Bus	35 ft. Bus	30 ft. Bus	< 30 ft. Bus	Articulated Bus	Van	Sta. Wagon/ Sedan	Trolley Bus	Bus Commuter Suburban	Bus dual mode	Bus Used	Intercity bus	School bus	Bus doubledeck	Ferry Boat	TOTAL	Percent of Total
> 1,000,000	1,287	\$295,899,473	\$12,827,286	\$13,000,640	\$27,451,831	\$58,379,382	\$19,350,365	\$468,786	\$34,970,153	\$12,985,368	\$6,626,667	\$0	\$0	\$0	\$3,787,842	\$3,250,000	\$488,797,833	52.2%
200,000 - 1,000,000	294	\$71,014,922	\$36,964,929	\$5,201,387	\$22,573,534	\$1,655,978	\$13,874,816	\$43,874	\$453,579	\$837,328	\$3,975,760	-\$42,000	\$0	\$0	\$0	\$0	\$156,609,205	16.7%
50,000 - 200,000	99	\$35,921,744	\$20,789,762	\$11,824,384	\$25,767,128	\$1,600,000	\$4,832,005	\$381,574	\$508,437	\$0	\$0	\$355,720	\$0	\$0	\$0	\$0	\$102,080,774	10.9%
Rural or State DOTs	52	\$11,605,643	\$3,849,532	\$9,353,464	\$81,688,367	\$0	\$63,465,051	\$814,945	\$1,281,460	\$1,787,730	\$0	\$0	\$13,545,781	\$78,468	\$1,772,134	\$0	\$189,246,605	20.5%
Total	1,732	\$414,241,482	\$74,431,629	\$39,379,905	\$167,481,260	\$61,635,360	\$101,626,237	\$1,709,179	\$37,215,669	\$15,660,424	\$10,602,427	\$313,720	\$13,645,761	\$78,468	\$5,559,976	\$3,250,000	\$936,734,417	100.0%
Percent of Total		22.6	3.1	2.1	31.2	6.6	10.8	0.2	4.0	1.7	0.4	0.0	1.4	0.0	0.6	0.3	100.0	

NOTE: Grantees for the Elderly / Persons with Disabilities Program are State DOTs, although the vehicles may be used for urban or rural areas. Negative numbers indicate budget revisions from previously obligated grants.

**Table 11A** FY 2010 Rail Purchases and Rehabilitation by Type and Program

Rail Type	Capital		New Freedom		Urbanized Area		Total	
	#	\$	#	\$	#	\$	#	\$
Cable Car	3	1,050,000	0	0	0	0	3	1,050,000
Commuter Locomotive Diesel	4	6,717,375	0	0	43	11,037,080	47	17,754,455
Commuter Locomotive Used	0	0	0	0	0	0	0	0
Commuter Locomotive Electric	0	0	0	0	0	5,386,000	0	5,386,000
Commuter Rail Car Trailer	5	6,707,982	0	0	175	36,324,627	180	43,032,609
Commuter Rail Cars Used	19	21,212,000	0	0	13	2,400,000	32	23,612,000
Commuter Rail Self Propelled - Elec.	31	31,645,794	0	0	2	3,008,297	33	34,654,091
Heavy Rail Cars	304	17,332,393	0	0	1,475	336,227,554	1779	353,559,947
Light Rail Cars	82	145,751,640	0	140,000	13	764,311	95	146,655,951
People Mover	25	6,491,355	0	0	0	0	25	6,491,355
Grand Total	473	236,908,539	0	140,000	1721	395,147,869	2194	632,196,408

**Table 11B** FY 2010 Rail Purchases by Type and Program

Rail Type	Capital		Urbanized Area		Total	
	#	\$	#	\$	#	\$
Commuter Locomotive Diesel	4	6,717,375	43	11,037,080	47	17,754,455
Commuter Rail Car Trailer	5	6,707,982	175	36,324,627	180	43,032,609
Commuter Rail Self Propelled - Elec.	31	31,645,794	2	3,008,297	33	34,654,091
Heavy Rail Cars	304	17,332,393	1,475	336,227,554	1779	353,559,947
Light Rail Cars	82	145,751,640	13	764,311	95	146,515,951
Grand Total	426	208,155,184	1708	387,361,869	2134	595,517,053

**Table 12** FY 2010 Vehicle Purchases by Type of Fuel and Type of Vehicle

Vehicle Type	Diesel	Gasoline	Compressed Natural Gas	Liquefied Natural Gas	Liquefied Petrol. Gas	Methanol / Ethanol	Biodiesel	Dual Mode (diesel / electric)
	# \$	# \$	# \$	# \$	# \$	# \$	# \$	# \$
40 ft Bus	878 \$110,368,184	1 \$72,000	203 \$37,479,610	42 \$16,147,453	0 \$0	0 \$0	224 \$73,238,497	0 \$0
35 ft Bus	165 42,804,659	8 505,486	27 7,994,488	0 0	0 0	0 0	27 8,451,835	1 210,036
30 ft Bus	99 19,840,015	20 1,536,225	25 4,932,793	0 0	0 0	0 0	6 1,886,013	0 0
<30 ft Bus	819 61,764,240	1282 74,289,546	52 5,447,296	1 66,666	0 0	74 3,420,812	26 2,554,468	0 0
Articulated Bus	12 8,481,785	0 0	22 14,289,000	0 0	0 0	0 0	25 15,187,500	0 0
Bus Commuter/Suburban	18 8,698,680	10 219,614	0 0	0 0	0 0	0 0	6 2,616,960	0 0
Bus Doubledeck	7 3,787,842	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Bus Dual Mode	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Intercity Bus	31 12,144,738	22 1,401,043	0 0	0 0	0 0	0 0	0 0	0 0
School Bus	2 78,468	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Bus Trolley	12 1,795,802	0 -6,134	0 0	0 0	2 533,000	0 0	5 325,137	0 0
Bus Used	2 355,720	-1 -42,000	0 0	0 0	0 0	0 0	0 0	0 0
Sedan / Station Wagon	0 0	85 1,406,707	0 0	0 0	0 0	0 0	0 0	0 0
Vans	171 9,517,407	2368 83,963,660	15 1,448,553	0 0	8 500,000	50 2,000,000	47 2,906,994	0 0
Ferry Boats	3 9,203,905	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	2,219 286,941,445	3,795 163,346,147	344 71,571,720	43 16,214,119	10 1,033,000	124 5,420,812	366 107,167,404	1 210,036
Percent of Total	28.7 29.3	49.1 16.7	4.5 7.3	0.8 0.8	0.1 0.1	0.6 0.6	4.7 10.9	0.0 0.0

NOTE: A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere. If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement.

**Table 12 (cont.)** FY 2010 Vehicle Purchases by Type of Fuel and Type of Vehicle

Vehicle Type	Diesel (Particulate Trap)		Fuel Cell		Hybrid Electric		Battery-Powered		Electric Trackless Trolley		Other		Total	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
40 ft Bus	56	\$16,381,765	334	160,013,970	1	\$3,605,000	0	\$0	1	\$1,000,000	24	\$8,265,952	1,764	\$426,572,431
35 ft Bus	12	4,495,477	26	10,125,407	0	0	0	0	0	0	1	290,500	267	\$74,877,868
30 ft Bus	14	3,563,862	19	7,623,995	0	0	0	0	1	82,426	0	22,668	184	\$39,587,997
<30 ft Bus	45	4,401,225	18	1,000,544	1	39,153	4	1,360,000	22	1,107,144	83	3,583,685	2,427	\$159,034,779
Articulated Bus	0	0	63	43,382,052	0	0	0	0	0	0	0	0	122	\$79,320,337
Bus Commuter/Suburban	2	600,000	2	3,525,170	0	0	0	0	0	0	1	-32,800	39	\$15,627,624
Bus Doubledeck	2	1,772,134	0	0	0	0	0	0	0	0	1	21,602	10	\$5,581,578
Bus Dual Mode	0	0	32	10,602,427	0	0	0	0	0	0	1	400,000	33	\$11,002,427
Intercity Bus	0	0	0	0	0	0	0	0	0	0	0	0	53	\$13,545,781
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	2	\$78,468
Bus Trolley	2	129,371	0	0	0	0	28	34,236,893	1	204,600	0	0	50	\$37,218,669
Bus Used	0	0	0	0	0	0	0	0	0	0	0	0	1	\$313,720
Sedan / Station Wagon	0	0	9	302,472	0	0	0	0	0	0	0	0	94	\$1,708,179
Vans	12	503,090	0	0	0	0	0	0	2	61,000	0	0	2,673	\$100,900,704
Ferry Boats	0	0	2	2,300,000	0	0	0	0	0	0	2	2,550,000	7	\$14,053,905
<b>Total</b>	<b>145</b>	<b>\$31,846,924</b>	<b>505</b>	<b>\$238,876,037</b>	<b>2</b>	<b>\$3,644,153</b>	<b>32</b>	<b>\$35,596,893</b>	<b>27</b>	<b>\$2,455,170</b>	<b>113</b>	<b>\$15,101,607</b>	<b>7,726</b>	<b>\$979,425,467</b>
<b>Percent of Total</b>	<b>1.9</b>	<b>3.3</b>	<b>6.5</b>	<b>24.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>3.6</b>	<b>0.3</b>	<b>0.3</b>	<b>1.5</b>	<b>1.5</b>	<b>100.0</b>	<b>100.0</b>

**Table 13** FY 2010 Vehicle Purchases by Type of Fuel and Program

Program	Diesel		Gasoline		Compressed Natural Gas		Liquefied Natural Gas		Liquefied Petrol. Gas		Methanol / Ethanol		Biodiesel	
	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$
Capital	455	\$81,269,390	527	\$22,736,982	62	\$11,535,102	1	\$66,666	-	-	-	-	50	\$11,782,940
Clean fuels	-	-	-	-	4	1,495,760	-	-	2	533,000	-	-	-	-
Elderly / Individuals with Disabilities	468	31,728,598	1,426	54,038,405	8	643,613	-	-	-	-	-	-	-	-
JARC	43	5,645,654	225	6,420,537	4	245,996	-	-	-	-	19	682,047	-	-
Miscellaneous FHWA Transfers	1	950,000	-	-	-	-	-	-	-	-	-	-	-	-
New Freedom	39	1,543,603	200	7,598,429	1	60,340	-	-	-	-	5	132,885	15	446,904
Non-Urbanized Area	68	19,698,871	577	28,640,416	8	1,045,120	-	-	-	-	-	-	7	505,600
Paul S. Sarbanes Transit in Parks Program	9	3,483,832	-	-	-	-	-	-	-	-	-	-	0	0
Urbanized Area	1,134	134,367,592	840	43,911,378	242	46,787,789	42	16,147,453	8	500,000	100	4,605,880	294	94,431,960
<b>Total</b>	<b>2,217</b>	<b>\$278,687,540</b>	<b>3,795</b>	<b>\$163,346,147</b>	<b>329</b>	<b>\$61,813,720</b>	<b>43</b>	<b>\$16,214,119</b>	<b>10</b>	<b>\$1,033,000</b>	<b>124</b>	<b>\$5,420,812</b>	<b>366</b>	<b>\$107,167,404</b>
<b>Percent of Total</b>	<b>28.9</b>	<b>29.8</b>	<b>49.4</b>	<b>17.4</b>	<b>4.3</b>	<b>6.6</b>	<b>0.6</b>	<b>1.7</b>	<b>0.1</b>	<b>0.1</b>	<b>1.6</b>	<b>0.6</b>	<b>4.8</b>	<b>11.4</b>

**NOTE:** If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement.

**Table 13 (cont.)** FY 2010 Vehicle Purchases by Type of Fuel and Program

Program	Dual Mode (Diesel / Electric)		Diesel (Particulate Trap)		Hybrid Electric		Battery-Powered		Electric Trackless Trolley		Other		Total	
	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$
Capital	1	\$210,036	59	\$13,214,769	44	\$20,362,058	2	\$3,644,153	17	\$27,902,057	5	\$354,696	1,223	\$193,078,849
Clean fuels	-	-	-	-	17	4,105,667	-	-	-	-	-	-	23	\$6,134,427
Elderly / Individuals with Disabilities	-	-	-	-	3	198,591	-	-	-	-	100	3,930,429	2,005	\$90,539,636
JARC	-	-	2	115,200	3	594,600	-	-	-	-	12	-16,551	308	\$13,687,483
Miscellaneous FHWA Transfers	-	-	-	-	-	-	-	-	-	-	-	-	1	\$950,000
New Freedom	-	-	-	-	0	-	-	-	-	-	13	-309,968	273	\$9,472,193
Non-Urbanized Area	-	-	-	-	0	0	-	-	-	-	4	-89,000	664	\$49,801,007
Paul S. Sarbanes Transit in Parks Program	-	-	-	-	-	-	-	-	-	-	-	-	9	\$3,483,832
Urbanized Area	-	-	84	18,516,955	412	201,623,147	-	-	15	7,694,836	1	1,000,000	3,172	\$569,586,990
<b>Total</b>	<b>1</b>	<b>\$210,036</b>	<b>145</b>	<b>\$31,846,924</b>	<b>479</b>	<b>\$226,884,063</b>	<b>\$2</b>	<b>\$3,644,153</b>	<b>\$32</b>	<b>\$35,596,893</b>	<b>135</b>	<b>\$4,869,606</b>	<b>7,678</b>	<b>\$936,734,417</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3.4</b>	<b>6.2</b>	<b>24.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>3.8</b>	<b>1.8</b>	<b>0.5</b>	<b>100.0</b>	<b>100.0</b>

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

Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's primary transit assistance program in FY 1984. Funds are apportioned to urbanized areas (UZAs) using a formula based on population, population density, and other factors associated with transit service and ridership.

Section 5307 Urbanized Area Formula funds are available for transit improvements for 38 urbanized areas over 1 million population, 114 urbanized areas with populations between 200,000 and 1 million, and 314 urbanized areas between 50,000 and 200,000 population (which includes 313 designates as such by the Census Bureau and the Virgin Islands, which is treated as an urbanized area in accordance with language in SAFETEA-LU). For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000, the funds are apportioned to the Governor of each state for distribution.

Language in TEA-21 and SAFETEA-LU requires that one percent of Section 5307 funds apportioned to an urbanized area with a population of 200,000 or more be used for transit enhancement projects that physically or functionally enhance transit service or use. SAFETEA-LU also requires that one percent of funds be made available for a Section 5307 set-aside, which is apportioned to small urbanized areas using selected performance criteria under the Small Transit Intensive Cities. In addition, funds apportioned to urbanized areas under the Section 5340 Growing States and High Density States formula (which use forecasted population and population/population density factors, respectively) are combined with Section 5307 funds.

Preventive maintenance, defined as all maintenance costs, is eligible for FTA capital assistance at an 80 percent Federal share. FY 2010 operating assistance is available to all urbanized areas with a population under 200,000. It is also available to eligible urbanized areas that crossed over the 200,000 population threshold for the first time under the 2000 Census and is available for use in that portion of a 2000 Census UZA with a population of 200,000 or more that was nonurbanized under the 1990 Census, in accordance with Sec. 7(n) of Pub. L. 108-263. In addition, an exception in TEA-21 made operating assistance available in urbanized areas of 200,000 or more in population, where transit providers provide only service exclusively to elderly persons and persons with disabilities.

In FY2010, a total of \$4.8 billion in Section 5307 funds were obligated. Of this amount, \$4.4 billion or 91 percent was used for capital, \$395 million or 8 percent



for operating, and \$61 million or 1 percent for planning assistance. Funds were obligated to FTA grantees. As a group, the urbanized areas with population over 1 million obligated the largest share of the funds, \$3.5 billion or 73 percent. A total of \$569 million of Section 5307 funds was obligated for the purchase of a total number of 3,172 vehicles.

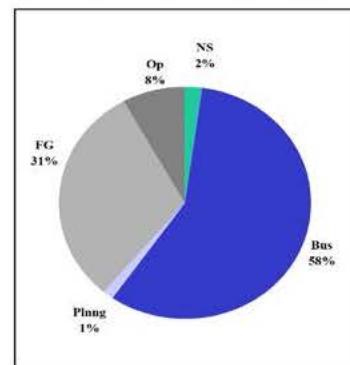
As in previous years, flexible funds transferred from the Federal Highway Administration (FHWA) had a significant impact on the availability of funds for obligation. In FY 2010, a total of \$1.6 billion was transferred to the Urbanized Area Formula Program. The total flexible funds obligated for this program were \$932 million, some of which were carryover of funds that were transferred in prior years. The program sources of these obligations are Congestion Mitigation and Air Quality (CMAQ), \$985 million (56%); Surface Transportation Program (STP), \$713 million (39%), and \$98 million (5%) in other transfers.

**Table 14** FY 2010 Summary of Urbanized Area Formula Obligations by Population Group

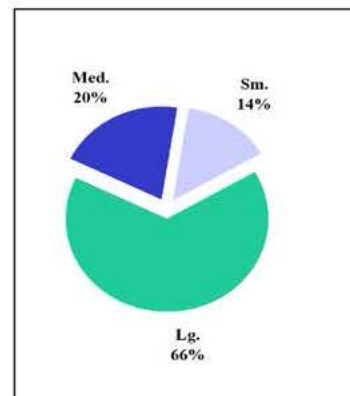
ACTIVITY	URBANIZED AREAS OVER 1 MILLION	URBANIZED AREAS 200,000 - 1,000,000	URBANIZED AREAS 50,000 - 200,000	TOTAL AMOUNT URBANIZED AREAS	Percent of Total
<b>BUS</b>					
BUS PURCHASES	\$419,267,116	\$104,014,619	\$71,607,659	\$594,889,394	12.3
BUS OTHER	1,356,589,496	489,335,448	93,312,506	1,939,237,450	40.0
BUS MAINTENANCE FACILITY	142,580,784	86,657,089	24,148,641	253,386,514	5.2
SUB-TOTAL	\$1,918,437,396	\$680,007,156	\$189,068,806	\$2,787,513,358	57.5
FIXED GUIDEWAY MOD	\$1,390,151,640	\$96,021,655	\$13,892,627	\$1,500,065,922	30.9
NEW STARTS	103,339,861	3,741,328	194,014	107,275,203	2.2
PLANNING	35,197,423	21,240,970	4,700,917	61,139,310	1.3
OPERATING	100,291,297	23,130,509	271,455,908	394,877,714	8.1
<b>TOTAL</b>	<b>\$3,547,417,617</b>	<b>\$824,141,618</b>	<b>\$479,312,272</b>	<b>\$4,850,871,507</b>	<b>100.0</b>
Percent of Total	73.1	17.0	9.9	100.0	

VEHICLE PURCHASES BY TYPE			
	#	%	\$
<b>BUS PURCHASES:</b>			
40 ft Bus	1,509	47.5	343,699,218
35 ft Bus	138	4.3	46,016,876
30 ft Bus	73	2.3	17,234,774
<30 ft Bus	701	22.1	53,038,604
Bus Articulated	71	2.2	52,503,465
Bus Commuter/Suburban	33	1.0	11,639,694
Bus Double Deck	6	0.2	3,550,342
Bus Dual Mode	16	0.5	6,869,000
Bus Trolley STD	21	0.7	8,736,044
Bus Used	2	0.1	355,720
Sedan / Station Wagon	20	0.6	474,024
Vans	582	18.3	25,312,984
<b>FERRY BOAT PURCHASES:</b>	2	0.1	500,000
<b>TOTAL VEHICLES</b>	<b>3,174</b>	<b>100.0</b>	<b>\$569,930,745</b>

Percentage of Obligations by Category



Percentage of Vehicles by Population Group



VEHICLE PURCHASES BY POPULATION GROUP		
	#	\$
OVER 1 MILLION	2,076	402,581,165
200,000 - 1 MILLION	648	97,789,234
50,000 - 200,000	450	69,560,346
<b>TOTAL VEHICLES</b>	<b>3,174</b>	<b>\$569,930,745</b>

Table 15 FY 2010 Urbanized Area Formula Obligations by State

STATE	# of Buses	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL	% of Total Rank
Alabama	16	850,010	3,264,419	527,321	\$4,641,750	\$0	\$0	\$306,000	\$3,456,252	\$8,404,002	0.2
Alaska	28	2,299,400	3,975,600	440,000	6,715,000	18,981,806	0	0	0	\$25,696,806	0.5
American Samoa	0	0	0	0	0	0	0	0	0	0	0.0
Arizona	213	39,960,570	25,032,003	10,180,555	75,173,128	0	5,618,000	635,163	3,057,963	84,484,254	1.7
Arkansas	13	2,619,132	3,680,432	1,786,400	8,065,964	0	0	257,449	3,028,476	11,351,889	0.2
California	334	72,307,362	348,067,661	30,059,719	450,934,742	89,116,188	35,539,328	10,337,250	86,921,570	672,849,078	13.9
Colorado	14	414,414	68,960,933	2,567,786	71,973,133	7,500,000	0	1,951,093	3,779,433	85,203,659	1.8
Connecticut	15	3,884,400	5,827,210	5,014,960	14,726,570	52,355,301	0	240,000	0	67,321,871	1.4
Delaware	133	10,959,928	2,797,667	98,000	13,855,595	0	0	0	0	13,855,595	0.3
District of Columbia	95	57,077,418	29,775,200	18,119,580	104,972,198	74,268,868	0	0	0	179,241,066	3.7
Florida	168	41,449,988	148,548,989	28,952,045	218,951,022	4,949,953	0	1,811,342	11,237,255	236,949,572	4.9
Georgia	35	6,223,430	35,521,816	6,321,570	48,066,816	23,864,347	0	1,577,571	15,960,481	87,469,215	1.8
Guam	0	0	0	0	0	0	0	0	0	0	0.0
Hawaii	86	16,000,926	21,222,722	362,000	37,585,648	0	0	0	0	37,585,648	0.8
Idaho	10	1,488,400	5,691,619	421,315	7,601,334	0	0	226,000	2,969,881	10,799,215	0.2
Illinois	70	23,052,810	42,192,440	6,825,452	72,070,702	166,521,111	0	325,155	5,260,893	234,177,861	4.8
Indiana	44	4,581,924	21,877,420	1,983,340	28,542,684	4,760,277	192,000	3,655,399	10,533,253	47,683,613	1.0
Iowa	25	1,993,064	5,906,577	379,323	8,278,964	0	0	925,284	10,316,635	19,520,863	0.4
Kansas	4	805,425	5,409,846	273,675	6,488,946	0	0	757,325	2,986,374	10,232,646	0.2
Kentucky	20	796,264	13,165,203	3,285,718	17,207,185	0	0	50,000	3,247,647	20,499,832	0.4
Louisiana	15	4,739,953	11,658,943	1,317,015	17,714,911	0	0	1,053,448	17,504,335	36,272,694	0.7
Maine	0	5,188	2,172,853	66,000	2,244,041	0	0	90,000	10,058,973	12,393,014	0.3
Maryland	33	16,836,904	32,179,880	1,364,946	50,381,730	40,621,176	0	10,688,882	1,854,663	103,546,471	2.1
Massachusetts	500	10,532,300	48,861,298	1,757,600	61,121,198	24,052,727	0	596,940	9,319,991	95,092,866	2.0
Michigan	91	9,236,235	39,004,120	23,604,085	71,844,440	0	0	7,410,250	16,489,058	97,743,748	2.0
Minnesota	180	56,493,665	21,203,071	3,589,523	83,286,259	-2,862,227	0	30,473	4,786,550	85,241,055	1.8
Mississippi	0	0	0	0	0	0	0	0	547,631	547,631	0.0
Missouri	31	4,036,856	47,858,218	-3,287,574	48,607,500	2,654,878	2,014	1,566,481	14,271,017	67,123,890	1.4
Montana	11	2,913,782	114,000	0	3,027,782	0	0	0	1,875,423	4,903,205	0.1
Nebraska	0	0	0	0	0	0	0	0	0	0	0.0
Nevada	0	0	8,591,466	459,014	9,050,480	0	0	1,190,144	278,828	10,519,452	0.2
New Hampshire	118	23,175,988	11,966,968	245,890	35,388,846	0	0	0	9,415,727	44,805,573	0.9
New Jersey	8	588,751	3,681,248	61,000	4,310,999	0	0	207,639	4,795,952	9,314,590	0.2
New Mexico	17	829,000	82,041,375	0	82,870,375	161,463,747	0	0	1,354,389	245,688,511	5.1
New York	5	0	5,157,850	1,060,287	6,218,137	0	0	120,424	5,620,510	11,959,071	0.2
North Carolina	69	18,520,335	102,946,296	40,540,098	162,006,729	660,606,734	13,560,000	336,000	6,927,528	843,436,991	17.4
North Dakota	28	6,754,003	14,795,506	9,751,282	31,300,791	0	0	1,532,467	5,508,161	38,741,419	0.8
N. Mariana Islands	0	0	988,654	0	988,654	0	0	23,947	1,395,965	2,418,566	0.0
Ohio	158	36,052,699	69,209,282	5,334,717	112,596,698	9,072,887	0	1,292,042	7,283,210	130,244,837	2.7
Oklahoma	1	205,300	11,365,596	771,586	12,342,482	0	0	2,278,000	1,445,536	16,066,018	0.3
Oregon	6	2,422,890	45,683,052	2,568,000	50,673,942	1,677,468	9,300,000	972,673	1,828,977	64,453,060	1.3
Pennsylvania	290	62,500,396	95,423,207	8,676,628	166,600,231	58,222,929	0	84,1880	12,110,967	237,776,007	4.9
Puerto Rico	12	996,170	20,800,621	2,350,494	24,147,285	16,450,000	0	0	701,470	41,298,755	0.9
Rhode Island	11	2,080,000	11,363,248	2,033,000	15,476,248	0	0	0	0	15,476,248	0.3
South Carolina	1	95,000	14,387,578	2,136,093	16,618,671	0	0	693,217	1,288,497	18,600,385	0.4
South Dakota	0	0	96,000	0	96,000	0	0	0	2,656,781	2,752,781	0.1
Tennessee	20	5,797,371	21,703,488	2,085,502	29,576,361	900,000	0	227,200	5,088,627	35,792,188	0.7
Texas	102	13,572,495	223,495,843	11,128,509	248,196,847	37,128,467	0	3,608,241	29,928,469	319,062,024	6.6
Texas	19	586,861	32,895,860	280,000	33,762,721	12,307,692	0	950,000	1,707,336	43,772,749	1.0
Vermont	2	32,000	1,550,565	4,000	1,586,565	0	0	0	1,739,973	3,326,538	0.1
Virgin Islands	0	0	0	0	0	0	0	0	0	0	0.0
Virginia	32	6,853,549	34,432,886	11,122,747	52,409,182	14,373,795	43,063,861	237,931	16,507,776	129,592,545	2.7
Washington	85	17,616,526	104,488,676	3,547,312	125,652,514	31,077,798	0	1,140,000	4,634,556	162,504,868	3.3
West Virginia	1	63,358	81,247	33,180	177,785	0	0	0	7,159,563	7,337,348	0.2
Wisconsin	5	37,954	28,776,243	4,323,822	33,480,019	0	0	370,000	21,877,880	55,435,899	1.1
Wyoming	0	0	101,600	8,160	109,760	0	0	0	1,334,826	1,444,586	0.0
<b>Total</b>	<b>3,174</b>	<b>\$564,899,394</b>	<b>\$1,940,034,495</b>	<b>\$254,511,675</b>	<b>\$2,769,435,564</b>	<b>\$1,500,065,922</b>	<b>\$107,275,203</b>	<b>\$61,139,310</b>	<b>\$956,051,278</b>	<b>\$4,852,967,277</b>	<b>100.0</b>

**Table 16** FY 2010 Urbanized Area Formula Obligations by Urbanized Area

URBANIZED AREA / STATE	# of Buses	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
<b>&gt; 1,000,000 POPULATION</b>										
Atlanta, GA	21	1,920,809	30,641,850	3,673,846	36,236,505	23,864,347	0	1,248,823	0	61,349,675
Baltimore, MD	31	16,702,000	31,968,727	1,244,040	49,914,767	21,202,103	0	5,106,882	0	76,223,752
Boston, MA- NH- RI	499	10,186,900	33,127,097	1,484,000	44,797,997	24,052,727	0	70,000	3,851,171	72,771,895
Chicago, IL-IN	31	5,654,800	39,895,103	6,150,416	51,700,319	158,462,089	0	160,000	585,082	210,907,490
Cincinnati, OH-KY-IN	41	8,074,101	13,693,659	2,088,910	23,856,670	0	0	40,000	0	23,896,670
Cleveland, OH	6	3,250,000	24,196,039	892,640	28,338,679	9,072,887	0	160,000	2,354,352	39,825,918
Columbus, OH	50	10,947,004	300,703	479,757	11,727,464	0	0	0	0	11,727,464
Dallas-Fort Worth-Arlington, TX	13	3,577,300	60,622,582	222,773	64,422,655	37,128,467	0	36,800	855,200	102,443,122
Denver-Aurora, CO	0	0	50,499,372	0	50,499,372	7,500,000	0	519,000	130,000	58,648,372
Detroit, MI	0	0	27,580,226	13,305,420	40,885,646	0	0	5,350,000	4,984,625	51,220,271
Houston, TX	81	7,098,929	76,876,429	-575,845	83,399,513	0	0	782,531	6,347,230	90,529,274
Indianapolis, IN	0	0	12,002,904	1,376,137	13,379,041	0	0	3,234,749	2,394,400	19,008,190
Kansas City, MO-KS	17	1,092,200	9,616,335	1,201,360	11,909,895	0	0	916,346	2,775,800	15,602,041
Las Vegas, NV	118	23,175,988	1,167,090	245,890	24,588,968	0	0	0	4,000,000	28,588,968
Los Angeles-Long Beach-Santa Ana, CA	54	27,072,592	214,951,619	5,670,279	247,694,490	35,965,915	0	5,252,650	37,079,000	325,992,055
Miami, FL	47	23,990,593	120,695,292	16,705,959	161,391,844	3,199,953	0	200,000	1,764,985	166,556,782
Milwaukee, WI	5	87,954	22,940,854	3,125,272	26,162,000	0	0	330,000	965,000	27,457,000
Minneapolis-St. Paul, MN	172	56,868,498	19,747,500	1,617,200	78,233,198	-2,862,227	0	0	1,082,543	76,453,514
New Orleans, LA	0	0	3,060,440	606,000	3,666,440	0	0	757,700	12,100,000	16,524,140
New York-Newark, NY-NJ-CT	50	15,504,755	73,933,568	31,182,400	120,620,723	804,790,604	13,560,000	320,000	0	939,291,327
Orlando, FL	47	7,209,537	14,163,970	3,655,513	25,029,020	0	0	815,000	0	25,844,020
Philadelphia, PA-NJ-DE-MD	245	49,069,000	76,004,902	1,090,490	126,965,200	34,346,732	0	0	1,656,000	162,960,012
Phoenix-Mesa, AZ	165	31,887,767	16,167,354	9,683,955	57,739,076	0	5,618,000	563,500	0	63,910,676
Pittsburgh, PA	38	7,322,830	20,829,878	5,363,735	33,516,443	31,062,457	0	60,000	0	64,638,900
Portland, OR-WA	4	1,435,860	42,914,460	0	44,350,320	1,677,468	9,300,000	972,673	150,732	56,451,193
Providence, RI-MA	11	2,347,400	14,756,248	2,033,000	19,136,648	0	0	213,600	1,025,577	20,375,825
Riverside-San Bernardino, CA	60	3,300,009	8,429,903	5,079,699	16,810,491	1,396,587	14,298,000	0	0	32,505,078
Sacramento, CA	8	1,184,000	24,687,780	0	25,871,780	168,088	0	0	126,000	26,165,868
San Antonio, TX	2	964,800	20,117,700	0	21,082,500	0	0	0	0	21,082,500
San Diego, CA	0	0	10,384,581	1,988,374	8,396,207	25,176,225	0	560,000	4,500,000	38,632,432
San Francisco-Oakland, CA	50	15,600,342	36,043,528	358,977	52,002,847	12,278,112	17,500,000	65,816	0	81,846,775
San Jose, CA	0	0	0	0	0	3,424,694	0	0	0	3,424,694
San Juan, PR	8	660,170	20,614,175	2,319,956	23,594,301	16,450,000	0	0	0	40,044,301
Seattle, WA	68	15,638,568	90,165,661	914,500	106,718,729	31,077,798	0	1,091,322	0	138,887,849
St. Louis, MO-IL	36	9,004,824	38,350,818	4,488,934	42,866,708	2,654,878	0	560,000	7,400,000	53,481,586
Virginia Beach, VA	0	40,000	18,910,062	9,742,233	28,692,295	0	21,781,971	77,931	4,163,600	54,715,797
Washington, DC-VA-MD	90	50,395,018	35,723,007	10,119,500	112,238,485	100,061,736	21,201,890	5,742,000	0	247,324,111
<b>SUBTOTAL</b>	<b>2,076</b>	<b>419,267,116</b>	<b>1,356,589,496</b>	<b>142,580,784</b>	<b>1,918,437,396</b>	<b>1,390,151,640</b>	<b>103,339,861</b>	<b>35,197,423</b>	<b>100,291,297</b>	<b>3,547,417,617</b>
<b>200,000 - 1,000,000 POPULATION</b>										
Akron, OH	15	2,008,000	4,145,933	498,462	6,652,395	0	0	0	0	6,652,395
Albany, NY	0	0	10,854,873	0	10,854,873	0	0	0	0	10,854,873
Albuquerque, NM	5	0	5,157,850	1,060,287	6,218,137	0	0	120,424	0	6,338,561
Allentown-Bethlehem, PA-NJ	20	1,480,000	5,258,036	435,000	7,173,036	802,439	0	480,000	0	8,455,475
Anchorage, AK	20	2,299,400	3,725,600	440,000	6,465,000	10,981,006	0	0	0	25,446,006
Ann Arbor, MI	0	300,000	2,100,549	120,000	2,520,549	0	0	675,000	0	3,195,549
Antioch, CA	0	0	0	0	0	238,391	0	2,910	0	241,301
Atlantic City, NJ	8	575,000	9,054,145	0	9,629,145	2,772,333	0	0	174,389	12,575,867
Augusta-Richmond County, GA-SC	5	1,400,000	1,880,806	172,000	3,452,806	0	0	80,000	0	3,532,806
Austin, TX	4	1,441,655	14,993,517	3,200,000	19,635,172	0	0	300,000	0	19,935,172

Table 16 (cont.) FY 2010 Urbanized Area Formula Obligations by Urbanized Area

URBANIZED AREA/STATE	# of Buses	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Bakersfield, CA	2	792,000	3,400,000	2,336,000	6,528,000	0	0	0	0	6,528,000
Barnstable Town, MA	0	0	1,822,279	0	1,822,279	0	0	80,000	269,060	2,171,339
Baton Rouge, LA	0	0	4,255,239	55,305	4,310,544	0	0	120,000	1,100,000	5,530,544
Boise City, ID	0	0	3,325,167	146,800	3,471,967	0	0	80,000	425,000	3,976,967
Bonita Springs-Naples, FL	0	0	0	304,165	304,165	0	0	0	0	304,165
Bridgeport-Stamford, CT-NY	11	632,000	4,651,725	3,692,635	9,176,360	10,070,640	0	240,000	0	27,495,000
Buffalo, NY	0	344,614	11,713,642	616,832	12,675,088	1,379,201	0	0	0	14,054,289
Canton, OH	28	3,973,888	899,341	693,397	5,566,626	0	0	200,000	0	5,766,626
Cape Coral, FL	0	44,160	29,101	2,498,082	2,483,023	0	0	0	0	2,483,023
Charleston-North Charleston, SC	0	0	3,646,812	1,122,370	4,769,182	0	0	0	0	4,769,182
Chattanooga, TN-GA	0	0	0	320,000	320,000	0	0	0	0	320,000
Colorado Springs, CO	3	146,800	3,673,299	2,567,786	6,387,885	0	0	1,232,093	0	7,619,978
Columbia, SC	0	0	3,718,851	120,000	3,838,851	0	0	0	0	3,838,851
Columbus, GA-AL	0	0	821,020	485,520	1,306,540	0	0	200,748	0	1,507,288
Concord, CA	0	0	1,339,411	0	1,339,411	9,164,791	0	10,671	0	10,513,873
Davenport, IA-IL	3	473,100	2,570,854	0	3,043,954	0	0	287,008	0	3,330,962
Dayton, OH	7	5,731,334	11,986,234	528,409	18,245,977	0	0	137,842	431,706	18,815,525
Denton-Lewisville, TX	0	0	4,450,729	119,894	4,570,623	0	0	24,000	1,403,006	5,997,629
Des Moines, IA	21	1,442,150	4,661,848	378,537	6,482,535	0	0	638,276	266,261	7,387,072
Durham, NC	13	4,285,626	5,212,362	0	9,497,988	0	0	1,212,565	0	10,710,553
El Paso, TX-NM	0	0	21,676,361	382,684	22,059,045	0	0	600,000	0	22,659,045
Eugene, OR	2	987,030	2,504,824	2,568,000	6,059,854	0	0	0	0	6,059,854
Evansville, IN-KY	4	903,060	860,127	10,553	1,773,740	0	0	56,066	472,022	2,302,650
Fayetteville, NC	0	0	1,582,260	340,185	1,922,445	0	0	218,589	0	2,141,034
Flint, MI	1	1,595,690	4,640,000	4,324,564	10,560,254	0	0	0	0	10,560,254
Fort Collins, CO	11	267,614	1,561,883	0	1,829,497	0	0	0	1,260,229	3,089,726
Fort Wayne, IN	1	203,390	3,787,157	115,600	4,106,147	0	0	0	107,080	4,213,227
Fresno, CA	6	2,161,900	6,306,000	204,000	8,671,900	0	0	676,000	0	9,429,500
Grand Rapids, MI	19	898,106	2,364,859	4,189,876	7,442,841	0	0	1,121,250	92,000	8,666,091
Greensboro, NC	9	1,395,609	0	7,773,432	9,169,041	0	0	0	0	9,169,041
Greenville, SC	0	0	5,255,955	138,728	5,394,683	0	0	613,217	0	6,007,900
Gulfport-Biloxi, MS	0	0	0	0	0	0	0	0	547,631	547,631
Harrisburg, PA	22	3,091,240	3,103,153	167,497	7,041,090	0	0	0	0	7,041,090
Hartford, CT	4	3,262,400	0	223,600	3,486,000	8,129,192	0	0	0	11,605,192
Honolulu, HI	38	11,139,659	21,000,000	0	32,139,659	0	0	0	0	32,139,659
Huntsville, AL	5	198,400	614,278	0	812,678	0	0	120,000	988,406	1,921,084
Jacksonville, FL	22	3,573,776	4,173,656	1,904,330	9,651,762	1,750,000	0	264,000	0	11,665,762
Knoxville, TN	0	1,992,000	4,009,143	56,000	6,057,143	0	0	227,200	0	6,284,343
Lancaster, PA	1	432,000	6,936,715	0	7,368,715	0	0	0	300,000	7,668,715
Lancaster-KY-IN	13	2,281,200	9,876,521	1,400,000	13,559,721	0	0	240,000	0	13,799,721
Lansing, MI	48	2,724,592	1,769,022	1,153,015	5,646,629	0	0	200,000	0	5,846,629
Lincoln, NE	0	0	1,606,000	144,000	1,750,000	0	0	0	0	1,750,000
Little Rock, AR	12	2,586,700	2,007,229	1,740,000	6,333,929	0	0	27,216	0	6,568,145
Louisville, KY-IN	6	136,600	12,245,422	951,974	13,334,006	0	0	233,449	0	13,802,855
Lubbock, TX	0	0	3,992,381	1,279,408	5,271,789	0	0	231,807	265,093	5,768,689
Madison, WI	0	0	5,827,389	1,198,660	7,026,049	0	0	40,000	0	7,066,049
McAllen, TX	1	0	1,894,120	68,400	1,962,520	0	0	0	0	1,962,520
Memphis, TN-MS-AR	5	1,440,000	10,627,495	750,712	12,818,207	0	0	0	0	12,818,207
Mission Viejo, CA	0	0	1,017,509	0	1,017,509	0	0	0	0	1,017,509
Mobile-AL	9	508,493	2,003,394	485,990	2,997,877	0	0	186,000	0	3,183,877

**Table 16 (cont.)** FY 2010 Urbanized Area Formula Obligations by Urbanized Area

URBANIZED AREA / STATE	# of Buses	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Modesto, CA	1	667,712	0	1,017,981	1,685,693	0	0	0	0	1,685,693
Nashville-Davidson, TN	6	1,851,371	6,175,751	768,583	8,795,705	900,000	0	0	500,000	10,195,705
New Haven, CT	0	0	178,440	0	178,440	14,645,611	0	0	0	14,824,051
Ogden-Layton, UT	0	0	9,928,780	0	9,928,780	0	0	0	0	9,928,780
Oklahoma City, OK	0	100,000	6,477,161	407,447	6,984,608	0	0	560,000	400,000	7,944,608
Omaha, NE-IA	0	0	6,985,466	315,014	7,300,480	0	0	1,162,928	278,828	8,742,236
Oxnard, CA	0	0	4,004,247	679,000	5,403,247	290,652	0	2,507,000	0	8,361,699
Palm Bay-Melbourne, FL	8	680,000	1,833,585	179,120	2,692,705	0	0	0	0	2,692,705
Pensacola, FL-AL	5	1,280,000	1,316,266	433,000	3,029,266	0	0	0	0	3,029,266
Peoria, IL	10	1,786,000	1,125,697	0	2,911,697	0	0	325,155	0	3,236,852
Port St. Lucie, FL	2	308,311	862,839	49,507	1,220,657	0	0	130,583	991,103	2,342,343
Poughkeepsie-Newburgh, NY	0	0	12,475,844	0	12,475,844	2,642,875	0	0	797,036	15,915,755
Provo-Orem, UT	0	0	2,352,831	0	2,352,831	0	0	0	0	2,352,831
Raleigh, NC	0	0	5,373,145	1,060,865	6,434,010	0	0	363,313	0	6,797,323
Reading, PA	23	1,396,267	2,579,157	0	3,975,424	0	0	0	1,100,000	5,075,424
Reno, NV	0	0	10,598,020	0	10,598,020	0	0	0	4,800,000	15,398,020
Richmond, VA	10	1,924,000	9,360,937	932,000	12,216,937	0	0	0	500,479	12,725,416
Rochester, NY	0	0	3,410,050	8,449,002	11,859,060	0	0	0	0	11,859,060
Rockford, IL	0	0	947,695	215,000	1,162,695	0	0	0	0	1,162,695
Round Lake Beach McHenry Grayslake, IL	0	0	79,916	0	79,916	1,695,813	0	0	0	1,775,729
Salom, OR	0	0	3,845,735	0	3,845,735	0	0	0	1,035,111	4,880,846
Salt Lake City, UT	19	586,861	19,986,220	200,000	20,773,081	12,307,692	0	950,000	807,336	34,838,109
Santa Rosa, CA	2	612,874	5,547,826	12,902,102	19,062,802	0	0	0	1,318,170	20,380,972
Sarasota-Bradenton, FL	6	1,640,005	1,831,370	7,500	3,478,875	0	0	0	0	3,478,875
Savannah, GA	6	1,500,228	1,217,205	160,000	2,877,433	0	0	0	0	2,877,433
Scranton, PA	1	49,920	3,700,148	52,000	3,802,068	0	0	0	0	3,802,068
Shreveport, LA	9	3,521,194	3,302,146	40,000	6,943,340	0	0	30,000	0	6,973,340
South Bend, IN-MI	5	270,000	2,333,418	134,000	2,737,418	1,123,406	0	160,000	0	4,020,904
Spokane, WA-ID	0	0	8,002,310	0	8,002,310	0	0	0	0	8,002,310
Springfield, MA-CT	0	0	5,761,929	0	5,761,929	0	0	0	0	5,761,929
Springfield, MO	0	0	1,219,824	0	1,219,824	0	0	85,280	874,465	2,179,569
Stockton, CA	0	0	4,732,732	87,601	4,820,333	0	3,741,328	840,000	0	9,401,661
Syracuse, NY	0	0	18,450,520	148,000	18,598,520	0	0	0	0	18,598,520
Temecula-Murrieta, CA	55	2,014,369	260,484	0	2,274,853	0	0	0	623,817	2,898,670
Thousand Oaks, CA	0	0	1,776,884	360,000	2,136,884	932,733	0	0	0	3,069,617
Toledo, OH-MI	6	3,289,420	5,657,118	750,682	9,697,220	0	0	250,000	0	9,947,220
Trenton, NJ	0	0	11,463,969	0	11,463,969	186,000	0	0	0	11,649,969
Tucson, AZ	42	7,902,300	6,785,044	414,015	15,101,359	0	0	0	0	15,101,359
Tulsa, OK	0	0	4,461,787	314,139	4,775,926	0	0	1,690,000	550,000	7,015,926
Victorville Hesperia Apple Valley, CA	6	2,124,720	4,432,730	619,967	7,177,417	0	0	0	0	7,177,417
Wichita, KS	1	64,425	3,044,306	273,675	3,382,406	0	0	516,640	128,000	4,027,046
Winston-Salem, NC	4	486,768	428,294	376,800	1,291,862	0	0	0	0	1,291,862
Worcester, MA-CT	1	48,000	5,748,312	273,600	6,069,912	0	0	235,340	0	6,305,252
Youngstown, OH-PA	1	260,000	5,456,225	1,553,110	7,269,335	0	0	176,000	0	7,445,335
<b>SUBTOTAL</b>	<b>648</b>	<b>104,014,619</b>	<b>489,335,448</b>	<b>86,657,089</b>	<b>680,007,156</b>	<b>96,021,655</b>	<b>3,741,328</b>	<b>21,240,970</b>	<b>23,130,509</b>	<b>824,141,618</b>
<b>60,000 - 200,000 POPULATION</b>										
Alabama	2	143,117	646,747	41,331	831,195	0	0	0	2,467,846	3,299,041
Alaska	0	0	250,000	0	250,000	0	0	0	0	250,000

**Table 16 (cont.)** FY 2010 Urbanized Area Formula Obligations by Urbanized Area

URBANIZED AREA / STATE	# of Buses	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Arizona	6	170,303	2,079,605	82,565	2,332,683	0	0	81,563	3,057,963	5,472,719
Arkansas	1	32,432	1,673,203	26,400	1,732,035	0	0	24,000	3,028,476	4,784,511
California	77	14,994,764	9,994,906	1,331,687	26,321,357	80,000	0	100,603	43,274,583	69,776,543
Colorado	0	0	13,256,379	0	13,256,379	0	0	200,000	2,389,204	15,845,583
Connecticut	0	0	0	0	0	12,494,314	0	0	0	12,494,314
Delaware	64	8,293,556	95,400	98,000	8,486,956	0	0	0	0	8,486,956
Florida	31	2,011,326	3,642,910	3,214,069	9,668,705	0	0	401,759	8,401,167	10,552,631
Georgia	3	1,402,393	1,311,936	1,830,204	4,544,533	0	0	128,000	13,960,481	18,633,013
Hawaii	48	4,861,767	727,727	362,000	5,445,989	0	0	0	5,445,989	5,445,989
Idaho	10	1,488,400	2,366,452	274,515	4,129,367	0	0	148,000	2,544,881	6,822,248
Illinois	31	11,897,642	288,000	433,600	12,619,242	0	0	0	4,502,247	17,121,489
Indiana	13	1,700,674	996,679	400,200	3,097,553	0	192,000	53,784	8,031,773	11,375,110
Iowa	1	77,814	0	786	78,600	0	0	10,050,374	10,050,374	10,128,974
Kansas	0	0	1,225,000	0	1,225,000	0	0	165,000	2,138,374	3,528,374
Kentucky	14	620,064	355,270	651,494	1,627,436	0	0	0	2,454,344	4,001,700
Louisiana	6	1,217,759	961,118	615,710	2,794,587	0	0	145,748	4,304,335	7,244,670
Maine	0	5,188	2,172,853	66,000	2,244,041	0	0	90,000	10,058,973	12,393,014
Maryland	2	56,000	40,000	120,000	216,000	0	0	0	1,854,683	2,070,683
Massachusetts	0	0	0	0	0	0	0	0	4,174,183	4,174,183
Michigan	23	3,717,847	309,464	461,210	4,488,521	0	0	64,000	13,412,433	17,964,954
Minnesota	8	1,625,167	1,455,571	1,972,323	5,053,061	0	0	30,473	3,704,007	8,787,541
Missouri	0	0	722,567	0	722,567	0	2,014	102,540	3,940,752	4,767,873
Montana	11	2,913,702	114,000	0	3,027,702	0	0	0	1,875,423	4,903,205
Nevada	0	0	201,858	0	201,858	0	0	0	616,727	818,585
New Hampshire	8	568,751	2,689,929	61,000	3,319,680	0	0	207,639	4,795,952	8,323,771
New Jersey	0	191,000	3,454,036	0	3,645,036	1,000,000	0	0	1,100,000	5,025,036
New Mexico	19	0	0	0	0	0	0	0	5,620,510	5,620,510
New York	2	2,670,966	6,938,136	143,864	9,752,966	318,313	0	16,000	6,130,492	16,217,771
North Carolina	2	586,000	2,199,445	200,000	2,985,445	0	0	138,000	5,508,161	8,631,606
North Dakota	0	0	998,654	0	998,654	0	0	23,947	1,395,965	2,418,566
Ohio	5	770,952	3,301,722	65,000	4,145,674	0	0	360,200	4,497,152	9,011,026
Oklahoma	1	105,300	426,648	50,000	581,948	0	0	28,000	495,536	1,105,484
Oregon	0	0	794,022	0	794,022	0	0	643,134	0	1,437,156
Pennsylvania	9	1,606,519	2,145,702	1,032,262	4,784,553	0	0	301,800	9,054,567	14,141,410
Puerto Rico	4	336,000	186,446	30,538	552,984	0	0	0	701,410	1,254,454
South Carolina	1	95,000	1,414,960	754,995	2,264,955	0	0	0	1,268,497	3,563,452
South Dakota	0	0	96,000	0	96,000	0	0	0	2,656,781	2,752,781
Tennessee	1	504,000	891,098	190,207	1,585,305	0	0	0	4,588,627	6,173,932
Texas	2	489,811	18,872,024	6,431,195	25,793,030	0	0	1,833,103	21,057,940	48,684,073
Utah	0	0	628,029	80,000	708,029	0	0	0	900,000	1,608,029
Vermont	2	32,000	1,550,565	4,000	1,586,565	0	0	0	1,739,973	3,326,538
Virginia	19	3,571,149	214,000	448,514	4,333,663	0	0	0	14,835,697	19,069,360
Washington	17	1,977,968	1,944,716	2,632,812	6,555,496	0	0	48,678	4,634,556	11,238,720
West Virginia	1	63,358	81,247	33,180	177,785	0	0	0	7,159,563	7,337,348
Wisconsin	0	0	0	0	0	0	0	0	20,912,880	20,912,880
Wyoming	0	0	101,600	8,160	109,760	0	0	0	1,334,626	1,444,586
<b>SUBTOTAL</b>	<b>450</b>	<b>71,607,659</b>	<b>93,312,506</b>	<b>24,148,641</b>	<b>189,068,806</b>	<b>13,892,627</b>	<b>194,014</b>	<b>4,700,917</b>	<b>271,455,908</b>	<b>475,312,272</b>
<b>TOTAL</b>	<b>3,174</b>	<b>594,089,394</b>	<b>\$1,939,237,450</b>	<b>\$253,306,514</b>	<b>\$2,787,513,350</b>	<b>\$1,500,065,922</b>	<b>\$107,275,203</b>	<b>\$61,139,310</b>	<b>\$394,877,714</b>	<b>\$4,050,871,507</b>

**Table 17** FY 2010 Urbanized Area Formula Obligations for Preventive Maintenance

URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL	PM as
	BUS.	%	RAIL	%	TOTAL	% of	CAPITAL	% of
	BUS.	Bus.	RAIL	Rail	TOTAL	Total	OBLIGATIONS	Cap. Obs.
<b>&gt; 1,000,000 POPULATION</b>								
Atlanta, GA	\$15,571,053	40.3	\$23,048,447	59.7	\$38,619,500	2.3	\$60,100,852	64.3
Baltimore, MD	30,414,807	78.4	8,393,005	21.6	38,807,812	2.4	71,116,870	54.6
Boston, MA--NH--RI	8,069,006	61.7	5,000,000	38.3	13,069,006	0.8	68,850,724	19.0
Chicago, IL-IN	598,205	0.7	82,933,032	99.3	83,531,237	5.1	210,162,408	39.7
Cincinnati, OH-KY-IN	11,774,312	100.0	0	0.0	11,774,312	0.7	23,856,670	49.4
Cleveland, OH	18,498,439	70.9	7,607,840	29.1	26,106,279	1.6	37,411,566	69.8
Columbus, OH	0	0.0	0	0.0	0	0.0	11,727,464	0.0
Dallas--Fort Worth--Arlington, TX	59,214,896	100.0	0	0.0	59,214,896	3.6	101,551,122	58.3
Denver--Aurora, CO	49,563,981	100.0	0	0.0	49,563,981	3.0	57,999,372	85.5
Detroit, MI	26,000,000	100.0	0	0.0	26,000,000	1.6	40,885,646	63.6
Houston, TX	46,847,331	100.0	0	0.0	46,847,331	2.8	83,399,513	56.2
Indianapolis, IN	10,660,000	100.0	0	0.0	10,660,000	0.6	13,379,041	79.7
Kansas City, MO-KS	9,376,927	100.0	0	0.0	9,376,927	0.6	11,909,895	78.7
Las Vegas, NV	0	0.0	0	0.0	0	0.0	24,588,968	0.0
Los Angeles--Long Beach--Santa Ana, CA	151,727,258	95.4	7,393,000	4.6	159,120,258	9.7	283,660,405	56.1
Miami, FL	97,587,461	100.0	0	0.0	97,587,461	5.9	164,591,797	59.3
Milwaukee, WI	19,462,342	100.0	0	0.0	19,462,342	1.2	26,162,080	74.4
Minneapolis--St. Paul, MN	9,300,000	100.0	0	0.0	9,300,000	0.6	75,370,971	12.3
New Orleans, LA	2,733,440	100.0	0	0.0	2,733,440	0.2	3,666,440	74.6
New York--Newark, NY-NJ-CT	64,020,818	30.6	145,000,000	69.4	209,020,818	12.7	938,971,327	22.3
Orlando, FL	9,915,329	100.0	0	0.0	9,915,329	0.6	25,029,020	39.6
Philadelphia, PA-NJ-DE-MD	14,393,867	0.0	6,340,260	0.0	20,734,127	1.3	161,312,012	12.9
Phoenix--Mesa, AZ	12,669,337	100.0	0	0.0	12,669,337	0.8	63,357,076	20.0
Pittsburgh, PA	4,680,000	100.0	0	0.0	4,680,000	0.3	64,578,900	7.2
Portland, OR-WA	32,866,117	95.6	1,500,000	4.4	34,366,117	2.1	55,327,788	62.1
Providence, RI-MA	11,994,368	100.0	0	0.0	11,994,368	0.7	19,136,648	62.7
Riverside--San Bernardino, CA	8,295,322	100.0	0	0.0	8,295,322	0.5	32,505,078	25.5
Sacramento, CA	19,229,850	100.0	0	0.0	19,229,850	1.2	26,039,868	73.8
San Antonio, TX	14,514,328	100.0	0	0.0	14,514,328	0.9	21,082,500	68.8
San Diego, CA	6,590,000	49.7	6,661,845	50.3	13,251,845	0.8	33,572,432	39.5
San Francisco--Oakland, CA	13,345,668	0.0	943,292	0.0	14,288,960	0.9	81,780,959	17.5
San Jose, CA	0	0.0	0	0.0	0	0.0	3,424,694	0.0
San Juan, PR	10,824,754	60.4	7,103,844	39.6	17,928,598	1.1	40,044,301	44.8
Seattle, WA	60,576,910	99.8	131,040	0.2	60,707,950	3.7	137,796,527	44.1
St. Louis, MO-IL	29,995,000	99.0	296,139	1.0	30,291,139	1.8	45,521,586	66.5
Virginia Beach, VA	12,487,454	100.0	0	0.0	12,487,454	0.8	50,474,266	24.7
Washington, DC-VA-MD	24,564,800	62.7	14,596,800	37.3	39,161,600	2.4	241,582,111	16.2
SUBTOTAL	\$918,363,380	74.3	\$316,948,544	25.7	\$1,235,311,924	75.1	\$3,411,928,897	36.2
<b>200,000 - 1,000,000 POP.</b>								
Akron, OH	\$4,145,933	0.0	\$0	0.0	\$4,145,933	0.3	\$6,652,395	62.3
Albany, NY	10,512,608	100.0	0	0.0	10,512,608	0.6	10,854,873	96.8
Albuquerque, NM	0	0.0	0	0.0	0	0.0	6,218,137	0.0
Allentown--Bethlehem, PA-NJ	4,270,478	0.0	802,439	0.0	5,072,917	0.3	7,975,475	63.6
Anchorage, AK	2,808,000	69.5	1,232,530	30.5	4,040,530	0.2	25,446,806	15.9
Ann Arbor, MI	1,680,000	100.0	0	0.0	1,680,000	0.1	2,520,549	66.7
Antioch, CA	0	0.0	0	0.0	0	0.0	238,391	0.0
Atlantic City, NJ	4,301,205	0.0	1,958,333	0.0	6,259,538	0.4	12,401,478	50.5
Augusta-Richmond County, GA-SC	880,000	100.0	0	0.0	880,000	0.1	3,452,806	25.5
Austin, TX	6,000,000	0.0	0	0.0	6,000,000	0.4	19,635,172	30.6
Bakersfield, CA	3,400,000	0.0	0	0.0	3,400,000	0.2	6,528,000	52.1
Barnstable Town, MA	1,294,197	100.0	0	0.0	1,294,197	0.1	1,822,279	71.0
Baton Rouge, LA	2,900,000	100.0	0	0.0	2,900,000	0.2	4,310,544	67.3
Boise City, ID	2,721,000	100.0	0	0.0	2,721,000	0.2	3,471,967	78.4
Bonita Springs--Naples, FL	0	0.0	0	0.0	0	0.0	304,165	0.0
Bridgeport--Stamford, CT--NY	252,800	0.0	0	0.0	252,800	0.0	27,255,000	0.9
Buffalo, NY	9,611,021	0.0	0	0.0	9,611,021	0.6	14,054,289	68.4
Canton, OH	0	0.0	0	0.0	0	0.0	5,566,626	0.0
Cape Coral, FL	0	0.0	0	0.0	0	0.0	2,483,023	0.0
Charleston--North Charleston, SC	3,400,442	100.0	0	0.0	3,400,442	0.2	4,769,182	71.3
Chattanooga, TN-GA	0	0.0	0	0.0	0	0.0	320,000	0.0
Colorado Springs, CO	577,296	100.0	0	0.0	577,296	0.0	6,387,885	9.0
Columbus, SC	3,638,851	100.0	0	0.0	3,638,851	0.2	3,838,851	94.8
Columbus, GA-AL	657,660	100.0	0	0.0	657,660	0.0	1,306,540	50.3
Concord, CA	469,224	100.0	0	0.0	469,224	0.0	10,503,202	4.5
Davenport, IA-IL	2,379,767	100.0	0	0.0	2,379,767	0.1	3,043,954	78.2
Dayton, OH	9,285,755	0.0	0	0.0	9,285,755	0.6	18,245,977	50.9
Denton--Lewisville, TX	3,204,246	100.0	0	0.0	3,204,246	0.2	4,570,623	70.1
Des Moines, IA	3,705,000	100.0	0	0.0	3,705,000	0.2	6,482,535	57.2
Durham, NC	4,816,301	100.0	0	0.0	4,816,301	0.3	9,497,988	50.7



**Table 17 (cont.)** FY 2010 Urbanized Area Formula Obligations for Preventive Maintenance

URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM as % of Cap. Obs.
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total		
El Paso, TX-NM	19,765,950	100.0	0	0.0	19,765,950	1.2	22,059,045	89.6
Eugene, OR	1,687,500	100.0	0	0.0	1,687,500	0.1	6,059,854	27.8
Evansville, IN-KY	753,940	100.0	0	0.0	753,940	0.0	1,773,740	42.5
Fayetteville, NC	1,059,008	100.0	0	0.0	1,059,008	0.1	1,922,445	55.1
Flint, MI	2,400,000	0.0	0	0.0	2,400,000	0.1	10,560,254	22.7
Fort Collins, CO	1,079,939	100.0	0	0.0	1,079,939	0.1	1,829,497	59.0
Fort Wayne, IN	3,115,747	100.0	0	0.0	3,115,747	0.2	4,106,147	75.9
Fresno, CA	4,680,800	0.0	0	0.0	4,680,800	0.3	8,752,700	53.5
Grand Rapids, MI	1,300,000	100.0	0	0.0	1,300,000	0.1	7,442,841	17.5
Greensboro, NC	0	0.0	0	0.0	0	0.0	9,169,041	0.0
Greenville, SC	2,151,193	100.0	0	0.0	2,151,193	0.1	5,394,683	39.9
Harrisburg, PA	2,496,000	100.0	0	0.0	2,496,000	0.2	7,041,898	35.4
Hartford, CT	0	0.0	0	0.0	0	0.0	11,605,192	0.0
Honolulu, HI	21,000,000	100.0	0	0.0	21,000,000	1.3	32,139,659	65.3
Huntsville, AL	449,329	0.0	0	0.0	449,329	0.0	812,678	55.3
Jacksonville, FL	2,927,898	67.7	1,400,000	32.3	4,327,898	0.3	11,401,762	38.0
Knoxville, TN	3,039,109	100.0	0	0.0	3,039,109	0.2	6,057,143	50.2
Lancaster, PA	868,000	0.0	0	0.0	868,000	0.1	7,368,715	11.8
Lancaster--Palmdale, CA	6,672,000	100.0	0	0.0	6,672,000	0.4	13,559,721	49.2
Lansing, MI	612,000	0.0	0	0.0	612,000	0.0	5,646,629	10.8
Lincoln, NE	1,350,000	100.0	0	0.0	1,350,000	0.1	1,750,000	77.1
Little Rock, AR	1,300,000	100.0	0	0.0	1,300,000	0.1	6,333,929	20.5
Louisville, KY-IN	7,866,038	100.0	0	0.0	7,866,038	0.5	13,332,996	59.0
Lubbock, TX	3,415,513	100.0	0	0.0	3,415,513	0.2	5,271,789	64.8
Madison, WI	4,900,228	100.0	0	0.0	4,900,228	0.3	7,025,939	69.7
McAllen, TX	1,800,000	0.0	0	0.0	1,800,000	0.1	1,962,520	91.7
Memphis, TN-MS-AR	8,800,000	100.0	0	0.0	8,800,000	0.5	12,818,208	68.7
Mission Viejo, CA	6,358	100.0	0	0.0	6,358	0.0	1,017,509	0.6
Mobile, AL	1,411,754	100.0	0	0.0	1,411,754	0.1	2,997,877	47.1
Modesto, CA	0	0.0	0	0.0	0	0.0	1,685,693	0.0
Nashville-Davidson, TN	5,520,000	100.0	0	0.0	5,520,000	0.3	9,695,705	56.9
New Haven, CT	0	0.0	0	0.0	0	0.0	14,824,051	0.0
Ogden--Layton, UT	9,928,780	100.0	0	0.0	9,928,780	0.6	9,928,780	100.0
Oklahoma City, OK	5,137,531	100.0	0	0.0	5,137,531	0.3	6,984,608	73.6
Omaha, NE-IA	6,015,634	0.0	0	0.0	6,015,634	0.4	7,300,480	82.4
Oxnard, CA	1,730,411	100.0	0	0.0	1,730,411	0.1	5,773,899	30.0
Palm Bay--Melbourne, FL	1,168,585	100.0	0	0.0	1,168,585	0.1	2,692,705	43.4
Pensacola, FL-AL	933,339	100.0	0	0.0	933,339	0.1	3,029,266	30.8
Peoria, IL	1,063,697	0.0	0	0.0	1,063,697	0.1	2,911,697	36.5
Port St. Lucie, FL	510,000	0.0	0	0.0	510,000	0.0	1,220,657	41.8
Poughkeepsie-Newburgh, NY	1,692,107	0.0	0	0.0	1,692,107	0.1	15,118,719	11.2
Provo--Orem, UT	425,000	100.0	0	0.0	425,000	0.0	2,522,831	18.1
Raleigh, NC	4,082,760	100.0	0	0.0	4,082,760	0.2	6,434,010	63.5
Reading, PA	2,226,500	100.0	0	0.0	2,226,500	0.1	3,975,424	56.0
Reno, NV	4,804,238	100.0	0	0.0	4,804,238	0.3	10,598,020	45.3
Richmond, VA	5,008,769	100.0	0	0.0	5,008,769	0.3	12,216,937	41.0
Rochester, NY	3,293,250	100.0	0	0.0	3,293,250	0.2	11,859,060	27.8
Rockford, IL	697,695	100.0	0	0.0	697,695	0.0	1,162,695	60.0
Round Lake Beach--McHenry--Grayslake, IL	0	0.0	0	0.0	0	0.0	1,775,729	0.0
Salem, OR	3,308,842	100.0	0	0.0	3,308,842	0.2	3,845,735	86.0
Salt Lake City, UT	19,646,220	63.6	11,236,738	36.4	30,882,958	1.9	33,080,773	93.4
Santa Rosa, CA	2,724,883	100.0	0	0.0	2,724,883	0.2	19,062,802	14.3
Sarasota--Bradenton, FL	1,500,000	100.0	0	0.0	1,500,000	0.1	3,478,875	43.1
Savannah, GA	960,000	100.0	0	0.0	960,000	0.1	2,877,433	33.4
Scranton, PA	1,916,000	0.0	0	0.0	1,916,000	0.1	3,802,068	50.4
Shreveport, LA	3,045,346	0.0	0	0.0	3,045,346	0.2	6,943,340	43.9
South Bend, IN-MI	1,970,000	0.0	1,123,486	0.0	3,093,486	0.2	3,860,904	80.1
Spokane, WA-ID	7,922,287	0.0	0	0.0	7,922,287	0.5	8,002,310	99.0
Springfield, MA-CT	4,481,510	0.0	0	0.0	4,481,510	0.3	5,761,929	77.8
Springfield, MO	945,880	0.0	0	0.0	945,880	0.1	1,219,824	77.5
Stockton, CA	3,892,732	0.0	0	0.0	3,892,732	0.2	8,561,661	45.5
Syracuse, NY	13,384,120	0.0	0	0.0	13,384,120	0.8	18,598,520	72.0
Temecula--Murrieta, CA	62,001	0.0	0	0.0	62,001	0.0	2,274,853	2.7
Thousand Oaks, CA	404,500	0.0	0	0.0	404,500	0.0	3,069,617	13.2
Toledo, OH-MI	4,924,760	0.0	0	0.0	4,924,760	0.3	9,697,220	50.8
Trenton, NJ	9,862,642	0.0	0	0.0	9,862,642	0.6	11,649,969	84.7
Tucson, AZ	6,664,000	0.0	0	0.0	6,664,000	0.4	15,101,359	44.1
Tulsa, OK	2,536,787	0.0	0	0.0	2,536,787	0.2	4,775,926	53.1
Victorville--Hesperia--Apple Valley, CA	1,042	0.0	0	0.0	1,042	0.0	7,177,417	0.0
Wichita, KS	1,581,771	0.0	0	0.0	1,581,771	0.1	3,382,406	46.8
Winston-Salem, NC	0	0.0	0	0.0	0	0.0	1,291,862	0.0
Worcester, MA-CT	4,152,376	0.0	0	0.0	4,152,376	0.3	6,069,912	68.4
Youngstown, OH-PA	2,199,896	0.0	0	0.0	2,199,896	0.1	7,269,335	30.3
<b>SUBTOTAL</b>	<b>\$346,145,979</b>	<b>95.1</b>	<b>\$17,753,526</b>	<b>4.9</b>	<b>\$363,899,505</b>	<b>22.1</b>	<b>\$779,770,139</b>	<b>46.7</b>

**Table 17 (cont.) FY 2010 Urbanized Area Formula Obligations for Preventive Maintenance**

URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM <sub>185</sub> % of Cap. Obs.	
	BUS.	% Bus.	RAIL	% Rail	TOTAL	% of Total			
<b>&lt; 200,000 POPUL.</b>									
Abilene, TX	\$0	0.0		\$0	0.0	\$0	0.0	\$21,378	0.0
Albany, GA	0	0.0		0	0.0	\$0	0.0	886,103	0.0
Alexandria, LA	0	0.0		0	0.0	\$0	0.0	612,759	0.0
Amarillo, TX	0	0.0		0	0.0	\$0	0.0	1,105,701	0.0
Arecibo, PR	51,120	100.0		0	0.0	\$51,120	0.0	199,120	25.7
Athens-Clarke County, GA	0	0.0		0	0.0	\$0	0.0	1,570,286	0.0
Bangor, ME	638,500	100.0		0	0.0	\$638,500	0.0	1,024,470	62.3
Bay City, MI	0	0.0		0	0.0	\$0	0.0	145,000	0.0
Binghamton, NY-PA	1,500,000	100.0		0	0.0	\$1,500,000	0.1	1,694,405	88.5
Bismarck, ND	198,000	100.0		0	0.0	\$198,000	0.0	198,000	100.0
Blacksburg, VA	0	0.0		0	0.0	\$0	0.0	1,782,912	0.0
Bloomington, IN	0	0.0		0	0.0	\$0	0.0	442,342	0.0
Bloomington--Normal, IL	0	0.0		0	0.0	\$0	0.0	682,500	0.0
Boulder, CO	2,644,833	100.0		0	0.0	\$2,644,833	0.2	10,196,833	25.9
Bowling Green, KY	0	0.0		0	0.0	\$0	0.0	1,194,594	0.0
Bermerton, WA	0	0.0		0	0.0	\$0	0.0	3,127,958	0.0
Bristol, TN--Bristol, VA	20,000	100.0		0	0.0	\$20,000	0.0	60,000	33.3
Brownsville, TX	1,600,000	100.0		0	0.0	\$1,600,000	0.1	4,174,478	0.0
Burlington, VT	1,500,565	100.0		0	0.0	\$1,500,565	0.1	1,586,565	94.6
Camarillo, CA	0	0.0		0	0.0	\$0	0.0	437,563	0.0
Carson City, NV	90,000	100.0		0	0.0	\$90,000	0.0	201,858	44.6
Casper, WY	101,600	100.0		0	0.0	\$101,600	0.0	109,760	92.6
Cedar Rapids, IA	0	0.0		0	0.0	\$0	0.0	78,600	0.0
Champaign, IL	0	0.0		0	0.0	\$0	0.0	8,837,164	0.0
Clarksville, TN-KY	521,271	100.0		0	0.0	\$521,271	0.0	1,334,250	39.1
Coeur d'Alene, ID	110,560	100.0		0	0.0	\$110,560	0.0	600,938	18.4
College Station--Bryan, TX	0	0.0		0	0.0	\$0	0.0	1,550,000	0.0
Columbia, MO	0	0.0		0	0.0	\$0	0.0	10,280	0.0
Corvallis, OR	129,849	100.0		0	0.0	\$129,849	0.0	148,555	87.4
Danbury, CT-NY	0	0.0		0	0.0	\$0	0.0	12,812,627	0.0
Danville, IL	0	0.0		0	0.0	\$0	0.0	410,000	0.0
Danville, VA	0	0.0		0	0.0	\$0	0.0	64,000	0.0
Davis, CA	0	0.0		0	0.0	\$0	0.0	231,718	0.0
Dekalb, IL	0	0.0		0	0.0	\$0	0.0	1,661,978	0.0
Dover, DE	95,400	100.0		0	0.0	\$95,400	0.0	8,486,956	1.1
Dover--Rochester, NH-ME	129,316	100.0		0	0.0	\$129,316	0.0	265,278	48.7
Duluth, MN-WI	0	0.0		0	0.0	\$0	0.0	886,581	0.0
El Centro, CA	0	0.0		0	0.0	\$0	0.0	717,847	0.0
Elmira, NY	114,943	100.0		0	0.0	\$114,943	0.0	634,151	18.1
Fairbanks, AK	0	0.0		0	0.0	\$0	0.0	250,000	0.0
Fargo, ND-MN	647,732	100.0		0	0.0	\$647,732	0.0	888,267	72.9
Fayetteville--Springdale, AR	593,177	100.0		0	0.0	\$593,177	0.0	709,085	83.7
Flagstaff, AZ	0	0.0		0	0.0	\$0	0.0	321,986	0.0
Florence, SC	96,000	100.0		0	0.0	\$96,000	0.0	741,077	13.0
Florida--Barceloneta--Bajadero, PR	73,326	100.0		0	0.0	\$73,326	0.0	313,864	23.4
Fort Smith, AR-OK	243,695	100.0		0	0.0	\$243,695	0.0	413,342	59.0
Fort Walton Beach, FL	400,000	100.0		0	0.0	\$400,000	0.0	2,583,500	15.5
Frederick, MD	40,000	100.0		0	0.0	\$40,000	0.0	216,000	18.5
Fredericksburg, VA	0	0.0		0	0.0	\$0	0.0	542,349	0.0
Gadsden, AL	53,000	100.0		0	0.0	\$53,000	0.0	271,295	19.5
Gainesville, FL	800,000	100.0		0	0.0	\$800,000	0.0	3,371,723	23.7
Galveston, TX	273,440	100.0		0	0.0	\$273,440	0.0	3,873,440	7.1
Gastonia, NC	308,000	100.0		0	0.0	\$308,000	0.0	605,158	50.9
Grand Junction, CO	85,840	100.0		0	0.0	\$85,840	0.0	123,776	69.4
Greenville, NC	361,926	100.0		0	0.0	\$361,926	0.0	511,366	70.8
Hagerstown, MD-WV-PA	8,000	100.0		0	0.0	\$8,000	0.0	59,890	13.4
Hanford, CA	0	0.0		0	0.0	\$0	0.0	1,382,000	0.0
High Point, NC	0	0.0		0	0.0	\$0	0.0	181,200	0.0
Highstown, NJ	1,195,390	100.0		0	0.0	\$1,195,390	0.1	1,545,390	77.4
Holland, MI	0	0.0		0	0.0	\$0	0.0	450,000	0.0
Hot Springs, AR	204,240	100.0		0	0.0	\$204,240	0.0	204,240	100.0
Houma, LA	522,259	100.0		0	0.0	\$522,259	0.0	1,115,998	46.8
Huntington, WV-KY-OH	62,231	100.0		0	0.0	\$62,231	0.0	375,651	16.6
Idaho Falls, ID	40,000	100.0		0	0.0	\$40,000	0.0	220,000	18.2
Ithaca, NY	1,782,139	100.0		0	0.0	\$1,782,139	0.1	4,436,459	40.2
Jackson, MI	0	0.0		0	0.0	\$0	0.0	131,000	0.0
Jacksonville, NC	91,584	100.0		0	0.0	\$91,584	0.0	829,584	11.0
Johnson City, TN	148,774	100.0		0	0.0	\$148,774	0.0	211,055	70.5
Johnstown, PA	0	0.0		0	0.0	\$0	0.0	12,763	0.0
Kailua (Honolulu County)--Kaneohe, HI	0	0.0		0	0.0	\$0	0.0	5,445,989	0.0
Kalamazoo, MI	0	0.0		0	0.0	\$0	0.0	133,374	0.0

**Table 17 (cont.)** FY 2010 Urbanized Area Formula Obligations for Preventive Maintenance

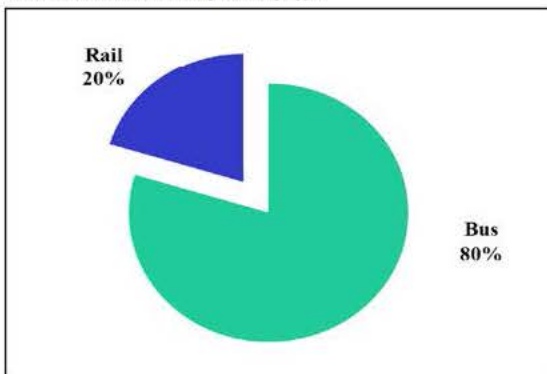
URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE					TOTAL CAPITAL OBLIGATIONS		PM as % of Cap. Obs.	
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total			
Kennewick--Richland, WA	0	0.0	0	0.0	\$0	0.0	1,782,312	0.0	
Killeen, TX	356,643	100.0	0	0.0	\$356,643	0.0	1,674,000	21.3	
Kingston, NY	337,578	100.0	0	0.0	\$337,578	0.0	337,578	100.0	
Kissimmee, FL	0	0.0	0	0.0	\$0	0.0	921,979	0.0	
Kokomo, IN	0	0.0	0	0.0	\$0	0.0	288,080	0.0	
Lafayette, IN	0	0.0	0	0.0	\$0	0.0	1,820,072	0.0	
Lafayette, LA	4	100.0	0	0.0	\$4	0.0	575,075	0.0	
Lafayette--Louisville, CO	962,352	100.0	0	0.0	\$962,352	0.1	962,352	100.0	
Lawrence, KS	425,000	100.0	0	0.0	\$425,000	0.0	425,000	100.0	
Lawton, OK	301,700	100.0	0	0.0	\$301,700	0.0	581,948	51.8	
Lebanon, PA	0	0.0	0	0.0	\$0	0.0	1,655,720	0.0	
Lee's Summit, MO	714,301	100.0	0	0.0	\$714,301	0.0	714,301	100.0	
Leesburg--Eustis, FL	0	0.0	0	0.0	\$0	0.0	586,703	0.0	
Lewiston, ID-WA	0	0.0	0	0.0	\$0	0.0	95,560	0.0	
Lewiston, ME	541,421	100.0	0	0.0	\$541,421	0.0	741,083	73.1	
Lima, OH	214,810	100.0	0	0.0	\$214,810	0.0	290,889	73.8	
Livermore, CA	724,195	100.0	0	0.0	\$724,195	0.0	1,217,767	59.5	
Logan, UT	608,029	100.0	0	0.0	\$608,029	0.0	708,029	85.9	
Longmont, CO	1,733,712	100.0	0	0.0	\$1,733,712	0.1	1,733,712	100.0	
Longview, TX	262,470	100.0	0	0.0	\$262,470	0.0	407,176	64.5	
Lynchburg, VA	0	0.0	0	0.0	\$0	0.0	1,304,000	0.0	
Macon, GA	0	0.0	0	0.0	\$0	0.0	312,863	0.0	
Madera, CA	0	0.0	0	0.0	\$0	0.0	231,000	0.0	
Manchester, NH	338,600	100.0	0	0.0	\$338,600	0.0	1,242,849	27.2	
Mansfield, OH	384,000	100.0	0	0.0	\$384,000	0.0	481,954	79.7	
Manteca, CA	0	0.0	0	0.0	\$0	0.0	276,000	0.0	
Marysville, WA	0	0.0	0	0.0	\$0	0.0	250,000	0.0	
Mayaguez, PR	40,000	100.0	0	0.0	\$40,000	0.0	40,000	100.0	
Medford, OR	523,563	100.0	0	0.0	\$523,563	0.0	645,467	81.1	
Merced, OR	0	0.0	0	0.0	\$0	0.0	2,454,000	0.0	
Michigan City, IN-MI	0	0.0	0	0.0	\$0	0.0	177,000	0.0	
Middletown, OH	328,303	100.0	0	0.0	\$328,303	0.0	565,443	58.1	
Missoula, MT	0	0.0	0	0.0	\$0	0.0	3,027,782	0.0	
Monessen, PA	0	0.0	0	0.0	\$0	0.0	500,000	0.0	
Monroe, LA	119,755	100.0	0	0.0	\$119,755	0.0	490,755	24.4	
Monroe, MI	0	0.0	0	0.0	\$0	0.0	151,083	0.0	
Montgomery, AL	400,000	100.0	0	0.0	\$400,000	0.0	559,900	71.4	
Morgantown, WV	0	0.0	0	0.0	\$0	0.0	8,310	0.0	
Muncie, IN	0	0.0	0	0.0	\$0	0.0	503,814	0.0	
Muskegon, MI	0	0.0	0	0.0	\$0	0.0	316,000	0.0	
Myrtle Beach, SC	649,200	100.0	0	0.0	\$649,200	0.0	1,503,078	43.2	
Nampa, ID	671,000	100.0	0	0.0	\$671,000	0.0	2,659,300	25.2	
Nashua, NH-MA	367,281	100.0	0	0.0	\$367,281	0.0	1,515,283	24.2	
Newark, OH	283,545	100.0	0	0.0	\$283,545	0.0	283,545	100.0	
Odessa, TX	150,000	100.0	0	0.0	\$150,000	0.0	6,272,695	2.4	
Owensboro, KY	254,497	100.0	0	0.0	\$254,497	0.0	367,278	69.3	
Parkersburg, WV-OH	0	0.0	0	0.0	\$0	0.0	213,638	0.0	
Petaluma, CA	431,330	100.0	0	0.0	\$431,330	0.0	1,067,838	40.4	
Pine Bluff, AR	300,000	100.0	0	0.0	\$300,000	0.0	405,368	74.0	
Pocatello, ID	401,460	100.0	0	0.0	\$401,460	0.0	553,569	72.5	
Port Arthur, TX	0	0.0	0	0.0	\$0	0.0	-28,000	0.0	
Port Huron, MI	0	0.0	0	0.0	\$0	0.0	2,933,600	0.0	
Porterville, CA	0	0.0	0	0.0	\$0	0.0	116,800	0.0	
Portland, ME	446,488	100.0	0	0.0	\$446,488	0.0	478,488	93.3	
Portsmouth, NH-ME	106,618	100.0	0	0.0	\$106,618	0.0	296,270	36.0	
Pueblo, CO	60,000	100.0	0	0.0	\$60,000	0.0	239,706	25.0	
Radcliff--Elizabethtown, KY	0	0.0	0	0.0	\$0	0.0	65,564	0.0	
Rapid City, SD	96,000	100.0	0	0.0	\$96,000	0.0	96,000	100.0	
Redding, CA	0	0.0	0	0.0	\$0	0.0	1,280,000	0.0	
Roanoke, VA	164,000	100.0	0	0.0	\$164,000	0.0	424,402	38.6	
Rochester, MN	0	0.0	0	0.0	\$0	0.0	2,859,319	0.0	
Rock Hill, SC	0	0.0	0	0.0	\$0	0.0	20,800	0.0	
Rocky Mount, NC	639,337	100.0	0	0.0	\$639,337	0.0	787,337	81.2	
Rome, GA	0	0.0	0	0.0	\$0	0.0	1,814,680	0.0	
San Angelo, TX	476,450	100.0	0	0.0	\$476,450	0.0	1,071,503	44.5	
San Luis Obispo, CA	0	0.0	0	0.0	\$0	0.0	734,519	0.0	
Sandusky, OH	0	0.0	0	0.0	\$0	0.0	380,851	0.0	
Santa Clarita, CA	0	0.0	0	0.0	\$0	0.0	6,565,000	0.0	
Santa Maria, CA	0	0.0	0	0.0	\$0	0.0	1,957,976	0.0	
Saratoga Springs, NY	772,927	100.0	0	0.0	\$772,927	0.0	772,927	100.0	
Simi Valley, CA	704,000	100.0	0	0.0	\$704,000	0.0	1,611,988	43.7	
South Lyon--Howell--Brighton, MI	228,464	100.0	0	0.0	\$228,464	0.0	228,464	100.0	
Springfield, IL	0	0.0	0	0.0	\$0	0.0	1,027,600	0.0	
Springfield, OH	690,513	100.0	0	0.0	\$690,513	0.0	1,493,703	46.2	

**Table 17 (cont.)** FY 2010 Urbanized Area Formula Obligations for Preventive Maintenance

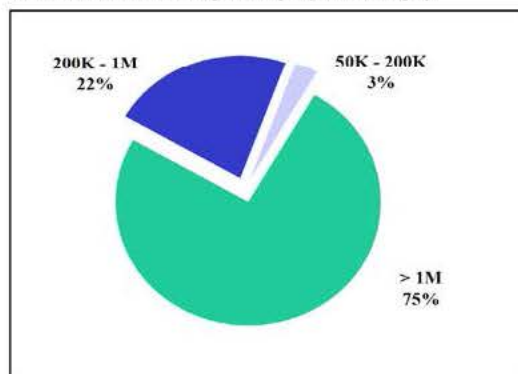
URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM as % of Cap. Obs.
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total		
St. Augustine, FL	0	0.0	0	0.0	\$0	0.0	150,000	0.0
St. Cloud, MN	896,036	100.0	0	0.0	\$896,036	0.1	1,219,548	73.5
State College, PA	0	0.0	0	0.0	\$0	0.0	400,000	0.0
Temple, TX	65,000	100.0	0	0.0	\$65,000	0.0	65,000	100.0
Terre Haute, IN	58,245	100.0	0	0.0	\$58,245	0.0	58,245	100.0
Texarkana, TX--Texarkana, AR	459,692	100.0	0	0.0	\$459,692	0.0	1,133,398	40.6
Texas City, TX	0	0.0	0	0.0	\$0	0.0	90,080	0.0
Titusville, FL	931,415	100.0	0	0.0	\$931,415	0.1	931,415	100.0
Topeka, KS	800,000	100.0	0	0.0	\$800,000	0.0	800,000	100.0
Tracy, CA	0	0.0	0	0.0	\$0	0.0	471,200	0.0
Turlock, CA	0	0.0	0	0.0	\$0	0.0	2,032,773	0.0
Tyler, TX	540,177	100.0	0	0.0	\$540,177	0.0	675,221	80.0
Uniontown--Connellsville, PA	0	0.0	0	0.0	\$0	0.0	291,062	0.0
Utica, NY	1,797,000	100.0	0	0.0	\$1,797,000	0.1	1,877,446	95.7
Vacaville, CA	0	0.0	0	0.0	\$0	0.0	1,916,000	0.0
Valdosta, GA	0	0.0	0	0.0	\$0	0.0	-39,400	0.0
Vallejo, CA	0	0.0	0	0.0	\$0	0.0	24,368	0.0
Vero Beach--Sebastian, FL	109,000	100.0	0	0.0	\$109,000	0.0	1,124,385	9.7
Vineland, NJ	813,695	100.0	0	0.0	\$813,695	0.0	1,818,695	44.7
Visalia, CA	0	0.0	0	0.0	\$0	0.0	720,000	0.0
Waco, TX	1,324,900	100.0	0	0.0	\$1,324,900	0.1	2,078,166	63.8
Weirton, WV--Steubenville, OH-PA	33,320	100.0	0	0.0	\$33,320	0.0	153,471	21.7
Wenatchee, WA	1,377,586	100.0	0	0.0	\$1,377,586	0.1	1,377,586	100.0
Wheeling, WV-OH	0	0.0	0	0.0	\$0	0.0	16,114	0.0
Wichita Falls, TX	724,570	100.0	0	0.0	\$724,570	0.0	1,628,794	44.5
Wildwood--North Wildwood--Cape May, NJ	1,071,751	100.0	0	0.0	\$1,071,751	0.1	1,281,751	83.6
Williamsport, PA	0	0.0	0	0.0	\$0	0.0	1,925,018	0.0
Wilmington, NC	0	0.0	0	0.0	\$0	0.0	70,800	0.0
Winchester, VA	0	0.0	0	0.0	\$0	0.0	96,000	0.0
Yakima, WA	0	0.0	0	0.0	\$0	0.0	17,630	0.0
Yuba City, CA	0	0.0	0	0.0	\$0	0.0	955,000	0.0
Yuma, AZ-CA	0	0.0	0	0.0	\$0	0.0	2,010,707	0.0
<b>SUBTOTAL</b>	<b>\$45,688,643</b>	<b>100.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$45,688,643</b>	<b>2.8</b>	<b>\$203,155,447</b>	<b>22.5</b>
<b>TOTAL All UZAs</b>	<b>\$1,310,198,002</b>	<b>79.7</b>	<b>\$334,702,070</b>	<b>20.3</b>	<b>\$1,644,900,072</b>	<b>100.0</b>	<b>\$4,394,854,483</b>	<b>37.4</b>

NOTE: Bus preventive maintenance obligations are included in Bus Other in Table 16; rail PM is included in Fixed Guideway.  
 % of Total percentages are based on the TOTAL preventive maintenance obligation of \$1,644,900,072. Bus and rail %s are based on the UZA total PM.  
 Total capital obligations = Total Bus + Fixed Guideway + New Starts obligations from Table 16.  
 Below SUBTOTALS: capital obligations and the % of PM obligations are shown based on the entire population group (including areas without PM).

Preventive Maintenance Obligations, by Type



Preventive Maintenance Obligations, by Population Category

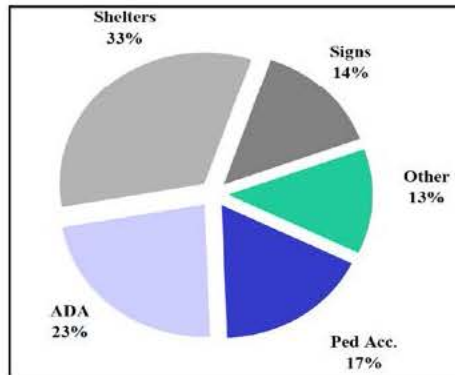
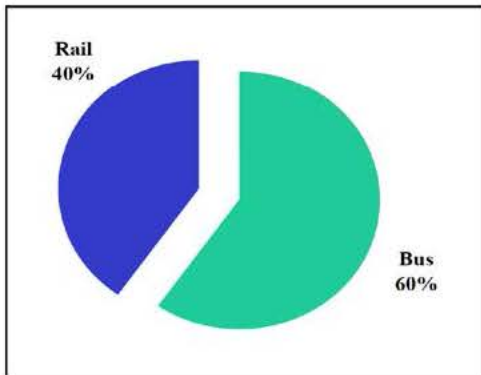


**Table 18** FY 2010 Transit Enhancement Obligations, Section 5307 Urbanized Area Formula Program

Category	Bus	Rail	New Starts	Total	Percent of Total
Bicycle Access, Fac. & Equip.	\$239,372	\$5,867,533	\$0	\$6,106,905	8.4
Bus Shelters	23,958,645	0	0	23,958,645	33.0
Enhanced ADA Access	4,594,648	12,031,372	0	16,626,020	22.9
Historic Mass Transp. Bldgs	57,690	-142,662	0	-84,972	-0.1
Landscaping/Scenic Beautification	1,325,248	1,288,000	0	2,613,248	3.6
Pedestrian Access / Walkways	0	5,954,372	0	5,954,372	8.2
Pedestrian Access, Fac. & Equip.	6,636,753	0	0	6,636,753	9.1
Public Art	368,178	120,000	0	488,178	0.7
Signage	6,123,042	4,128,580	0	10,251,622	14.1
<b>Total</b>	<b>\$43,303,576</b>	<b>\$29,247,195</b>	<b>\$0</b>	<b>\$72,550,771</b>	<b>100.0</b>
<i>Percent of Total</i>	59.7	40.3	0.0	100.0	

NOTE: Transit enhancement obligations are included in Table 16 in the following categories:  
 Bus is included in Bus Other; Rail is included in Fixed Guideway; New Starts included in New Starts column.

Transit Enhancements, by Mode and by Usage Type



**Table 19** FY 2010 Urbanized Area Formula Obligations for Motor Vehicles

URBANIZED AREA	40-ft Buses		35 ft Buses		30-ft Buses		<30-ft Buses		Articulated Bus		Van/Sta. Wgn.		Trolley Bus		Other		TOTAL		
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	
<b>OVER 1 MILLION POP.</b>																			
Atlanta, GA	6	\$1,621,360	0	(\$35,312)	0	\$0	0	\$35,312	0	\$0	15	\$299,449	0	\$0	19	\$700,000	40	\$2,620,809	
Baltimore, MD	26	\$15,890,000	2	\$392,000	3	\$420,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	31	\$16,702,000	
Boston, MA--NH--RI	661	21,043,055	13	3,795,530	0	(\$164,000)	0	0	0	0	0	80,000	0	0	8	721,800	682	25,476,385	
Chicago, IL-IN	210	12,520,192	2	800,000	0	0	0	0	150	6,582,551	19	804,800	0	0	0	0	381	20,707,543	
Cincinnati, OH-KY-IN	25	7,244,724	0	0	0	0	16	829,377	0	0	0	0	0	0	0	0	41	8,074,101	
Cleveland, OH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3,250,000	6	3,250,000	
Columbus, OH	35	9,529,309	0	0	3	811,013	12	606,682	0	0	0	0	0	0	0	0	50	10,947,004	
Dallas--Fort Worth--Arlington, TX	10	3,403,000	0	0	0	0	3	174,300	0	0	0	0	0	0	0	0	13	3,577,300	
Detroit, MI	3	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1,000,000	
Houston, TX	156	11,164,033	3	216,000	0	0	0	0	0	0	75	5,057,759	0	0	55	5,193,458	289	21,631,250	
Kansas City, MO-KS	3	741,000	0	0	0	0	0	0	0	0	14	351,200	0	0	0	0	17	1,092,200	
Las Vegas, NV	0	0	0	0	0	0	50	2,605,880	18	18,570,108	50	2,000,000	0	0	0	0	118	23,175,988	
Los Angeles--Long Beach--Santa Ana, CA	36	17,064,182	0	0	10	3,192,380	2	142,430	6	4,266,000	0	0	0	13	275,200	67	24,940,192		
Miami, FL	35	16,940,761	0	0	0	0	7	465,332	5	3,800,000	0	0	0	0	0	0	47	21,206,093	
Milwaukee, WI	0	0	0	0	0	0	0	0	0	5	87,954	0	0	0	0	0	5	87,954	
Minneapolis--St. Paul, MN	99	34,478,680	0	0	0	0	42	2,311,680	25	15,187,500	0	0	0	6	2,616,960	172	54,594,820		
New York--Newark, NY-NJ-CT	19	5,504,000	8	4,320,000	0	0	3	164,755	0	0	8	400,000	0	0	12	4,960,000	50	15,348,755	
Orlando, FL	11	4,341,735	0	0	0	0	33	2,292,802	0	0	3	75,000	0	0	0	0	47	6,709,537	
Philadelphia, PA-NJ-DE-MD	113	58,639,278	0	0	0	0	70	2,525,115	0	0	63	2,533,263	0	0	0	0	246	63,697,656	
Phoenix--Mesa, AZ	133	27,031,784	0	0	0	0	53	3,528,700	0	0	45	1,327,283	0	0	0	0	231	31,887,767	
Pittsburgh, PA	34	4,859,122	3	578,806	0	0	0	0	1	1,193,078	0	0	0	0	0	0	38	6,631,006	
Portland, OR-WA	4	1,435,860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1,435,860	
Providence, RI-MA	0	0	0	0	0	0	11	800,000	0	0	0	0	0	0	0	0	11	800,000	
Riverside--San Bernardino, CA	55	2,885,889	0	0	0	0	0	0	0	0	5	415,000	0	0	0	0	60	3,300,889	
Sacramento, CA	1	200,000	0	0	0	0	5	384,000	0	0	0	0	0	2	600,000	8	1,184,000		
San Antonio, TX	2	964,800	0	0	0	0	0	0	0	0	0	0	0	0	0	2	964,800		
San Francisco--Oakland, CA	13	4,224,890	4	257,698	1	302,860	0	0	0	0	12	659,820	15	7,694,836	6	10,847,388	51	23,987,492	
San Juan, PR	57	8,000,000	0	0	0	0	3	283,000	0	0	3	157,170	2	220,000	3	4,450,000	68	13,110,170	
Seattle, WA	20	6,791,302	0	0	0	0	14	2,166,667	4	2,132,557	22	497,700	0	0	8	4,050,342	68	15,638,568	
St. Louis, MO-IL	31	8,608,736	0	0	0	0	4	368,000	0	0	1	28,088	0	0	0	0	36	9,004,824	
Virginia Beach, VA	53	1,860,000	0	0	0	0	0	(510,224)	0	0	0	0	0	0	0	0	53	1,349,776	
Washington, DC-VA-MD	88	46,398,805	0	0	0	0	0	0	10	6,367,192	0	0	0	0	0	0	98	52,765,997	
<b>SUB-TOTAL</b>	<b>1,939</b>	<b>\$334,386,497</b>	<b>35</b>	<b>\$10,324,722</b>	<b>17</b>	<b>\$4,562,253</b>	<b>328</b>	<b>\$19,173,808</b>	<b>219</b>	<b>\$58,098,986</b>	<b>340</b>	<b>\$14,774,486</b>	<b>17</b>	<b>\$7,914,836</b>	<b>138</b>	<b>\$37,665,148</b>	<b>3,033</b>	<b>\$486,900,736</b>	
<b>200,000 - 1 MILLION POP.</b>																			
Akron, OH	4	1,123,200	1	284,800	0	0	10	\$600,000	0	0	0	\$0	0	0	0	0	15	\$2,008,000	
Albuquerque, NM	13	4,477,850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	4,477,850	
Allentown--Bethlehem, PA-NJ	0	0	0	0	0	0	0	0	0	0	20	960,000	0	0	0	0	20	960,000	
Anchorage, AK	5	1,637,460	0	0	0	0	0	0	0	0	23	661,940	0	0	0	0	28	2,299,400	
Atlantic City, NJ	1	4,985,940	0	0	0	0	8	575,000	0	0	0	0	0	0	0	0	9	5,560,940	
Augusta-Richmond County, GA-SC	0	0	3	1,200,000	0	0	0	0	0	0	2	200,000	0	0	0	0	5	1,400,000	
Austin, TX	0	0	4	1,441,655	0	0	0	0	0	0	0	0	0	0	0	0	4	1,441,655	
Bakersfield, CA	2	792,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	792,000	
Baton Rouge, LA	0	0	28	691,974	0	0	0	0	0	0	0	0	0	0	0	0	28	691,974	
Bridgeport--Stamford, CT--NY	0	0	0	0	0	0	11	632,000	0	0	0	0	0	0	0	0	11	632,000	
Canton, OH	0	0	8	2,271,252	0	0	20	1,702,636	0	0	0	0	0	0	0	0	28	3,973,888	
Cape Coral, FL	0	0	0	(44,160)	0	0	0	0	0	0	0	0	0	0	0	0	0	(44,160)	
Colorado Springs, CO	0	0	0	0	0	0	0	0	0	0	3	146,800	0	0	0	0	3	146,800	
Davenport, IA-IL	0	0	0	0	0	0	3	473,100	0	0	0	0	0	0	0	0	3	473,100	
Dayton, OH	3	2,450,000	0	0	0	0	0	0	0	0	0	0	0	4	1,909,000	7	4,359,000		
Des Moines, IA	4	598,500	0	0	3	575,250	3	15,000	0	0	11	253,400	0	0	0	0	21	1,442,150	
Durham, NC	9	4,172,000	0	0	0	0	0	0	0	0	4	43,874	0	0	0	0	13	4,215,874	
Eugene, OR	0	0	0	0	0	0	0	0	2	987,030	0	0	0	0	0	0	2	987,030	
Evansville, IN-KY	0	0	0	0	1	426,115	0	0	0	0	2	147,737	1	329,208	0	0	4	903,060	
Fayetteville, NC	0	0	16	199,578	0	0	4	74,960	0	0	0	0	0	0	0	0	20	274,538	

**Table 19 (cont.)** FY 2010 Urbanized Area Formula Obligations for Motor Vehicles

URBANIZED AREA	40-ft Buses #	40-ft Buses \$	35 ft Buses #	35 ft Buses \$	30-ft Buses #	30-ft Buses \$	<30-ft Buses #	<30-ft Buses \$	Articulated Bus #	Articulated Bus \$	Van/Sta. Wgn. #	Van/Sta. Wgn. \$	Trolley Bus #	Trolley Bus \$	Other #	Other \$	#	TOTAL \$
Flint, MI	12	2,800,000	0	0	0	0	0	0	0	0	0	0	0	0	250	380,000	262	3,180,000
Fort Collins, CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	219,614	11	267,614
Fort Wayne, IN	0	0	1	203,390	0	0	0	0	0	0	0	0	0	0	0	0	1	203,390
Fresno, CA	6	2,161,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2,161,900
Grand Rapids, MI	1	296,000	0	0	0	0	10	431,706	0	0	8	170,400	0	0	0	0	19	898,106
Harrisburg, NC	9	1,395,609	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1,395,609
Harrisburg, PA	2	1,035,544	6	2,055,157	0	0	0	0	0	0	14	600,547	0	0	0	0	22	3,691,248
Hartford, CT	4	3,252,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3,252,400
Honolulu, HI	34	9,952,554	4	1,187,105	0	0	0	0	0	0	0	0	0	0	0	0	38	11,139,659
Huntsville, AL	0	0	0	0	0	0	0	0	0	0	5	198,400	0	0	0	0	5	198,400
Jacksonville, FL	8	2,641,667	0	0	0	0	9	770,109	0	0	5	162,000	0	0	0	0	22	3,573,776
Knoxville, TN	0	0	4	1,652,000	0	0	0	0	0	0	4	340,000	0	0	0	0	8	1,992,000
Lancaster, PA	0	0	1	432,000	0	0	0	0	0	0	0	0	0	0	0	0	1	432,000
Lancaster--Palmdale, CA	27	3,721,321	0	0	0	0	10	560,000	0	0	0	0	0	0	0	0	37	4,281,321
Lansing, MI	47	3,062,592	0	0	0	0	6	345,000	0	0	3	72,000	0	0	0	0	56	3,479,592
Little Rock, AR	0	0	6	1,867,500	0	0	0	0	0	0	6	199,200	0	0	0	0	12	2,066,700
Louisville, KY-IN	0	0	0	0	0	0	0	0	0	0	6	135,600	0	0	0	0	6	135,600
Madison, WI	1	2,870	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2,870
Memphis, TN-MS-AR	5	1,440,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1,440,000
Mobile, AL	0	0	0	0	1	208,000	0	0	0	0	8	300,493	0	0	0	0	9	508,493
Modesto, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	667,712	1	667,712
Nashville-Davidson, TN	6	1,849,149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1,849,149
Oxnard, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2,237,722
Palm Bay--Melbourne, FL	0	0	0	0	0	0	8	680,000	0	0	0	0	0	0	0	0	8	680,000
Pensacola, FL-AL	0	0	0	0	0	0	5	1,280,000	0	0	0	0	0	0	0	0	5	1,280,000
Peoria, IL	0	0	5	1,480,000	0	0	0	306,000	0	0	0	0	0	0	0	0	10	1,786,000
Port St. Lucie, FL	0	0	0	0	2	308,311	0	0	0	0	0	0	0	0	0	0	2	308,311
Reading, PA	0	0	0	0	0	0	23	1,396,267	0	0	0	0	0	0	0	0	23	1,396,267
Richmond, VA	0	0	0	0	0	0	9	1,880,000	0	0	1	44,000	0	0	0	0	10	1,924,000
Salt Lake City, UT	0	0	0	0	0	0	0	0	0	0	19	586,861	0	0	0	0	19	586,861
Santa Rosa, CA	2	612,874	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	612,874
Sarasota--Bradenton, FL	0	0	0	0	2	1,200,000	4	440,005	0	0	0	0	0	0	0	0	6	1,640,005
Savannah, GA	0	0	4	1,509,028	0	0	3	151,200	0	0	0	0	0	0	0	0	7	1,660,228
Scranton, PA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	49,920
Shreveport, LA	0	0	9	3,355,114	0	0	0	0	0	0	1	49,920	0	0	0	0	9	3,355,114
South Bend, IN-MI	0	0	0	0	0	0	5	220,000	0	0	0	0	0	0	0	0	5	220,000
Stockton, CA	6	2,659,858	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2,659,858
Temecula--Murrieta, CA	55	27,454	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	27,454
Thousand Oaks, CA	0	0	0	0	0	0	13	162,000	0	0	0	0	0	0	13	836,923	26	998,923
Toledo, OH-MI	0	0	6	3,289,420	0	0	0	0	0	0	0	0	0	0	0	0	6	3,289,420
Trenton, NJ	1	1,601,327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1,601,327
Tucson, AZ	14	5,578,300	0	0	0	0	0	0	0	0	28	2,324,000	0	0	0	0	42	7,902,300
Victorville--Hesperia--Apple Valley, CA	6	2,124,720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2,124,720
Wichita, KS	0	0	0	0	0	0	0	0	0	0	1	64,425	0	0	0	0	1	64,425
Winston-Salem, NC	0	0	0	0	0	0	4	406,768	0	0	0	0	0	0	0	0	4	406,768
Worcester, MA-CT	0	0	0	0	0	0	0	0	0	0	1	48,000	0	0	0	0	1	48,000
Youngstown, OH-PA	0	0	0	0	0	0	1	260,000	0	0	0	0	0	0	0	0	1	260,000
<b>SUB-TOTAL</b>	<b>287</b>	<b>\$66,453,089</b>	<b>106</b>	<b>\$23,075,813</b>	<b>9</b>	<b>\$2,717,676</b>	<b>174</b>	<b>\$13,361,751</b>	<b>2</b>	<b>\$987,030</b>	<b>176</b>	<b>\$7,757,597</b>	<b>1</b>	<b>\$329,208</b>	<b>298</b>	<b>\$6,250,971</b>	<b>1,053</b>	<b>\$120,933,135</b>
<b>LESS THAN 200,000 POP.</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>2</b>	<b>\$143,117</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>2</b>	<b>\$143,117</b>
Alabama	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Arizona	0	0	0	0	0	0	0	0	0	0	6	170,503	0	0	0	0	6	170,503
Arkansas	0	0	0	0	0	0	0	0	0	0	1	32,432	0	0	0	0	1	32,432

**Table 19 (cont.)** FY 2010 Urbanized Area Formula Obligations for Motor Vehicles

URBANIZED AREA	40-ft Buses #	40-ft Buses \$	35 ft Buses #	35 ft Buses \$	30-ft Buses #	30-ft Buses \$	<30-ft Buses #	<30-ft Buses \$	Articulated Bus #	Articulated Bus \$	Van/Sta. Wgn. #	Trolley Bus #	Other #	TOTAL #	TOTAL \$
California	14	4,913,030	15	6,012,177	6	1,569,887	15	1,614,580	0	0	27	0	2	79	15,425,640
Colorado	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delaware	0	0	0	0	0	0	64	8,293,556	0	0	0	0	0	64	8,293,556
Florida	0	0	0	0	5	729,599	5	625,000	0	0	0	0	0	31	2,399,203
Georgia	0	0	0	0	1	92,000	1	74,400	0	0	21	0	0	3	176,000
Hawaii	0	0	8	2,106,020	0	0	40	2,755,247	0	0	0	0	0	48	4,861,267
Idaho	19	1,538,400	0	0	10	286,600	18	167,400	0	0	0	0	0	47	1,992,400
Illinois	15	8,837,164	4	1,566,978	2	721,000	8	682,500	0	0	2	0	0	31	11,897,642
Indiana	2	212,472	1	440,000	1	96,080	3	183,814	0	0	4	360,000	0	13	1,452,366
Iowa	0	0	1	77,814	0	0	0	0	0	0	0	0	0	1	77,814
Kentucky	0	0	0	0	0	0	2	165,464	0	0	12	0	0	14	620,664
Louisiana	0	0	3	1,022,799	0	0	3	195,000	0	0	0	0	0	6	1,217,799
Maine	0	0	0	0	0	0	0	(9,179)	0	0	0	0	0	0	(10,367)
Maryland	0	0	0	0	2	56,000	0	0	0	0	0	0	0	2	56,000
Michigan	0	0	1	300,000	11	2,842,400	4	380,000	0	0	7	0	0	23	3,717,847
Minnesota	5	1,264,473	0	0	0	0	3	360,694	0	0	0	30,257	0	9	1,655,424
Missouri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Montana	0	0	0	0	10	2,907,658	1	6,124	0	0	0	0	0	11	2,913,782
New Hampshire	0	0	2	368,334	0	0	4	100,000	0	0	2	0	0	8	568,751
New Jersey	1	350,000	0	0	0	0	8	191,000	0	0	0	0	0	9	541,000
New York	1	2,145,226	0	0	0	0	10	480,000	0	0	0	0	0	11	2,625,226
North Carolina	0	0	2	498,000	0	0	0	0	0	0	0	0	0	2	498,000
Ohio	0	0	0	0	0	0	5	759,320	0	0	0	0	0	5	778,952
Oklahoma	0	0	0	0	0	0	1	105,300	0	0	0	0	0	1	105,300
Pennsylvania	5	1,053,053	1	194,000	1	150,000	3	233,746	0	0	0	0	2	12	1,986,519
Puerto Rico	0	0	0	0	0	0	2	144,000	0	0	1	132,000	0	4	336,000
South Carolina	0	0	2	48,230	7	224,074	1	95,000	0	0	0	281,656	0	22	648,960
South Dakota	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tennessee	0	0	0	0	1	500,000	0	0	0	0	0	0	0	1	500,000
Texas	0	0	2	489,811	0	0	0	0	0	0	0	0	0	2	489,811
Vermont	0	0	0	0	0	0	0	0	0	0	2	0	0	2	32,000
Virginia	4	1,860,800	2	592,000	1	64,000	12	1,054,349	0	0	0	0	0	19	3,571,149
Washington	0	0	0	0	0	0	17	1,977,958	0	0	0	0	0	17	1,977,958
West Virginia	0	0	0	0	0	0	2	60,151	0	0	0	0	0	2	60,151
SUB TOTAL	66	\$22,174,618	44	\$13,716,123	58	\$10,230,119	234	\$20,846,532	0	\$0	86	\$803,913	4	508	\$71,812,826
TOTAL	2,292	\$423,014,204	185	\$47,116,658	84	\$17,510,048	736	\$53,382,091	221	\$59,086,016	602	\$9,047,957	440	4,594	\$679,646,697

NOTE: "Other" category includes dual mode bus, ferry, commuter bus, intercity bus, and used bus. If quantity = 0, funds are supplemental to a previous purchase. A negative obligation indicates that a budget amendment to previously obligated funds shifted the commitment of funds out of one category (i.e. the negative balance) to another category.



**Table 20** FY 2010 Urbanized Area Formula Obligations for Fixed Guideway Modernization

Area	Rolling Stock Total	Transit-way Lines	Station Stops / Terminals	Support & Equip. Facilities	Electric. Power Dist.	Signal Communication	Other Capital Items	Transit Enhancements	Total	Percent of Total	Rank
Allentown-Delaware, PA-NJ	\$0	\$0	\$0	\$0	\$0	\$0	\$002,439	\$0	\$002,439	0.1	39
Anchorage, AK	(464,637)	871,148	0	0	0	918,370	17,541,793	115,132	\$18,981,806	1.3	14
Antioch, CA	0	90,740	0	0	0	0	0	147,651	\$236,391	0.0	41
Atlanta, GA	0	0	0	422,750	0	0	23,048,447	393,150	\$23,864,347	1.6	12
Atlantic City, NJ	814,000	0	0	0	0	0	1,958,333	0	\$2,772,333	0.2	27
Baltimore, MD	1,200,000	977,000	5,408,098	0	2,634,000	2,590,000	8,393,005	0	\$21,202,103	1.4	13
Boston, MA-NH-RI	2,806,074	0	11,636,140	3,816,587	0	0	5,793,926	0	\$24,052,727	1.6	11
Boulder, CO	0	0	0	0	0	0	0	0	\$0	0.0	45
Bridgeport-Stamford, CT-NY	0	0	0	18,078,640	0	0	0	0	\$18,078,640	1.2	15
Buffalo, NY	0	0	868,000	0	0	511,201	0	0	\$1,379,201	0.1	34
Camarillo, CA	0	0	80,000	0	0	0	0	0	\$80,000	0.0	44
Chicago, IL-IN	23,068,797	(5,785,634)	873,363	11,210,200	(260,000)	2,218,987	124,346,376	2,790,000	\$158,462,089	10.6	3
Cleveland, OH	0	1,465,047	0	0	0	0	7,607,840	0	\$9,072,887	0.6	22
Concord, CA	0	2,552,080	2,534,217	0	3,075,781	0	0	1,002,713	\$9,164,791	0.6	21
Dallas-Fort Worth-Arlington, TX	4,160,000	30,795,891	1,678,788	0	0	0	0	493,788	\$37,128,467	2.5	5
Danbury, CT-NY	0	0	0	0	12,494,314	0	0	318,313	\$12,812,627	0.9	18
Denver-Aurora, CO	0	0	6,236,230	0	0	0	1,263,770	0	\$7,500,000	0.5	24
Hartford, CT	0	0	0	5,423,506	2,705,686	0	0	0	\$8,129,192	0.5	23
Jacksonville, FL	0	0	0	300,000	0	0	1,450,000	0	\$1,750,000	0.1	30
Los Angeles-Long Beach-Santa Ana, CA	24,364,269	841,729	841,729	0	0	1,262,594	7,393,000	1,262,594	\$35,965,915	2.4	6
Miami, FL	0	0	0	2,762,000	0	0	0	417,953	\$3,199,953	0.2	26
Minneapolis-St. Paul, MN	0	0	(3,402,227)	0	0	0	0	540,000	(\$2,862,227)	(0.2)	46
Nashville-Davidson, TN	0	0	0	0	0	0	900,000	0	\$900,000	0.1	38
New Haven, CT	0	0	0	14,645,611	0	0	0	0	\$14,645,611	1.0	17
New York-Newark, NY-NJ-CT	314,100,000	104,400,000	37,610,000	54,644,669	21,000,000	114,801,030	145,350,000	12,884,905	\$804,790,604	53.7	2
Oxnard, CA	107,291	39,934	52,704	0	0	10,723	0	0	\$290,652	0.0	40
Philadelphia, PA-NJ-DE-MD	6,804,297	5,600,000	11,578,806	2,529,108	(3,200,000)	528,936	8,648,247	1,857,338	\$34,346,732	2.3	7
Pittsburgh, PA	0	12,470,477	3,200,000	0	2,400,000	4,400,000	8,399,980	192,000	\$31,062,457	2.1	9
Portland, OR-WA	0	0	0	0	0	0	1,677,468	0	\$1,677,468	0.1	32
Poughkeepsie-Newburgh, NY	0	0	0	2,642,875	0	0	0	0	\$2,642,875	0.2	29
Riverside-San Bernardino, CA	0	1,396,587	0	0	0	0	0	0	\$1,396,587	0.1	33
Round Lake Beach-McHenry-Grayslake, IL	0	0	0	0	0	1,695,813	0	0	\$1,695,813	0.1	31
Sacramento, CA	0	0	160,000	0	0	0	0	0	\$160,000	0.0	43
Salt Lake City, UT	500,000	0	0	230,477	0	210,000	11,236,738	130,477	\$12,307,692	0.8	19
San Diego, CA	0	12,317,588	0	2,130,672	0	3,820,000	6,661,845	246,120	\$25,176,225	1.7	10

**Table 20 (cont.)** FY 2010 Urbanized Area Formula Obligations for Fixed Guideway Modernization

Area	Rolling Stock Total	Transit-way Lines	Station Stops / Terminals	Support & Equip. Facilities	Electrific. Power Dist.	Signal Communication	Other Capital Items	Transit Enhancements	Total	Percent of Total	Rank
San Francisco-Oakland, CA	6,166,534	2,760,820	431,549	0	0	0	943,292	1,975,917	\$12,278,112	0.8	20
San Jose, CA	1,558,823	0	398,044	0	0	0	0	1,467,827	\$3,424,694	0.2	25
San Juan, PR	4,450,000	0	0	0	0	0	10,800,000	1,200,000	\$16,450,000	1.1	16
Seattle, WA	0	28,532,407	2,214,351	0	0	0	331,040	0	\$31,077,798	2.1	8
South Bend, IN-MI	0	0	0	0	0	0	1,123,486	0	\$1,123,486	0.1	35
St. Louis, MO-IL	0	0	0	2,132,325	0	0	522,553	0	\$2,654,878	0.2	28
Thousand Oaks, CA	149,223	0	0	783,510	0	0	0	0	\$932,733	0.1	37
Trenton, NJ	186,000	0	0	0	0	0	0	0	\$186,000	0.0	42
Vineland, NJ	1,000,000	0	0	0	0	0	0	0	\$1,000,000	0.1	36
Washington, DC-VA-MD	14,841,958	49,416,400	22,509,083	767,400	0	0	18,715,578	1,811,317	\$108,061,736	7.2	4
<b>TOTAL</b>	\$405,892,629	\$248,742,214	\$104,916,963	\$122,540,330	\$40,849,781	\$132,967,654	\$414,909,156	\$29,247,195	\$1,500,065,922	100.0	
Percent of Total	27.1	16.6	7.0	8.2	2.7	8.9	27.7	1.9	100.0		

**NOTE:** The "Other" category includes contingencies, real estate, administration, contracts, preventive maintenance. Transit-way lines may include HOV and busways, in addition to rail lines. Station Stops / Terminals include fare collection equip, PNR, furniture, security equip. Support & Equip Facilities include administrative/maintenance facilities, storage facilities, computers and other support equip. Electrification/Power Dist. includes traction power, AC power lighting, substation distribution, vehicle locator systems. Signal/Communic. includes train control / signal systems, communications systems, radios. Other includes contingencies, real estate, administration, contracts. Rolling Stock Purchases includes rail cars and spare parts. Rolling Stock Rehab includes rehabilitation and mid-life rebuild. Rolling Stock Other includes vehicle overhaul, lease, or design.

**Table 21** FY 2010 Urbanized Area Formula Obligations for New Starts

Area	Rolling Stock Total	Transit-way Lines	Station Stops / Terminals	Support & Equip. Facilities	Electrific. Power Dist.	Signal Communication	Other Capital Items	Transit Enhancements	Total	Percent of Total	Rank
Kokomo, IN	0	0	0	192,000	0	0	0	0	192,000	0.4	8
New York–Newark, NY-NJ-CT	0	0	280,000	0	1,680,000	0	0	0	1,960,000	3.8	6
Phoenix–Mesa, AZ	0	0	0	0	0	0	5,618,000	0	5,618,000	10.8	4
Portland, OR-WA	0	0	0	0	0	0	9,300,000	0	9,300,000	17.9	3
Riverside–San Bernardino, CA	0	14,298,000	0	0	0	0	0	0	14,298,000	27.6	2
San Francisco–Oakland, CA	0	17,500,000	0	0	0	0	0	0	17,500,000	33.8	1
Stockton, CA	2,659,858	0	0	0	0	0	0	0	2,659,858	5.1	5
Virginia Beach, VA	\$264,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,311	0.5	7
Washington, DC-VA-MD	32,455	0	0	0	0	0	0	0	32,455	0.1	9
<b>TOTAL</b>	<b>\$2,956,624</b>	<b>\$31,798,000</b>	<b>\$280,000</b>	<b>\$192,000</b>	<b>\$1,680,000</b>	<b>\$0</b>	<b>\$14,918,000</b>	<b>\$0</b>	<b>\$51,824,624</b>	<b>100.0</b>	
<b>Percent of Total</b>	<b>5.7</b>	<b>61.4</b>	<b>0.5</b>	<b>0.4</b>	<b>3.2</b>	<b>0.0</b>	<b>28.8</b>	<b>0.0</b>	<b>100.0</b>		

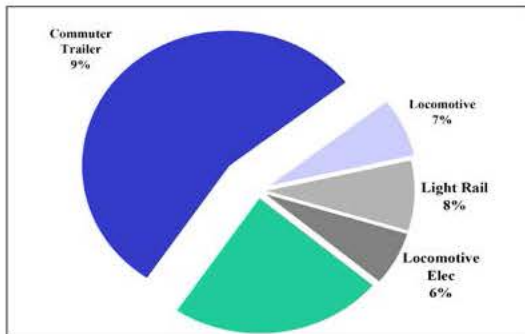
**NOTE:** Transit-way Lines may include HOV and busways, in addition to rail lines. Station Stops / Terminals includes fare collection equip, Park and Ride, furniture, security equip. Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers, and other support equip. Electrification / Power Dist. includes traction power, AC power lighting, substation distribution, and vehicle locator systems. Signal/Communic. includes train control / signal systems, communications systems, and radios. Other includes contingencies, real estate, administration, contracts, professional services, and finance charges. Rolling Stock Purchases includes rail cars and spare parts. Rolling Stock Rehab includes rehabilitation and mid-life rebuild. Rolling Stock Other includes design and lease.

**Table 22** FY 2010 Urbanized Area Formula Obligations for Rail Rolling Stock Purchases and Rehabilitation

Area	Heavy Rail		Light Rail		Commuter Locomotive Diesel		Commuter Rail Car Trailer		Commuter Rail Self Prop. - Elec		Commuter Locomotive Used		Commuter Locomotive Elec		Other	Total Purchases		Percent of Total	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$		#	\$		
Anchorage, AK	1	448,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	\$448,300	0.1
Baltimore, MD	0	0	0	0	2	6,142,000	0	0	0	0	0	0	0	0	0	0	2	\$6,142,000	1.8
Boston, MA--NH--RI	0	0	0	0	20	10,291,538	75	20,081,000	0	0	0	0	0	0	0	0	95	\$30,372,538	8.9
Buffalo, NY	0	0	1	60,000	0	0	0	0	0	0	0	0	0	0	0	0	1	\$60,000	0.0
Chicago, IL-IN	1	(18,593,662)	0	0	4	4,200,000	1	17,900,000	13	2,550,000	0	0	0	0	0	0	19	\$6,056,338	1.8
Los Angeles--Long Beach--Santa Ana, CA	0	0	0	0	0	0	6	1,900,000	0	0	0	0	0	0	0	0	6	\$1,900,000	0.6
Miami, FL	0	0	0	0	0	0	1	1,122,000	0	0	0	0	0	0	0	0	1	\$1,122,000	0.3
Michigan City, IN-MI	0	0	0	0	0	0	0	0	2	265,000	0	0	0	0	0	0	2	\$265,000	0.1
Minneapolis--St. Paul, MN	0	0	4	10,250,600	0	0	0	0	0	0	0	0	0	0	0	0	4	\$10,250,600	3.0
Mission Viejo, CA	0	0	0	0	1	223,956	0	0	0	0	0	0	0	0	0	0	1	\$223,956	0.1
New York--Newark, NY-NJ-CT	290	83,659,690	56	13,818,553	66	1,793,380	101	142,668,116	0	0	0	0	100	21,618,647	0	0	613	\$263,558,386	76.8
Philadelphia, PA-NJ-DE-MD	2	2,400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	\$2,400,000	0.7
Pittsburgh, PA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	0.0
Riverside--San Bernardino, CA	0	0	0	0	1	27,111	0	0	0	0	0	0	0	0	0	0	1	\$27,111	0.0
Salt Lake City, UT	0	0	4	500,000	0	0	0	0	0	0	0	0	0	0	0	0	4	\$500,000	0.1
San Diego, CA	0	0	70	3,808,000	3	371,139	0	0	0	0	0	0	0	0	0	0	73	\$4,179,139	1.2
San Francisco--Oakland, CA	0	0	0	0	3	763,107	93	465,150	0	0	0	0	0	0	0	0	96	\$1,228,257	0.4
San Jose, CA	0	0	0	0	0	0	93	664,268	0	0	0	0	0	0	0	0	93	\$664,268	0.2
Seattle, WA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	0.0
Stockton, CA	0	0	0	0	0	0	31	2,291,361	0	0	0	0	0	0	0	0	31	\$2,291,361	0.7
Thousand Oaks, CA	0	0	0	0	1	249,950	1	29,009	0	0	0	0	0	0	0	0	2	\$278,959	0.1
Tucson, AZ	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	\$0	0.0
Virginia Beach, VA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	0.0
Washington, DC-VA-MD	187	11,104,977	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	\$11,104,977	3.2
<b>TOTAL</b>	<b>481</b>	<b>\$79,019,305</b>	<b>143</b>	<b>\$28,437,153</b>	<b>101</b>	<b>\$24,062,181</b>	<b>402</b>	<b>\$187,120,904</b>	<b>15</b>	<b>\$2,815,000</b>	<b>0</b>	<b>\$0</b>	<b>100</b>	<b>\$21,618,647</b>	<b>\$0</b>	<b>1,242</b>	<b>\$343,073,190</b>	<b>100.0</b>	
Percent of Total		23.0		8.3		7.0		54.5		0.8		0.0		6.3		0.0		100.0	

NOTE: Includes both Fixed Guideway Modernization and New Starts Funds.

Obligations for Rolling Stock Purchases and Rehabilitation



**Table 23** *FY 2010 Urbanized Area Formula Obligations for Ferryboats and Related Expenditures*

<b>GRANTEE</b>	<b>PURPOSE</b>	<b>AMOUNT</b>
SAN FRANCISCO--OAKLAND, CA	Purchase	\$5,196,326
SAN FRANCISCO--OAKLAND, CA	Rehabilitate	\$3,190,824
SAN JUAN, PR	Purchase	\$4,450,000
SEATTLE, WA	Engineering and Design	\$500,000
	<b>TOTAL</b>	<b>\$13,337,150</b>

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

The Clean Fuels Grant program was created to finance the purchase or lease of clean fuel buses and associated facilities and the improvement of existing facilities to accommodate clean fuel buses. Up to 25 percent of the funds for this discretionary program may be used for “clean diesel” buses. A bus built with lightweight composite materials can also be qualified as a clean fuels bus for this program.

A significant number of clean fuel bus and facilities projects are designated in SAFETEA-LU. Clean Fuels funds transferred to the Bus and Bus Facility program become indistinguishable and, therefore, all obligations for these funds cannot be tracked independently.

In FY 2010, a total of \$18 million was exclusively obligated for the Clean Fuels Program. A total of \$6 million of the Section 5308 funds were obligated for the purchase of 23 vehicles.

Table 24 FY 2010 Obligations for Clean Fuels Program

STATE	TOTAL OBLIGATION AMOUNT	% of Total	TOTAL # OF VEHICLES	Biodiesel		Hybrid Electric		Diesel (Particulate Trap)		Diesel Fuel		Compressed Natural Gas BUSES		Other	
				#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Alabama	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Alaska	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
American Samoa	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Arizona	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Arkansas	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
California	550,000	9	2	0	0	0	550,000	2	550,000	0	0	0	0	0	0
Colorado	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Connecticut	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delaware	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
District of Columbia	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Florida	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Georgia	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Guam	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Idaho	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Illinois	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indiana	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iowa	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kansas	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kentucky	1,889,000	30.8	3	0	0	3	1,889,000	0	0	0	0	0	0	0	0
Louisiana	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maine	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maryland	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Massachusetts	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Michigan	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minnesota	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mississippi	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Missouri	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Montana	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nebraska	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nevada	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Hampshire	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Jersey	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Mexico	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
New York	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Carolina	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Dakota	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Northern Mariana Islands	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ohio	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oklahoma	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oregon	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pennsylvania	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rhode Island	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Carolina	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Dakota	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tennessee	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Texas	2,028,760	33.1	6	0	0	0	0	0	0	0	0	6	1,495,760	0	0
Utah	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vermont	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virginia	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virgin Islands	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington	1,666,667	27.2	12	0	0	12	1,666,667	0	0	0	0	0	0	0	0
West Virginia	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wisconsin	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wyoming	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL (Percent of Vehicles by Type)</b>	<b>\$6,134,427</b>	<b>100.0</b>	<b>23</b>	<b>0</b>	<b>\$0</b>	<b>15</b>	<b>\$3,555,667</b>	<b>2</b>	<b>\$550,000</b>	<b>0</b>	<b>\$0</b>	<b>6</b>	<b>\$1,495,760</b>	<b>0</b>	<b>\$0</b>
			<b>100.0</b>	<b>0.0</b>		<b>65.2</b>		<b>8.7</b>		<b>0.0</b>		<b>26.1</b>		<b>0.0</b>	

Note: Does not include funds transferred into the section 5305 Bus and Bus Facilities Program. Total obligation include \$225,845 (Project Administration and Contingencies/Program Reserve).

## Capital Program (49 U.S.C. § 5309)

The Section 5309 program provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems. Capital assistance grants made to states and local agencies are funded up to 80 percent of the net project costs, unless the grant recipient requests a lower Federal grant percentage. In FY 2010, the Section 5309 obligations totaled about \$3.6 billion. The total number of bus and related vehicle purchases budgeted in FY 2010 was 1,223.

### Bus and Bus-Related

This category includes acquisition of bus and rolling stock and ancillary equipment and the construction of bus facilities (i.e., maintenance facilities, garages, storage areas, bus terminals, etc.). At least 5.5 percent of Section 5309 bus funds must be used in non-urbanized areas. In FY2010, 18 percent was obligated for projects in non-urbanized areas. In FY 2010, the Section 5309 obligations for bus were \$569 million. The funding appropriated for the bus capital program is fully allocated to projects designated by Congress.

### Fixed Guideway Modernization

The formula for allocating the fixed guideway modernization consists of seven tiers. The allocation of funding under the first four tiers is allocated based on data used to apportion the funding in fiscal year 1997. Funding in the last new tiers is apportioned based on the latest available route miles and revenue vehicle miles on segments at least seven years old, as reported to the National Transit Database (NTD), rather than on route miles and revenue vehicle miles on entire systems that are seven years old, as was the case before TEA-21 and SAFETEA-LU. Typically funded are infrastructure improvements such as track and right-of-way rehabilitation, station modernization, rolling stock renewal, safety-related improvements, and signal and power modernization. In FY 2010, the Section 5309 obligations for fixed guideway modernization were \$1.36 billion.

### New Starts

New Starts funding provides for design and construction of new fixed guideway systems. FTA writes recommendations to Congress for new starts funding in the annual New Starts Report. The funding recommendations contained in this report are the result of an extensive project development and evaluation process. FTA is required to evaluate each proposed New Starts project according to a series of criteria for project justification and local financial commitment. As projects proceed through the stages of the planning and project development process, they are evaluated against the full range of statutory



criteria. The evaluation will result in a rating of “Highly Recommended” or “Not Recommended” for each project.

In FY 2010, funding for New Starts projects was fully allocated by Congress. The obligations for Section 5309 New Starts projects were \$1.64 billion.

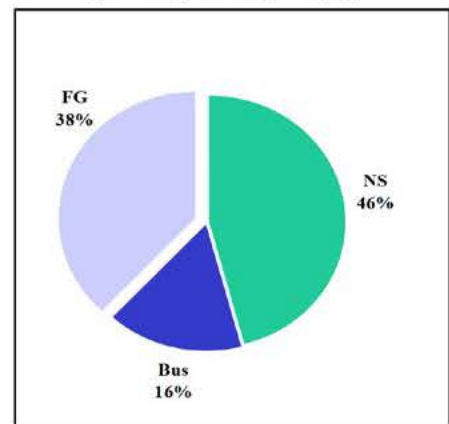
**Table 25** FY 2010 Obligations for Section 5309 Capital Program by Population Group

CATEGORY	URBANIZED AREAS OVER 1,000,000 POPULATION	URBANIZED AREAS 200,000 - 1,000,000	URBANIZED AREAS 50,000 - 200,000	URB. AREAS UNDER 50,000 & RURAL	TOTAL	Percent of Total
BUS						
BUS PURCHASES	\$77,027,923	\$53,436,561	\$28,300,343	\$37,244,368	\$196,009,195	5.5
BUS OTHER	141,023,173	68,835,155	37,001,125	31,833,252	278,692,705	7.8
MAINTENANCE FACILITY	29,649,486	13,987,027	17,650,077	32,884,357	94,170,947	2.6
SUB-TOTAL	\$247,700,582	\$136,258,743	\$82,951,545	\$101,961,977	\$568,872,847	15.9
FIXED GUIDEWAY MOD	1,200,743,541	91,861,370	5,141,817	63,925,810	1,361,672,538	38.1
NEW STARTS	1,367,483,872	238,258,537	0	34,065,801	1,639,808,210	45.9
<b>TOTAL</b>	<b>\$2,815,927,995</b>	<b>\$466,378,650</b>	<b>\$88,093,362</b>	<b>\$199,953,588</b>	<b>\$3,570,353,595</b>	<b>100.0</b>
Percent of Total	78.9	13.1	2.5	5.6	100.0	

PURCHASES BY TYPE:			
	#	%	\$
40 ft Bus	197	15.0	\$66,250,797
35 ft Bus	130	9.9	23,340,381
30 ft Bus	66	5.0	15,705,913
<30 ft Bus	367	28.0	28,004,843
Bus Articulated	51	3.9	26,816,872
Bus Commuter/Suburban	11	0.8	5,480,710
Bus Double Deck	3	0.2	2,009,634
Bus Dual Mode	3	0.2	1,243,760
School Bus	1	0.1	0
Sedan / Station Wagon	4	0.3	58,424
Vans	451	34.4	19,109,231
Trolley Bus	23	1.8	27,552,750
Ferry Boats	3	0.2	9,540,000
<b>TOTAL</b>	<b>1,310</b>	<b>100.0</b>	<b>\$225,113,315</b>

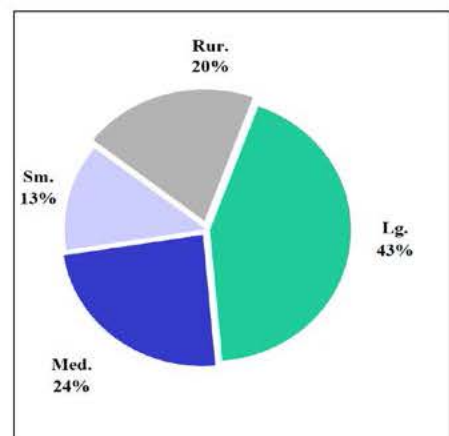
NOTE: The percentage is based on the number of vehicles, not the dollar amount.

Percentage of Obligations, by Category



BUS PURCHASES BY POPULATION GROUP:		
	#	\$
OVER 1 MILLION	251	\$97,891,830
200,000 - 1 MILLION	367	54,612,546
50,000 - 200,000	163	28,280,343
UNDER 50,000	529	44,328,596
<b>TOTAL</b>	<b>1,310</b>	<b>\$225,113,315</b>

Percentage of Vehicles, by Population Group



**Table 26** FY 2010 Capital Program Obligations by State

STATE	BUS PURCHASES	# of Buses	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY MOD	%	NEW STARTS	%	TOTAL	% OF TOTAL	Rank
Alabama	\$1,449,600	28	\$5,990,809	\$486,621	\$7,927,030	100.0	\$0	0.0	\$0	0.0	\$7,927,030	0.2	31
Alaska	7,902,240	6	2,221,204	6,699,551	16,822,995	35.7	16,456,293	34.9	13,908,000	28.5	47,187,288	1.3	18
American Samoa	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	54
Arizona	5,533,707	12	2,501,091	3,626,640	11,661,438	15.2	0	0.0	85,249,903	84.8	76,911,341	2.1	15
Arkansas	682,280	25	287,720	287,720	950,000	100.0	0	0.0	0	0.0	950,000	0.0	46
California	48,076,233	69	44,775,035	5,447,877	98,301,145	28.4	208,332,034	60.4	38,957,863	11.2	346,591,042	9.6	2
Colorado	3,508,771	23	3,518,727	842,334	7,869,832	4.1	34,541,525	17.9	150,431,210	78.0	192,842,567	5.4	5
Connecticut	4,342,000	2	6,017,730	5,864,720	16,224,450	20.1	58,400,000	72.5	5,930,112	7.4	80,554,562	2.2	14
Delaware	656,600	2	0	0	656,600	100.0	0	0.0	0	0.0	656,600	0.0	50
District of Columbia	982,587	2	3,023,040	671,000	4,676,627	4.4	100,463,328	95.2	347,000	0.3	105,486,955	2.9	12
Florida	9,168,270	45	5,247,366	4,353,340	18,768,976	31.8	30,843,287	62.2	9,442,460	16.0	59,054,723	1.6	17
Georgia	1,680,740	14	644,527	1,168,040	3,493,307	8.6	37,094,950	91.4	0	0.0	40,588,257	1.1	20
Guam	475,000	4	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0	52
Hawaii	8,624,400	54	478,000	436,000	9,538,400	20.6	0	0.0	36,700,409	79.4	46,238,809	1.3	19
Idaho	2,114,210	36	3,775,197	3,379,893	9,269,300	100.0	0	0.0	0	0.0	9,269,300	0.3	30
Illinois	2,041,316	10	5,265,400	5,694,152	13,000,868	7.2	166,250,628	92.8	304,744	0.2	179,556,240	5.0	7
Indiana	3,538,720	10	9,845,120	1,425,720	14,810,560	51.4	13,998,041	48.6	0	0.0	28,808,601	0.8	22
Iowa	4,696,880	35	1,006,600	1,722,485	7,425,965	100.0	0	0.0	0	0.0	7,425,965	0.2	32
Kansas	1,719,000	6	0	0	1,719,000	100.0	0	0.0	0	0.0	1,719,000	0.0	41
Kentucky	3,159,838	38	139,798	2,606,517	5,906,153	100.0	0	0.0	0	0.0	5,906,153	0.2	34
Louisiana	415,534	32	453,795	267,489	1,136,828	21.3	4,212,447	78.7	0	0.0	5,349,275	0.1	35
Maine	475,000	2	823,000	0	1,298,000	100.0	0	0.0	0	0.0	1,298,000	0.0	42
Maryland	3,858,608	15	15,640,485	3,191,600	22,690,693	25.5	53,451,323	60.0	12,870,000	14.5	89,012,016	2.5	13
Massachusetts	568,000	3	20,621,452	486,296	21,695,748	34.7	34,915,489	55.9	5,880,000	9.4	62,491,237	1.7	16
Michigan	4,822,589	88	4,009,881	6,174,690	15,007,320	94.7	841,355	5.3	0	0.0	15,848,675	0.4	27
Minnesota	4,813,581	18	2,431,260	500,952	7,745,793	30.2	15,166,800	69.2	2,711,661	10.6	25,624,254	0.7	24
Mississippi	0	0	0	857,500	857,500	100.0	0	0.0	0	0.0	857,500	0.0	48
Missouri	13,000,933	194	(763,626)	4,704,640	16,941,947	83.2	9,722,981	38.3	129,970	0.5	26,794,898	0.7	23
Montana	0	0	0	229,810	229,810	100.0	0	0.0	0	0.0	229,810	0.0	53
Nebraska	4,644,320	36	0	0	4,644,320	100.0	0	0.0	0	0.0	4,644,320	0.1	37
Nevada	1,374,440	15	1,957,560	570,000	3,902,000	100.0	0	0.0	0	0.0	3,902,000	0.1	38
New Hampshire	190,000	2	804,232	0	994,232	100.0	0	0.0	0	0.0	994,232	0.0	45
New Jersey	189,386	3	4,505,844	0	4,695,230	2.5	132,974,559	71.8	47,610,000	25.7	185,279,789	5.1	6
New Mexico	2,917,100	44	2,010,000	1,079,900	6,007,000	100.0	0	0.0	0	0.0	6,007,000	0.2	33
New York	2,234,043	2	17,978,618	547,159	20,759,820	2.8	233,159,677	31.7	452,447,689	65.5	736,357,186	20.5	1
North Carolina	4,464,106	13	13,892,026	5,019,270	23,375,402	100.0	0	0.0	0	0.0	23,375,402	0.6	25
North Dakota	2,198,401	8	711,372	988,093	3,897,866	100.0	0	0.0	0	0.0	3,897,866	0.1	39
Northern Mariana Islands	0	0	0	43,472	43,472	100.0	17,636,445	61.7	0	0.0	34,096,182	0.9	21
Ohio	2,380,275	13	14,035,990	44,800	16,459,737	48.3	0	0.0	0	0.0	630,682	0.0	51
Oklahoma	585,882	2	0	0	585,882	100.0	0	0.0	0	0.0	585,882	0.0	51
Oregon	1,719,310	19	342,558	22,572	2,084,440	1.3	10,796,283	6.7	149,229,000	92.1	162,112,723	4.5	8
Pennsylvania	6,153,122	31	22,506,647	6,811,220	35,470,989	24.0	111,768,738	75.6	670,329	0.5	147,910,056	4.1	9
Puerto Rico	225,720	11	0	677,160	902,880	100.0	0	0.0	0	0.0	902,880	0.0	47
Rhode Island	1,304,160	4	0	4,320,122	5,624,282	26.5	1,960,000	9.3	13,601,494	64.2	21,185,776	0.6	26
South Carolina	2,463,841	34	779,949	601,000	3,849,790	100.0	0	0.0	0	0.0	3,849,790	0.1	40
South Dakota	760,000	17	93,485	240,000	1,093,485	100.0	0	0.0	0	0.0	1,093,485	0.0	44
Tennessee	3,853,636	80	9,441,543	3,507,589	13,602,768	94.5	785,468	5.5	0	0.0	14,388,236	0.4	28
Texas	12,616,001	64	16,209,365	1,718,032	30,543,398	23.8	13,688,503	10.7	84,124,745	85.5	128,356,646	3.6	11
Utah	5,594,636	17	2,036,109	3,797,527	11,428,272	6.8	4,896,430	2.5	181,200,000	91.7	197,524,702	5.5	4
Vermont	62,891	2	745,360	366,940	1,175,191	100.0	0	0.0	0	0.0	1,175,191	0.0	43
Virgin Islands	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	54
Virginia	6,451,006	38	9,342,107	1,498,799	17,291,912	12.7	3,758,657	2.8	114,789,000	84.3	135,839,569	3.8	10
Washington	18,458,937	58	18,517,815	3,016,500	39,993,252	13.2	39,608,460	13.1	223,272,621	73.7	302,874,353	8.4	3
West Virginia	0	0	0	0	0	0.0	4,945,817	100.0	0	0.0	4,945,817	0.1	36
Wisconsin	5,854,879	23	4,422,660	1,395,195	11,672,734	100.0	0	0.0	0	0.0	11,672,734	0.3	29
Wyoming	82,426	1	693,574	0	776,000	100.0	0	0.0	0	0.0	776,000	0.0	49
<b>TOTAL</b>	<b>\$225,113,315</b>	<b>1,310</b>	<b>\$278,692,705</b>	<b>\$94,170,947</b>	<b>\$597,976,967</b>	<b>166</b>	<b>\$1,361,672,538</b>	<b>37.8</b>	<b>\$1,639,808,210</b>	<b>45.6</b>	<b>\$3,599,457,715</b>	<b>100.0</b>	

NOTE: Table does not include Program Management Oversight (PMO) obligations. Category percentages represent the percentage of funds obligated by category for each state. Total percentages represent the state's share of the total obligations.

**Table 27** FY 2010 Capital Program Obligations by Population Group

AREA	BUS PURCHASES		BUS OTHER		MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% of Total
<b>OVER 1 MILLION POP.</b>													
Atlanta, GA	0	0	\$90,000	0	\$475,200	\$565,200	1.5	\$38,860,230	98.5	\$0	0.0	\$37,215,430	1.0
Baltimore, MD	0	0	4,830,800	0	3,191,600	8,022,400	13.1	53,461,323	86.9	0	0.0	61,473,723	1.7
Boston, MA--NH--RI	362,000	0	14,419,232	0	406,298	15,217,528	27.7	33,820,150	61.6	5,880,000	10.7	54,917,678	1.5
Chicago, IL--IN	1,635,000	0	2,223,000	0	588,000	2,223,000	1.2	175,959,327	98.6	304,744	0.2	178,487,071	5.0
Cincinnati, OH--KY--IN	180,000	0	201,058	0	0	2,101,058	100.0	0	0.0	0	0.0	2,101,058	0.1
Cleveland, OH	0	0	441,000	0	0	441,000	2.5	17,276,485	97.5	0	0.0	17,717,485	0.5
Dallas--Fort Worth--Arlington, TX	0	0	3,163,216	0	0	3,163,216	3.2	11,728,503	11.8	84,124,745	85.0	96,016,464	2.8
Denver--Aurora, CO	17,887,19	0	(2,170,388)	0	0	(411,679)	(0.2)	34,410,435	81.6	150,431,210	81.6	184,429,668	5.2
Detroit, MI	0	0	245,000	0	4,250,000	4,495,000	84.2	841,355	15.8	0	0.0	5,336,355	0.1
Houston, TX	13,900,000	0	3,650,237	0	0	5,010,237	100.0	0	0.0	0	0.0	5,010,237	0.1
Indianapolis, IN	5,647,20	0	8,503,120	0	0	9,067,840	100.0	0	0.0	0	0.0	9,067,840	0.3
Kansas City, MO--KS	48,969,43	0	132,789	0	0	5,028,712	97.5	0	0.0	128,670	2.5	5,159,882	0.1
Las Vegas, NV	0	0	1,742,000	0	0	1,742,000	100.0	0	0.0	0	0.0	1,742,000	0.0
Los Angeles--Long Beach--Santa Ana, CA	7,535,877	0	28,221,395	0	935,774	38,693,046	37.5	61,183,482	62.5	0	0.0	97,856,528	2.7
Miami, FL	7,030,000	0	2,570,808	0	3,288,340	6,598,948	17.8	30,388,916	82.2	0	0.0	36,987,162	1.0
Milwaukee, WI	26,307,05	0	1,683,880	0	0	4,624,565	100.0	0	0.0	0	0.0	4,624,565	0.1
Minneapolis--St. Paul, MN	38,170,61	0	1,982,012	0	244,018	5,878,073	24.7	15,168,800	63.8	2,711,861	11.4	23,757,534	0.7
New Orleans, LA	0	0	79,338	0	0	323,356	8.6	3,436,447	91.4	0	0.0	3,759,803	0.1
New York--Newark, NY--NJ--CT	18,625,88	0	9,723,146	0	427,615	12,103,352	1.3	355,371,156	98.6	530,057,689	58.0	897,732,167	25.1
Orlando, FL	0	0	1,149,050	0	0	1,149,050	100.0	0	0.0	0	0.0	1,149,050	0.0
Philadelphia, PA--NJ--DE--MD	0	0	4,200,594	0	40,000	4,240,594	3.8	108,707,703	96.2	0	0.0	112,948,297	3.2
Phoenix--Mesa, AZ	5,533,707	0	2,501,081	0	3,626,640	11,661,438	16.0	0	0.0	61,248,903	84.0	72,911,341	2.0
Pittsburgh, PA	23,639,890	0	4,486,200	0	4,400,000	11,246,080	44.4	13,428,115	53.0	670,329	2.6	25,347,504	0.7
Portland, OR--WA	1,027,70	0	8,000	0	0	110,770	0.1	10,796,283	6.7	149,228,000	93.2	160,139,053	4.5
Providence, RI--MA	0	0	1,004,720	0	2,878,800	3,883,320	56.6	3,055,339	43.4	0	0.0	7,038,659	0.2
Riverside--San Bernardino, CA	14,000,000	0	1,505,940	0	0	2,805,840	49.0	3,019,882	51.0	0	0.0	5,924,622	0.2
Sacramento, CA	0	0	434,720	0	886,180	1,320,880	11.1	6,159,850	51.8	4,410,000	37.1	11,890,830	0.3
San Antonio, TX	9,831,68	0	2,463,872	0	3,427,040	3,427,040	100.0	0	0.0	0	0.0	3,427,040	0.1
San Diego, CA	0	0	0	0	896,783	896,783	2.1	20,874,856	48.2	21,650,000	49.7	43,521,819	1.2
San Francisco--Oakland, CA	2,854,205.7	0	12,155,870	0	1,354,320	40,052,247	45.1	43,430,708	48.9	5,356,000	6.0	88,838,955	2.5
San Jose, CA	0	0	80,000	0	312,000	392,000	3.5	10,730,850	96.5	0	0.0	11,122,850	0.3
San Juan, PR	22,5720	0	0	0	677,160	902,880	100.0	0	0.0	0	0.0	902,880	0.0
Seattle, WA	4,154,740	0	17,871,667	0	0	22,126,407	7.8	38,608,480	13.0	223,272,821	79.2	282,007,508	7.9
St. Louis, MO--IL	17,298,70	0	(907,810)	0	0	822,160	7.8	8,722,981	92.2	0	0.0	10,545,041	0.3
Tampa--St. Petersburg, FL	13,683,10	0	997,710	0	0	2,398,020	100.0	0	0.0	0	0.0	2,398,020	0.1
Virginia Beach, VA	4,875,808	0	0	0	0	0	0.0	2,308,197	100.0	0	0.0	2,308,197	0.1
Washington, DC--VA--MD	\$77,027,923	0	\$141,023,173	0	\$29,848,488	\$247,700,582	8.3	\$1,200,743,541	42.6	\$1,387,483,872	51.8	\$2,815,927,995	78.9
<b>SUB-TOTAL</b>													
<b>200,000 - 1 MILLION POP.</b>													
Akron, OH	\$500,000	0	\$636,080	0	0	\$1,136,080	100.0	\$0	0.0	\$0	0.0	\$1,136,080	0.0
Albany, NY	0	0	1,951,020	0	0	1,951,020	100.0	0	0.0	0	0.0	1,951,020	0.1
Albuquerque, NM	2,782,825	0	1,360,000	0	0	4,142,825	100.0	0	0.0	0	0.0	4,142,825	0.1
Allentown--Bethlehem, PA--NJ	0	0	1,378,160	0	0	1,378,160	100.0	0	0.0	0	0.0	1,378,160	0.0
Anchorage, AK	274,000	0	810,000	0	0	1,084,000	6.2	18,456,283	93.8	0	0.0	17,540,283	0.5
Ann Arbor, MI	0	0	735,000	0	0	735,000	100.0	0	0.0	0	0.0	735,000	0.0
Antioch, CA	0	0	0	0	0	0	0.0	7,429,188	100.0	0	0.0	7,429,188	0.2
Ashville, NC	1,305,500	0	0	0	0	1,305,500	100.0	0	0.0	0	0.0	1,305,500	0.0
Austin, TX	6,303,800	0	533,000	0	0	6,836,800	100.0	0	0.0	0	0.0	6,836,800	0.2
Baton Rouge, LA	0	0	154,087	0	0	154,087	16.6	776,000	83.4	0	0.0	930,087	0.0
Birmingham, AL	0	0	3,094,768	0	0	3,094,768	100.0	0	0.0	0	0.0	3,094,768	0.1
Boise City, ID	1,312,437	0	2,905,197	0	35,000	4,252,634	100.0	0	0.0	0	0.0	4,252,634	0.1
Bridgeport--Stamford, CT--NY	0	0	4,307,100	0	0	4,307,100	100.0	0	0.0	0	0.0	4,307,100	0.1
Buffalo, NY	470,841	0	4,156	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0
Canton, OH	0	0	0	0	0	0	0.0	359,980	100.0	0	0.0	359,980	0.0

**Table 27 (cont.) FY 2010 Capital Program Obligations by Population Group**

AREA	BUS PURCHASES		BUS OTHER		MAINTENANCE FACILITY		TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% of Total
Charlotte, NC-SC	452,888		10,557,344		0		11,010,242	100.0	0	0.0	0	0.0	11,010,242	0.3
Concord, CA	0	0	0	0	0	0	0	0.0	50,887,746	100.0	0	0.0	50,887,746	1.4
Corpus Christi, TX	730,364		112,880		564,300		564,300	100.0	0	0.0	0	0.0	564,300	0.0
Davenport, IA-IL	1,880,275		12,644,082		1,750,000		2,869,224	100.0	0	0.0	0	0.0	2,869,224	0.1
Dayton, OH	475,000		0		0		14,524,357	100.0	0	0.0	0	0.0	14,524,357	0.4
Denton-Lewisville, TX	0	0	0	0	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0
Durham, NC	838,166		838,166		0		838,166	100.0	0	0.0	0	0.0	838,166	0.0
El Paso, TX-NM	880,000		0		0		880,000	100.0	0	0.0	0	0.0	880,000	0.0
Eugene, OR	1,340,948		328,000		0		1,868,948	100.0	0	0.0	0	0.0	1,868,948	0.0
Fayetteville, NC	92,207		1,328,845		0		1,328,845	100.0	0	0.0	0	0.0	1,328,845	0.0
Fort Collins, CO	0	0	91,000		430,394		613,591	100.0	0	0.0	0	0.0	613,591	0.0
Grand Rapids, MI	0	0	1,948,000		0		1,948,000	100.0	0	0.0	0	0.0	1,948,000	0.1
Greensboro, NC	593,682		0		1,851,000		2,444,682	100.0	0	0.0	0	0.0	2,444,682	0.1
Greenville, SC	0	0	313,790		0		313,790	100.0	0	0.0	0	0.0	313,790	0.0
Harrisburg, PA	274,000		0		0		274,000	100.0	0	0.0	0	0.0	274,000	0.0
Hartford, CT	4,342,000		1,710,630		2,630,000		8,682,630	59.4	0	0.0	5,930,112	40.6	14,612,742	0.4
Honolulu, HI	4,089,000		0		0		4,089,000	10.5	0	0.0	34,880,000	89.5	38,969,000	1.1
Indian-Cathedral City-Palm Springs, CA	112,880		475,000		0		587,880	100.0	0	0.0	0	0.0	587,880	0.0
Jacksonville, FL	4,457,780		460,000		0		4,917,780	33.6	444,371	3.0	9,328,800	63.4	14,721,751	0.4
Knoxville, TN	245,870		6,088,918		0		6,334,788	100.0	0	0.0	0	0.0	6,334,788	0.2
Lancaster-Palmdale, CA	0	0	0		0		0	0.0	2,860,582	100.0	0	0.0	2,860,582	0.1
Lansing, MI	120,000		380,000		0		500,000	100.0	0	0.0	0	0.0	500,000	0.0
Lincoln, NE	888,440		0		0		888,440	100.0	0	0.0	0	0.0	888,440	0.0
Louisville, KY-IN	475,000		0		0		475,000	100.0	0	0.0	0	0.0	475,000	0.0
Lubbock, TX	712,500		0		0		712,500	100.0	0	0.0	0	0.0	712,500	0.0
Madison, WI	2,242,330		0		0		2,242,330	100.0	0	0.0	0	0.0	2,242,330	0.1
McAllen, TX	0	0	460,000		0		460,000	100.0	0	0.0	0	0.0	460,000	0.0
Memphis, TN-MS-AR	763,800		250,779		486,821		1,501,000	100.0	536,000	100.0	0	0.0	536,000	0.0
Mobile, AL	1,185,210		895,440		0		2,025,210	89.0	249,488	11.0	0	0.0	1,501,000	0.0
Nashville-Davidson, TN	3,774,880		0		0		3,774,880	100.0	0	0.0	0	0.0	3,774,880	0.1
Omaha, NE-IA	242,726		0		475,000		475,000	48.7	500,000	51.3	0	0.0	975,000	0.0
Onard, CA	225,720		0		100,000		342,726	100.0	0	0.0	0	0.0	342,726	0.0
Peoria, IL	0	0	764,400		0		764,400	100.0	0	0.0	0	0.0	764,400	0.0
Port St. Lucie, FL	2,112,048		0		0		2,112,048	100.0	0	0.0	0	0.0	2,112,048	0.1
Poughkeepsie-Newburgh, NY	0	0	1,475,000		0		1,475,000	100.0	0	0.0	0	0.0	1,475,000	0.0
Raleigh, NC	0	0	3,087,180		0		3,087,180	100.0	0	0.0	0	0.0	3,087,180	0.1
Reading, PA	0	0	2,000,000		0		2,000,000	100.0	0	0.0	0	0.0	2,000,000	0.1
Rochester, NY	0	0	0		0		0	0.0	3,184,656	100.0	0	0.0	3,184,656	0.1
Rockford, IL	0	0	0		0		0	0.0	4,886,430	2.5	181,200,000	94.3	182,146,660	5.4
Round Lake Beach-McHenry-Grayslake, IL	5,564,636		455,624		0		6,050,260	3.1	0	0.0	0	0.0	6,050,260	0.1
Salt Lake City, UT	1,880,740		112,880		382,000		2,185,600	100.0	0	0.0	0	0.0	2,185,600	0.1
Savannah, GA	0	0	533,000		0		533,000	73.1	180,000	26.9	0	0.0	720,000	0.0
Scranton, PA	245,000		220,380		0		465,380	100.0	0	0.0	0	0.0	465,380	0.0
Shreveport, LA	0	0	1,425,720		0		1,425,720	55.9	1,124,688	44.1	0	0.0	2,550,408	0.1
South Bend, IN-MI	0	0	514,720		0		514,720	100.0	0	0.0	0	0.0	514,720	0.0
Springfield, MA-CT	0	0	62,500		0		62,500	9.2	2,100,000	38.8	2,808,825	51.9	5,408,825	0.2
Stockton, CA	0	0	500,000		0		500,000	100.0	0	0.0	0	0.0	500,000	0.0
Syracuse, NY	0	0	2,250,000		0		2,250,000	100.0	0	0.0	0	0.0	2,250,000	0.1
Temecula-Numata, CA	0	0	221,468		0		221,468	100.0	0	0.0	0	0.0	221,468	0.0
Tucson, AZ	0	0	0		0		0	0.0	0	0.0	4,000,000	100.0	4,000,000	0.1
Winston-Salem, NC	188,000		382,000		0		382,000	100.0	0	0.0	0	0.0	382,000	0.0
Worcester, MA-CT	0	0	184,012		0		184,012	100.0	0	0.0	0	0.0	184,012	0.0
Youngstown, OH-PA	0	0	0		0		0	0.0	0	0.0	0	0.0	0	0.0
<b>SUB-TOTAL</b>	<b>\$53,436,581</b>		<b>\$68,835,155</b>		<b>\$13,987,027</b>		<b>\$136,258,743</b>	<b>29.2</b>	<b>\$91,881,370</b>	<b>19.7</b>	<b>\$238,258,537</b>	<b>51.1</b>	<b>\$468,378,650</b>	<b>13.1</b>
<b>50,000-200,000 POP.</b>														
Ablene, TX	\$431,200		\$37,000		\$140,232		\$608,432	100.0	\$0	0.0	\$0	0.0	\$608,432	0.0
Albany, GA	0	0	320,912		36,000		356,912	100.0	0	0.0	0	0.0	356,912	0.0
Alexandria, LA	0	0	23,481		0		23,481	100.0	0	0.0	0	0.0	23,481	0.0
Albion, PA	260,000		685,320		622,880		1,568,000	100.0	0	0.0	0	0.0	1,568,000	0.0
Ames, IA	318,720		350,000		454,720		1,103,440	100.0	0	0.0	0	0.0	1,103,440	0.0

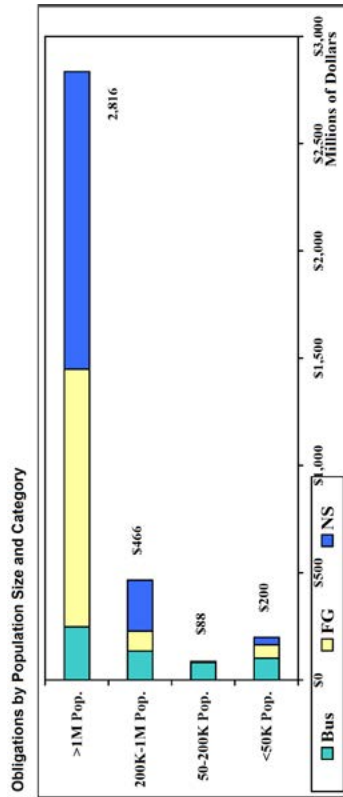
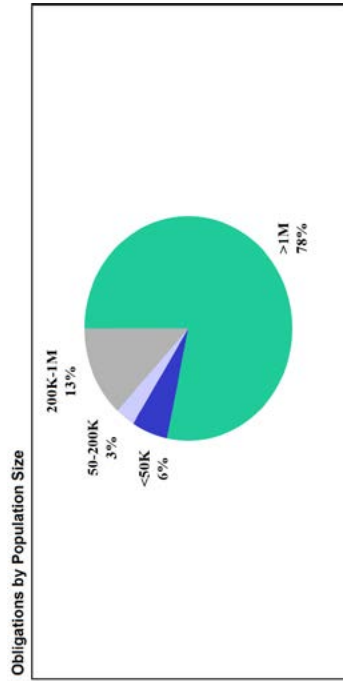
**Table 27 (cont.)** FY 2010 Capital Program Obligations by Population Group

AREA	BUS PURCHASES		BUS OTHER		MAINTENANCE FACILITY		TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% of Total
Anderson, IN	0	382,000	0	0	0	0	382,000	100.0	0	0.0	0	0.0	382,000	0.0
Athens-Clarke County, GA	0	130,766	264,940	0	0	0	386,586	100.0	0	0.0	0	0.0	386,586	0.0
Bend, OR	225,720	0	0	0	0	0	225,720	100.0	0	0.0	0	0.0	225,720	0.0
Bismarck, ND	125,000	0	0	0	0	0	125,000	100.0	0	0.0	0	0.0	125,000	0.0
Bloomington-Normal, IL	0	2,467,540	0	0	0	0	2,467,540	100.0	0	0.0	0	0.0	2,467,540	0.1
Bowling Green, KY	76,950	0	0	0	0	0	76,950	100.0	0	0.0	0	0.0	76,950	0.0
Brownsville, TX	0	1,868,800	0	0	0	0	1,868,800	100.0	0	0.0	0	0.0	1,868,800	0.1
Burlington, VT	16,000	868,000	116,000	0	0	0	800,000	100.0	0	0.0	0	0.0	800,000	0.0
Cedar Rapids, IA	885,648	0	0	0	0	0	885,648	100.0	0	0.0	0	0.0	885,648	0.0
Charlottesville, VA	121,382	0	0	0	0	0	121,382	100.0	0	0.0	0	0.0	121,382	0.0
College Station-Bryan, TX	0	2,679,240	0	0	0	0	2,679,240	100.0	0	0.0	0	0.0	2,679,240	0.1
Columbia, MO	988,585	11,415	0	0	0	0	1,000,000	100.0	0	0.0	0	0.0	1,000,000	0.0
Columbia, IL	376,364	0	0	0	0	0	376,364	100.0	0	0.0	0	0.0	376,364	0.0
Danville, VA	100,000	42,211	170,789	0	0	0	313,000	100.0	0	0.0	0	0.0	313,000	0.0
Duluth, MN-WI	700,000	434,720	0	0	0	0	1,134,720	100.0	0	0.0	0	0.0	1,134,720	0.0
Fairbanks, AK	(80,000)	58,200	280,800	0	0	0	259,000	100.0	0	0.0	0	0.0	259,000	0.0
Fairfield, CA	0	475,000	0	0	0	0	475,000	70.8	186,000	29.2	0	0.0	671,000	0.0
Fargo, ND-MN	925,450	174,560	0	0	0	0	1,100,000	100.0	0	0.0	0	0.0	1,100,000	0.0
Fond du Lac, WI	107,200	0	0	0	0	0	107,200	100.0	0	0.0	0	0.0	107,200	0.0
Gainesville, FL	2,127,880	0	0	0	0	0	2,127,880	100.0	0	0.0	0	0.0	2,127,880	0.1
Galveston, TX	500,000	0	237,500	0	0	0	737,500	100.0	0	0.0	0	0.0	737,500	0.0
Grand Forks, ND-MN	504,656	536,822	364,368	0	0	0	1,406,056	100.0	0	0.0	0	0.0	1,406,056	0.0
Grand Junction, CO	0	75,659	0	0	0	0	75,659	100.0	0	0.0	0	0.0	75,659	0.0
Greenville, NC	0	774,671	0	0	0	0	774,671	100.0	0	0.0	0	0.0	774,671	0.0
Hazleton, PA	0	394,000	0	0	0	0	394,000	100.0	0	0.0	0	0.0	394,000	0.0
Iowa City, IA	1,238,380	656,600	25,920	0	0	0	1,918,980	100.0	0	0.0	0	0.0	1,918,980	0.1
Janesville, WI	0	0	1,160,395	0	0	0	1,160,395	100.0	0	0.0	0	0.0	1,160,395	0.0
Johnstown, PA	1,569,000	0	0	0	0	0	1,569,000	100.0	0	0.0	0	0.0	1,569,000	0.0
Kennewick-Richland, WA	0	1,757,500	0	0	0	0	1,757,500	100.0	0	0.0	0	0.0	1,757,500	0.0
Kingsport, TN-VA	448,890	184,902	307,589	0	0	0	939,081	100.0	0	0.0	0	0.0	939,081	0.0
La Crosse, WI-MN	0	2,376,800	0	0	0	0	2,376,800	100.0	0	0.0	0	0.0	2,376,800	0.1
La Fayette, IN	2,945,000	0	0	0	0	0	2,945,000	100.0	0	0.0	0	0.0	2,945,000	0.1
Laake Charles, LA	16,437	0	0	0	0	0	16,437	100.0	0	0.0	0	0.0	16,437	0.0
Lakeland, FL	40,000	0	771,000	0	0	0	811,000	100.0	0	0.0	0	0.0	811,000	0.0
Laredo, TX	0	0	776,000	0	0	0	776,000	100.0	0	0.0	0	0.0	776,000	0.0
Las Cruces, NM	146,700	660,000	0	0	0	0	796,700	100.0	0	0.0	0	0.0	796,700	0.0
Lawrence, KS	950,000	0	0	0	0	0	950,000	100.0	0	0.0	0	0.0	950,000	0.0
Lawton, OK	585,882	0	44,800	0	0	0	630,682	100.0	0	0.0	0	0.0	630,682	0.0
Leominster-Fitchburg, MA	0	5,135,000	0	0	0	0	5,135,000	100.0	0	0.0	0	0.0	5,135,000	0.1
Lugan, UT	0	2,380,840	884,180	0	0	0	3,275,000	100.0	0	0.0	0	0.0	3,275,000	0.1
Lynchburg, VA	1,743,430	1,000,000	0	0	0	0	2,743,430	100.0	0	0.0	0	0.0	2,743,430	0.1
Montgomery, AL	564,300	0	0	0	0	0	564,300	100.0	0	0.0	0	0.0	564,300	0.0
Middletown, NY	760,000	0	119,544	0	0	0	879,544	100.0	0	0.0	0	0.0	879,544	0.0
Monessen, PA	0	0	0	0	0	0	0	0	4,945,817	100.0	0	0.0	4,945,817	0.1
Morgantown, WV	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
Morristown, WV	570,000	0	0	0	0	0	570,000	100.0	0	0.0	0	0.0	570,000	0.0
Nampa, ID	0	30,000	252,240	0	0	0	282,240	100.0	0	0.0	0	0.0	282,240	0.0
Olympia-LaCoe, WA	203,148	343,000	546,148	0	0	0	1,092,300	100.0	0	0.0	0	0.0	1,092,300	0.0
Oshkosh, WI	52,000	217,800	269,800	0	0	0	539,600	100.0	0	0.0	0	0.0	539,600	0.0
Owensboro, KY	0	423,893	0	0	0	0	423,893	100.0	0	0.0	0	0.0	423,893	0.0
Pocahontas, ID	0	840,000	1,379,915	0	0	0	2,219,915	100.0	0	0.0	0	0.0	2,219,915	0.1
Portland, ME	475,000	0	0	0	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0
Portsmouth, NH-ME	190,000	0	0	0	0	0	190,000	100.0	0	0.0	0	0.0	190,000	0.0
Pueblo, CO	227,576	0	158,078	0	0	0	385,652	100.0	0	0.0	0	0.0	385,652	0.0
Racine, WI	590,000	0	17,000	0	0	0	607,000	100.0	0	0.0	0	0.0	607,000	0.0
Roanoke, VA	640,000	419,468	88,000	0	0	0	1,147,468	100.0	0	0.0	0	0.0	1,147,468	0.0
Saginaw, MI	392,000	0	108,000	0	0	0	500,000	100.0	0	0.0	0	0.0	500,000	0.0
San Angelo, TX	274,000	0	0	0	0	0	274,000	100.0	0	0.0	0	0.0	274,000	0.0
Santa Barbara, CA	0	67,716	0	0	0	0	67,716	100.0	0	0.0	0	0.0	67,716	0.0
Santa Cruz, CA	0	0	475,000	0	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0
Santa Fe, NM	0	0	475,000	0	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0
Springfield, OH	0	110,770	0	0	0	0	110,770	100.0	0	0.0	0	0.0	110,770	0.0
Sumter, SC	483,941	489,169	0	0	0	0	973,110	100.0	0	0.0	0	0.0	973,110	0.0
The Woodlands, TX	0	1,284,000	0	0	0	0	1,284,000	100.0	0	0.0	0	0.0	1,284,000	0.0
Topeka, KS	769,000	0	0	0	0	0	769,000	100.0	0	0.0	0	0.0	769,000	0.0

**Table 27 (cont.)** FY 2010 Capital Program Obligations by Population Group

AREA	BUS PURCHASES		BUS OTHER		MAINTENANCE FACILITY		TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% of Total
Tuscaloosa, AL	0	2,468,000	0	0	0	2,468,000	100.0	0	0.0	0	0.0	2,468,000	0.1	
Utica, NY	0	1,300,000	0	0	0	1,300,000	100.0	0	0.0	0	0.0	1,300,000	0.0	
Vallejo, CA	760,000	0	0	0	0	760,000	100.0	0	0.0	0	0.0	760,000	0.0	
Victoria, TX	237,500	0	0	0	0	237,500	100.0	0	0.0	0	0.0	237,500	0.0	
Waterbury, CT	0	2,800,000	0	0	0	2,800,000	100.0	0	0.0	0	0.0	2,800,000	0.1	
Waterloo, IA	0	0	0	0	1,263,845	1,263,845	100.0	0	0.0	0	0.0	1,263,845	0.0	
Wausau, WI	294,644	0	0	0	294,644	294,644	100.0	0	0.0	0	0.0	294,644	0.0	
Wenatchee, WA	2,466,700	0	0	0	2,466,700	2,466,700	100.0	0	0.0	0	0.0	2,466,700	0.1	
Williamsport, PA	0	3,951,000	0	0	1,425,000	5,376,000	100.0	0	0.0	0	0.0	5,376,000	0.2	
York, PA	0	625,357	0	0	0	625,357	100.0	0	0.0	0	0.0	625,357	0.0	
SUB-TOTAL	\$28,300,343	\$37,001,125	\$17,650,077			\$82,951,545	94.2	\$5,141,917	5.8	\$0	0.0	\$88,093,362	2.5	
<b>UNDER 50,000 POP. &amp; RURAL AREAS / STATEWIDE</b>														
ALABAMA GOV APP	666,000	177,232	0	0	0	843,232	100.0	0	0.0	0	0.0	843,232	0.0	
ALASKA GOV APP	475,200	1,353,004	6,418,751	0	0	8,246,955	37.2	0	0.0	13,308,000	62.8	22,154,955	0.6	
ARKANSAS GOV APP	682,280	0	267,720	0	0	950,000	100.0	0	0.0	0	0.0	950,000	0.0	
CALIFORNIA GOV APP	1,289,727	637,926	112,860	0	0	2,040,513	13.7	131,090	6.4	4,733,038	86.3	6,873,541	0.2	
COLORADO GOV APP	0	5,519,466	253,874	0	0	5,773,340	98.2	7,063,057	122.4	0	0.0	12,836,397	0.4	
CONNECTICUT GOV APP	0	0	0	0	0	0	0.0	58,400,000	100.0	0	0.0	58,400,000	1.6	
DELAWARE GOV APP	656,600	0	0	0	0	656,600	100.0	0	0.0	0	0.0	656,600	0.0	
FLORIDA GOV APP	480,000	0	294,000	0	0	774,000	87.4	434,720	56.1	112,860	12.6	886,860	0.0	
GEORGIA GOV APP	475,000	0	0	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0	
GUAM GOV APP	4,765,000	478,000	436,000	0	0	5,679,000	76.3	0	0.0	1,710,409	23.1	7,389,409	0.2	
HAWAII GOV APP	801,773	0	1,712,738	0	0	2,514,511	100.0	0	0.0	0	0.0	2,514,511	0.1	
IDAHO GOV APP	194,000	0	3,256,152	0	0	3,450,152	100.0	0	0.0	0	0.0	3,450,152	0.1	
ILLINOIS GOV APP	1,646,152	0	0	0	0	1,646,152	100.0	0	0.0	0	0.0	1,646,152	0.0	
IOWA GOV APP	889,128	139,768	2,182,624	0	0	3,211,520	100.0	0	0.0	0	0.0	3,211,520	0.1	
KENTUCKY GOV APP	0	823,000	0	0	0	823,000	100.0	0	0.0	0	0.0	823,000	0.0	
MAINE GOV APP	0	9,974,000	0	0	0	9,974,000	100.0	0	0.0	0	0.0	9,974,000	0.3	
MARYLAND GOV APP	3,660,249	701,881	1,816,960	0	0	6,208,820	100.0	0	0.0	0	0.0	6,208,820	0.2	
MICHIGAN GOV APP	196,520	34,528	500,952	0	0	832,000	100.0	0	0.0	0	0.0	832,000	0.0	
MINNESOTA GOV APP	0	0	857,500	0	0	857,500	100.0	0	0.0	0	0.0	857,500	0.0	
MISSISSIPPI GOV APP	6,460,535	0	4,704,640	0	0	11,165,175	100.0	0	0.0	0	0.0	11,165,175	0.3	
MISSOURI GOV APP	0	0	228,810	0	0	228,810	100.0	0	0.0	0	0.0	228,810	0.0	
MONTANA GOV APP	1,374,440	215,560	570,000	0	0	2,160,000	100.0	0	0.0	0	0.0	2,160,000	0.1	
NEVADA GOV APP	0	804,232	0	0	0	804,232	100.0	0	0.0	0	0.0	804,232	0.0	
NEW HAMPSHIRE GOV APP	380,000	0	804,900	0	0	1,184,900	100.0	0	0.0	0	0.0	1,184,900	0.0	
NEW MEXICO GOV APP	0	3,415,400	0	0	0	3,415,400	100.0	0	0.0	0	0.0	3,415,400	0.1	
NEW YORK GOV APP	643,065	0	593,735	0	0	1,236,800	100.0	0	0.0	0	0.0	1,236,800	0.0	
NORTH DAKOTA GOV APP	49,872	6,558	22,572	0	0	79,002	100.0	0	0.0	0	0.0	79,002	0.0	
OREGON GOV APP	1,008,182	4,790,170	203,000	0	0	6,001,352	100.0	0	0.0	0	0.0	6,001,352	0.2	
PENNSYLVANIA GOV APP	1,304,160	0	1,341,522	0	0	2,645,682	16.3	0	0.0	13,601,494	83.7	16,247,176	0.5	
RHODE ISLAND GOV APP	1,685,000	0	601,000	0	0	2,286,000	100.0	0	0.0	0	0.0	2,286,000	0.1	
SOUTH CAROLINA GOV APP	780,000	93,468	240,000	0	0	1,093,468	100.0	0	0.0	0	0.0	1,093,468	0.0	
SOUTH DAKOTA GOV APP	1,425,000	2,365,585	0	0	0	3,790,585	100.0	1,660,000	100.0	0	0.0	3,790,585	0.1	
TENNESSEE GOV APP	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	
TEXAS GOV APP	0	(810,655)	2,913,267	0	0	2,102,612	100.0	0	0.0	0	0.0	2,102,612	0.1	
UTAH GOV APP	46,981	77,360	250,940	0	0	375,191	100.0	0	0.0	0	0.0	375,191	0.0	
VERMONT GOV APP	1,179,966	200,000	1,240,010	0	0	2,619,976	100.0	0	0.0	0	0.0	2,619,976	0.1	
VIRGINIA GOV APP	3,677,372	203,148	1,266,000	0	0	5,139,520	63.1	3,000,000	36.9	0	0.0	8,139,520	0.2	
WASHINGTON GOV APP	82,426	863,574	0	0	0	945,000	100.0	0	0.0	0	0.0	945,000	0.0	
WYOMING GOV APP	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	
SUB-TOTAL	\$37,244,398	\$31,833,252	\$32,884,357			\$101,961,877	51.0	\$63,925,810	32.0	\$34,085,801	17.0	\$169,963,588	5.6	
TOTAL	\$196,009,195	\$278,692,705	\$84,170,947			\$568,872,847		\$1,361,672,538		\$1,639,806,210		\$3,570,353,585	100.0	

**Table 27 (cont.)** FY 2010 Capital Program Obligations by Population Group

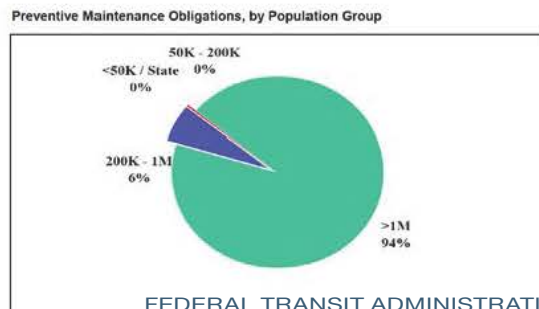
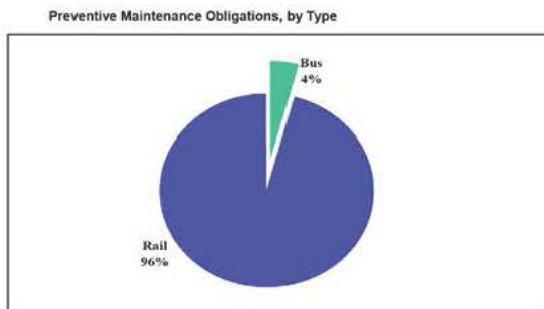




**Table 28** FY 2010 Capital Program Obligations for Preventive Maintenance

URBANIZED AREA (STATE)	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM as % of Cap. Obs.
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total		
<b>&gt; 1,000,000 POPULATION</b>								
Atlanta, GA	\$80,000	1.6	\$4,800,000	98.4	\$4,880,000	1.1	\$37,215,430	13.1
Baltimore, MD	0	0.0	26,422,693	100.0	\$26,422,693	6.1	\$61,473,723	43.0
Chicago, IL-IN	0	0.0	71,785,391	100.0	\$71,785,391	16.7	\$178,487,071	40.2
Cleveland, OH	0	0.0	1,956,372	100.0	1,956,372	0.5	\$17,717,485	11.0
Dallas--Fort Worth--Arlington, TX	0	0.0	1,832,293	100.0	1,832,293	0.4	\$99,016,464	1.9
Denver--Aurora, CO	0	0.0	25,599,629	100.0	25,599,629	6.0	\$184,429,966	13.9
Kansas City, MO-KS	88,632	100.0	0	0.0	88,632	0.0	\$5,159,682	1.7
Los Angeles--Long Beach--Santa Ana, CA	0	0.0	45,934,213	100.0	45,934,213	10.7	\$97,856,528	46.9
Miami, FL	0	0.0	23,420,476	100.0	23,420,476	5.4	\$36,967,162	63.4
New Orleans, LA	97,636	4.5	2,077,600	95.5	2,175,236	0.5	\$3,759,803	57.9
New York--Newark, NY-NJ-CT	0	0.0	118,961,159	100.0	118,961,159	27.7	\$897,676,074	13.3
Philadelphia, PA-NJ-DE-MD	391,360	1.2	32,200,000	98.8	32,591,360	7.6	\$112,496,063	29.0
Portland, OR-WA	0	0.0	10,799,283	100.0	10,799,283	2.5	\$160,139,053	6.7
Providence, RI-MA	80,000	100.0	0	0.0	80,000	0.0	\$7,038,659	1.1
Sacramento, CA	0	0.0	4,636,430	100.0	4,636,430	1.1	\$11,890,830	39.0
San Diego, CA	0	0.0	21,035,179	100.0	21,035,179	4.9	\$43,521,619	48.3
Seattle, WA	5,000,000	100.0	0	0.0	5,000,000	1.2	\$282,007,508	1.8
St. Louis, MO-IL	0	0.0	571,684	100.0	571,684	0.1	\$10,545,041	5.4
Virginia Beach, VA	0	0.0	828,197	100.0	828,197	0.2	\$2,308,197	35.9
Washington, DC-VA-MD	0	0.0	3,120,000	100.0	3,120,000	0.7	\$247,105,751	1.3
<b>SUBTOTAL</b>	<b>\$5,737,628</b>	<b>1.4</b>	<b>\$395,982,599</b>	<b>98.6</b>	<b>\$401,720,227</b>	<b>93.5</b>	<b>\$2,496,812,109</b>	<b>16.1</b>
<b>200,000 - 1,000,000 POPUL.</b>								
Anchorage, AK	\$0	0.0	\$8,237,142	100.0	\$8,237,142	1.9	\$17,540,293	47.0
Dayton, OH	10,404,082	100.0	\$0	0.0	10,404,082	2.4	\$14,524,357	71.6
Lancaster--Palmdale, CA	0	0.0	2,960,592	100.0	2,960,592	0.7	2,960,592	100.0
Mobile, AL	167,235	100.0	0	0.0	167,235	0.0	1,501,000	11.1
Salt Lake City, UT	0	0.0	4,896,430	100.0	4,896,430	1.1	192,146,990	2.5
<b>SUBTOTAL</b>	<b>\$10,571,317</b>	<b>39.6</b>	<b>\$16,094,164</b>	<b>60.4</b>	<b>\$26,665,481</b>	<b>6.2</b>	<b>\$228,673,232</b>	<b>11.7</b>
<b>50,000 - 200,000 POPUL.</b>								
<b>SUBTOTAL</b>	<b>\$0</b>	<b>0.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$0</b>	<b>0.0</b>
<b>STATEWIDE</b>								
ALASKA	\$30,750	100.0	\$0	0.0	\$30,750	0.0	\$22,154,955	0.1
HAWAII	\$120,000	100.0	\$0	0.0	\$120,000	0.0	\$7,409,809	1.6
MICHIGAN	\$343,930	100.0	\$0	0.0	\$343,930	0.1	\$6,208,820	5.5
NEVADA	\$87,280	100.0	\$0	0.0	\$87,280	0.0	\$2,160,000	4.0
SOUTH DAKOTA	\$93,485	100.0	\$0	0.0	\$93,485	0.0	\$1,093,485	8.5
WYOMING	\$93,574	100.0	\$0	0.0	\$93,574	0.2	\$776,000	89.4
<b>SUBTOTAL</b>	<b>\$1,369,019</b>	<b>100.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$1,369,019</b>	<b>0.3</b>	<b>\$39,803,069</b>	<b>3.4</b>
Rural / State							\$137,319,138	1.0
<b>TOTAL</b>	<b>\$17,677,964</b>	<b>4.1</b>	<b>\$412,076,763</b>	<b>95.9</b>	<b>\$429,754,727</b>	<b>100.0</b>	<b>\$2,765,288,410</b>	<b>15.5</b>

NOTE : Bus preventive maintenance obligations are included in Bus Other in Table 26; rail PM is included in Fixed Guideway. Bus and rail %s are based on the UZA total PM. Total capital obligations = Total Bus + Fixed Guideway + New Starts obligations from Table 26. Below SUBTOTALS: capital obligations and the % of PM obligations are shown based on the entire population group (including areas without PM).



**Table 29** FY 2010 Capital Program Obligations for Motor Vehicles

URBANIZED OR RURAL AREA	40-ft Buses		35-ft Buses		30-ft Buses		<30-ft Buses		Sedans/ Wagons		Vans		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
<b>OVER 1 MILLION POP.</b>																
Boston, MA-NH-RI	0	0	2	392,000	0	\$0	0	\$0	0	0	0	0	0	0	2	\$392,000
Cincinnati, OH KY IN	0	0	0	0	0	0	14	1,900,000	0	0	0	0	0	0	14	\$1,900,000
Denver-Aurora, CO	6	1,758,719	0	0	0	0	0	0	0	0	0	0	0	0	6	\$1,758,719
Detroit, MI	1	245,000	0	0	0	0	0	0	0	0	0	0	0	0	1	\$245,000
Houston, TX	0	500,001	0	0	0	0	4	1,360,000	0	0	0	0	0	500,000	4	\$2,360,001
Indianapolis, IN	4	594,720	0	0	0	0	0	0	0	0	0	0	0	0	4	\$594,720
Kansas City, MO-KS	0	0	0	0	15	4,344,163	9	552,780	0	0	0	0	0	0	24	\$4,896,943
Los Angeles-Long Beach-Santa Ana	9	4,407,021	3	359,896	5	682,480	16	2,046,480	0	0	1	40,000	0	0	34	\$7,535,877
Miami, FL	(2)	0	0	0	0	0	0	0	0	0	0	0	5	513,300	3	\$513,300
Milwaukee, WI	10	2,630,705	0	0	0	0	0	0	0	0	0	0	0	0	10	\$2,630,705
Minneapolis-St. Paul, MN	11	3,917,061	0	0	0	0	0	0	0	0	0	0	0	0	11	\$3,917,061
New York-Newark, NY-NJ-CT	0	0	0	0	0	0	3	189,386	0	0	2	63,202	(1)	1,700,000	4	\$1,952,588
Phoenix Mesa, AZ	4	0	0	0	0	0	0	0	0	0	0	0	12	5,533,707	16	\$5,533,707
Pittsburgh, PA	0	1,287,860	2	533,000	0	0	0	0	0	0	0	0	2	533,000	4	\$2,353,860
Portland, OR-WA	3	0	0	0	0	0	2	102,770	0	0	0	0	0	0	5	\$102,770
Riverside-San Bernardino, CA	0	1,400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	\$1,400,000
Sacramento, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0
San Antonio, TX	0	0	0	0	0	0	0	0	0	0	10	440,000	0	0	10	\$440,000
San Diego, CA	0	0	0	0	0	0	0	0	0	0	0	0	15	9,758,000	15	\$9,758,000
San Francisco-Oakland, CA	(2)	0	0	0	0	0	0	0	0	0	0	0	13	26,542,057	11	\$26,542,057
San Juan, PR	5	0	0	0	0	0	11	225,720	0	0	0	0	0	0	16	\$225,720
Seattle, WA	11	0	1	0	0	0	0	0	0	0	0	0	22	11,493,717	34	\$11,493,717
St. Louis, MO-IL	0	(637,968)	2	629,668	5	1,738,170	0	0	0	0	0	0	0	0	7	\$1,729,870
Tampa-St. Petersburg, FL	0	1,398,310	0	0	0	0	0	0	0	0	0	0	0	0	0	\$1,398,310
Virginia Beach, VA	0	0	0	0	0	0	0	0	0	0	0	0	0	40,000	0	\$40,000
Washington, DC VA MD	0	4,233,621	0	0	0	607,574	6	0	0	0	0	0	10	2,747,710	16	\$7,588,905
<b>SUB-TOTAL</b>	<b>60</b>	<b>\$21,735,050</b>	<b>10</b>	<b>\$1,914,564</b>	<b>25</b>	<b>\$7,372,387</b>	<b>65</b>	<b>\$6,377,136</b>	<b>0</b>	<b>\$0</b>	<b>13</b>	<b>\$543,202</b>	<b>78</b>	<b>\$59,361,491</b>	<b>235</b>	<b>\$89,714,925</b>
<b>200,000 - 1 MILLION POP.</b>																
Akron, OH	0	0	0	0	0	0	8	500,000	0	0	0	0	0	0	8	\$500,000
Albuquerque, NM	0	0	0	0	0	0	0	0	0	0	36	2,390,400	0	0	36	\$2,390,400
Anchorage, AK	1	274,000	0	0	0	0	0	0	0	0	0	0	0	0	1	\$274,000
Asheville, NC	0	0	0	0	3	1,305,500	0	0	0	0	0	0	0	0	3	\$1,305,500
Austin, TX	0	0	10	6,303,000	0	0	0	0	0	0	0	0	0	0	10	\$6,303,000
Baton Rouge, LA	0	0	28	154,097	0	0	0	0	0	0	0	0	0	0	28	\$154,097
Boise City, ID	0	0	0	0	0	0	0	0	0	0	33	1,312,437	0	0	33	\$1,312,437
Buffalo, NY	1	470,841	0	0	0	0	0	0	0	0	0	0	0	0	1	\$470,841
Charlotte, NC-SC	2	452,898	0	0	0	0	0	0	0	0	0	0	0	0	2	\$452,898
Davenport, IA-IL	1	121,364	2	609,000	0	0	0	0	0	0	0	0	0	0	3	\$730,364
Dayton, OH	3	930,275	0	0	0	0	0	0	0	0	0	0	2	950,000	5	\$1,880,275
Denton-Lewisville, TX	0	0	0	0	0	0	7	475,000	0	0	0	0	0	0	7	\$475,000
El Paso, TX-NM	0	0	0	0	0	0	0	0	0	0	10	882,000	0	0	10	\$882,000
Eugene, OR	0	0	0	0	0	0	12	672,000	0	0	0	0	1	668,948	13	\$1,340,948
Fort Collins, CO	0	0	0	0	0	0	1	92,207	0	0	0	0	0	0	1	\$92,207
Greensboro, NC	1	593,662	0	0	0	0	0	0	0	0	0	0	0	0	1	\$593,662
Harrisburg, PA	2	150,497	1	76,437	0	0	0	0	0	0	0	0	0	0	3	\$226,934
Hartford, CT	2	4,342,000	0	0	0	0	0	0	0	0	0	0	0	0	2	\$4,342,000
Honolulu, HI	4	1,376,880	14	1,292,454	0	0	24	1,419,666	0	0	0	0	0	0	42	\$4,089,000
Indio-Cathedral City-Palm Springs, CA	0	0	0	0	0	0	1	112,860	0	0	0	0	0	0	1	\$112,860
Jacksonville, FL	6	1,848,304	0	0	0	0	15	2,397,609	0	0	2	211,867	0	0	23	\$4,457,780
Knoxville, TN	0	0	0	0	0	0	0	0	0	0	6	248,976	0	0	6	\$248,976
Lansing, MI	9	460,000	0	0	0	0	1	40,000	0	0	0	0	0	0	10	\$500,000
Lincoln, NE	0	0	3	0	3	869,440	0	0	0	0	0	0	0	0	6	\$869,440
Louisville, KY IN	0	0	0	0	0	0	0	0	0	0	0	0	1	293,760	1	\$293,760
Lubbock, TX	0	0	1	712,500	0	0	0	0	0	0	0	0	0	0	1	\$712,500
Madison, WI	9	2,242,330	0	0	0	0	0	0	0	0	0	0	0	0	9	\$2,242,330

Table 29 (cont.) FY 2010 Capital Program Obligations for Motor Vehicles

URBANIZED OR RURAL AREA	40-ft Buses #	40-ft Buses \$	35-ft Buses #	35-ft Buses \$	30-ft Buses #	30-ft Buses \$	<30-ft Buses #	<30-ft Buses \$	Sedans/Wagons #	Sedans/Wagons \$	Vans #	Vans \$	Other #	Other \$	TOTAL #	TOTAL \$
Mobile, AL	0	0	0	0	0	0	8	505,229	0	0	2	129,000	2	129,371	12	\$763,600
Nashville-Davidson, TN	4	1,162,770	0	0	0	0	0	0	0	0	0	0	0	0	4	\$1,162,770
Omaha, NE-IA	5	1,396,774	4	1,117,419	0	0	21	1,260,687	0	0	0	0	0	0	30	\$3,774,880
Peoria, IL	0	0	2	242,726	0	0	0	0	0	0	0	0	0	0	2	\$242,726
Port St. Lucie, FL	0	0	0	0	1	181,000	0	0	0	0	0	0	0	0	1	\$181,000
Raleigh, NC	7	2,112,046	0	0	0	0	0	0	0	0	0	0	0	0	7	\$2,112,046
Salt Lake City, UT	17	5,594,636	0	0	0	0	0	0	0	0	0	0	0	0	17	\$5,594,636
Savannah, GA	0	0	2	1,015,740	0	0	12	665,000	0	0	0	0	0	0	14	\$1,680,740
Shreveport, LA	0	0	0	0	0	0	3	245,000	0	0	0	0	0	0	3	\$245,000
Stockton, CA	2	1,405,139	0	0	0	0	0	0	0	0	0	0	0	0	2	\$1,405,139
Worcester, MA-CT	0	0	1	195,000	0	0	0	0	0	0	0	0	0	0	1	\$195,000
SUB-TOTAL	76	\$24,934,416	76	\$11,720,173	7	\$2,355,940	113	\$8,385,258	0	\$0	89	\$5,174,680	6	\$2,042,079	367	\$54,612,546
50,000-200,000 POP.																
Abilene, TX	0	\$0	0	\$0	0	\$0	6	\$431,200	0	\$0	0	\$0	0	\$0	6	\$431,200
Albion, PA	0	0	1	240,000	0	0	0	0	0	0	0	0	0	0	1	\$240,000
Ames, IA	3	318,720	0	0	0	0	0	0	0	0	0	0	0	0	3	\$318,720
Bend, OR	0	0	0	0	0	0	2	225,720	0	0	0	0	0	0	2	\$225,720
Bismarck, ND	0	0	0	0	0	0	2	125,000	0	0	0	0	0	0	2	\$125,000
Bowling Green, KY	0	0	0	0	0	0	0	0	0	0	2	76,950	0	0	2	\$76,950
Burlington, VT	0	0	0	0	0	0	0	0	1	16,000	0	0	0	0	1	\$16,000
Cedar Rapids, IA	0	0	3	885,648	0	0	0	0	0	0	0	0	0	0	3	\$885,648
Champaign, IL	1	121,362	0	0	0	0	0	0	0	0	0	0	0	0	1	\$121,362
Columbia, MO	2	598,120	1	294,465	0	0	0	0	0	0	2	96,000	0	0	5	\$988,585
Danville, IL	0	0	1	375,364	0	0	0	0	0	0	0	0	0	0	1	\$375,364
Danville, VA	0	0	0	0	1	100,000	0	0	0	0	0	0	0	0	1	\$100,000
Duluth, MN-WI	2	700,000	0	0	0	0	0	0	0	0	0	0	0	0	2	\$700,000
Fairbanks, AK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fargo, ND-MN	0	0	2	925,450	0	0	0	0	0	0	3	(80,000)	0	0	(1)	(\$80,000)
Fond du Lac, WI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gainesville, FL	6	2,177,880	0	0	1	107,200	0	0	0	0	0	0	0	0	1	\$107,200
Galveston, TX	0	0	2	500,000	0	0	0	0	0	0	0	0	0	0	2	\$500,000
Grand Forks, ND-MN	0	0	2	504,866	0	0	0	0	0	0	0	0	0	0	2	\$504,866
Iowa City, IA	3	976,000	0	0	2	262,200	0	0	0	0	0	0	0	0	5	\$1,238,200
Johnstown, PA	0	0	4	1,598,000	0	0	0	0	0	0	0	0	0	0	4	\$1,598,000
Kingsport, TN-VA	0	0	0	0	1	79,473	7	263,000	1	4,024	5	100,313	0	0	14	\$446,890
Lafayette, IN	3	1,345,000	0	0	0	0	0	0	0	0	0	0	3	1,600,000	6	\$2,945,000
Las Cruces, NM	0	0	0	0	0	0	0	0	0	0	4	146,700	0	0	4	\$146,700
Lake Charles, LA	0	0	0	0	0	0	0	0	0	0	0	0	1	16,437	1	\$16,437
Lawrence, KS	3	950,000	0	0	0	0	0	0	0	0	0	0	0	0	3	\$950,000
Lawton, OK	0	0	0	0	2	585,882	0	0	0	0	0	0	0	0	2	\$585,882
Lynchburg, VA	3	1,485,600	0	0	0	0	4	257,830	0	0	0	0	0	0	7	\$1,743,430
Merced, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monessen, PA	3	760,000	0	0	0	0	0	0	0	0	0	0	0	0	3	\$760,000
Morrisville, TN	0	0	0	0	0	0	10	456,500	0	0	4	113,500	0	0	14	\$570,000
Olympia-Lacey, WA	4	750,669	3	(547,521)	0	0	0	0	0	0	0	0	0	0	7	\$203,148
Portland, ME	0	0	2	475,000	0	0	0	0	0	0	0	0	0	0	2	\$475,000
Portsmouth, NH-ME	0	0	0	0	0	0	2	190,000	0	0	0	0	0	0	2	\$190,000
Pueblo, CO	0	0	0	0	0	0	0	0	0	0	5	227,576	0	0	5	\$227,576
Racine, WI	0	0	2	590,000	0	0	0	0	0	0	0	0	0	0	2	\$590,000
Roanoke, VA	2	640,000	0	0	0	0	0	0	0	0	0	0	0	0	2	\$640,000
Saginaw, MI	0	0	0	0	0	0	3	192,000	0	0	5	200,000	0	0	8	\$392,000
San Angelo, TX	0	0	0	0	0	0	3	274,000	0	0	0	0	0	0	3	\$274,000
Sumter, SC	0	0	0	0	0	0	4	445,441	2	38,400	0	0	0	0	6	\$483,841
Topeka, KS	0	0	3	769,000	0	0	0	0	0	0	0	0	0	0	3	\$769,000
Vallejo, CA	1	760,000	0	0	0	0	0	0	0	0	0	0	0	0	1	\$760,000
Victoria, TX	0	0	0	0	0	0	3	237,500	0	0	0	0	0	0	3	\$237,500

Table 29 (cont.) FY 2010 Capital Program Obligations for Motor Vehicles

URBANIZED OR RURAL AREA	40-ft Buses #	40-ft Buses \$	35-ft Buses #	35-ft Buses \$	30-ft Buses #	30-ft Buses \$	<30-ft Buses #	<30-ft Buses \$	Sedans/ Wagons #	Vans #	Other #	TOTAL #	TOTAL \$
Wausau, WI	0	0	1	284,644	0	0	0	0	0	0	0	1	\$284,644
Wenatchee, WA	8	2,209,055	1	248,492	0	0	1	39,153	0	0	0	10	\$2,496,700
SUB-TOTAL	44	\$14,306,786	28	\$7,145,398	7	\$11,134,835	47	\$3,137,424	4	\$58,424	4	163	\$28,280,343
<b>UNDER 50,000 POP. AND RURAL AREAS</b>													
ALABAMA GOV APP	0	0	0	0	0	0	3	166,328	0	13	0	16	\$686,000
ALASKA GOV APP	0	0	0	0	0	(59,760)	4	268,000	0	0	2	6	\$7,708,240
ARKANSAS GOV APP	0	0	0	0	0	0	7	264,968	0	18	0	25	\$682,260
COLORADO GOV APP	2	344,219	2	177,826	0	0	7	908,224	0	0	0	11	\$1,430,269
DELAWARE GOV APP	0	0	0	0	0	0	2	656,600	0	0	0	2	\$656,600
FLORIDA GOV APP	0	0	0	0	0	0	7	490,000	0	0	0	7	\$490,000
GUAM	0	0	0	0	1	250,000	3	225,000	0	0	0	4	\$475,000
HAWAII GOV APP	2	1,602,133	0	0	4	681,133	4	480,000	0	0	2	12	\$4,535,400
IDAHO GOV APP	2	627,473	0	0	1	174,300	0	0	0	0	0	3	\$801,773
ILLINOIS GOV APP	0	0	0	0	0	0	2	104,500	0	0	0	2	\$104,500
IOWA GOV APP	0	0	0	0	1	315,000	0	0	0	21	0	22	\$1,645,152
KENTUCKY GOV APP	0	0	0	0	0	0	1	(42,659)	0	19	1	21	\$889,128
MICHIGAN GOV APP	0	0	9	687,880	0	0	37	2,606,637	0	23	0	69	\$3,685,749
MINNESOTA GOV APP	0	0	0	0	0	0	2	100,103	0	3	0	5	\$196,520
MISSOURI GOV APP	0	0	0	0	7	648,814	0	0	0	156	0	163	\$6,460,535
NEVADA GOV APP	2	294,000	1	159,000	0	0	7	416,000	0	5	0	15	\$1,374,440
NEW MEXICO GOV APP	0	0	0	0	0	0	0	0	0	4	0	4	\$380,000
NORTH DAKOTA GOV APP	0	0	0	0	2	531,738	3	138,061	0	(6)	0	(1)	\$643,095
OREGON GOV APP	0	0	0	0	0	0	2	49,872	0	0	0	2	\$49,872
PENNSYLVANIA GOV APP	0	0	0	0	1	292,000	7	401,328	0	4	0	12	\$973,328
RHODE ISLAND GOV APP	4	1,304,160	0	0	0	0	0	0	0	0	0	4	\$1,304,160
SOUTH CAROLINA GOV APP	0	0	2	403,000	0	0	26	1,582,000	0	0	0	28	\$1,985,000
SOUTH DAKOTA GOV APP	0	0	0	0	0	0	8	456,000	0	7	2	17	\$760,000
TENNESSEE GOV APP	0	0	0	0	0	0	0	0	0	200,000	0	17	\$200,000
VERMONT GOV APP	0	0	0	0	0	0	1	46,891	0	1,425,000	0	42	\$1,425,000
VIRGINIA GOV APP	1	72,000	0	0	3	396,000	3	216,000	0	11	0	18	\$1,179,866
WASHINGTON GOV APP	4	1,030,560	2	544,540	6	1,531,100	6	571,172	0	0	0	18	\$3,677,372
WYOMING GOV APP	0	0	0	0	1	82,426	0	0	0	0	0	1	\$82,426
SUB-TOTAL	17	\$5,274,545	16	\$1,972,246	27	\$4,842,751	142	\$10,105,025	0	\$0	7	529	\$44,328,596
<b>TOTAL</b>	197	\$66,250,797	130	\$22,752,381	66	\$15,705,913	367	\$28,004,843	4	\$58,424	95	1,294	\$216,936,410

NOTE: "Other" category includes Articulated Bus, Intercity Bus, Commuter/Suburban Bus, Bus Doubledecker, Ferry Boats, Trolley Bus, Used Bus, School bus and Dual Mode. If quantity = 0, funds are supplemental to a previous purchase. A negative obligation indicates a budget revision to previously obligated funds.

**Table 30** FY 2010 Fixed Guideway Modernization Program Obligations

Area	Rolling Stock	Transit-way Lines	Station Stops/ Terminals	Support & Equip. Facilities	Electrif., Power Distribution	Signals/ Communic.	Transit Enhancements	Other	Total	Percent of Total	Rank
Anchorage, AK	\$33,836	\$2,985,081	\$0	0	\$0	\$3,401,662	\$0	\$10,035,714	\$16,456,293	1.2	17
Antioch, CA	0	1,334,013	2,520,000	0	0	3,575,155	0	0	7,429,168	0.5	24
Atlanta, GA	0	6,400,000	7,860,230	0	0	15,600,000	0	6,800,000	36,660,230	2.7	10
Baltimore, MD	3,847,121	3,516,735	9,289,700	10,375,074	0	0	0	26,422,693	53,451,323	3.9	7
Baton Rouge, LA	0	776,000	0	0	0	0	0	0	776,000	0.1	39
Boston, MA--NH--RI	20,071,450	0	2,854,600	0	0	0	98,470	10,795,630	33,820,150	2.5	13
Canton, OH	0	359,960	0	0	0	0	0	0	359,960	0.0	44
Chicago, IL-IN	17,942,188	15,568,597	5,508,000	12,409,000	3,675,314	13,410,000	392,000	107,054,228	175,959,327	12.9	2
Cleveland, OH	3,015,423	6,213,422	1,918,912	0	(40,000)	879,344	0	5,289,384	17,276,485	1.3	16
COLORADO GOV APP	0	131,090	0	0	0	0	0	0	131,090	0.0	48
Concord, CA	0	12,984,279	0	0	15,258,622	22,424,845	0	0	50,667,746	3.7	8
CONNECTICUT RAIL, CT	0	2,400,000	0	30,400,000	12,000,000	13,600,000	0	0	58,400,000	4.3	6
Dallas--Fort Worth--Arlington, TX	0	0	549,881	0	0	8,931,490	1,190,087	1,057,045	11,728,503	0.9	20
Denver--Aurora, CO	0	0	8,765,828	0	0	0	0	25,644,607	34,410,435	2.5	12
Detroit, MI	691,355	0	0	150,000	0	0	0	0	841,355	0.1	38
Fairfield, CA	0	0	196,000	0	0	0	0	0	196,000	0.0	46
GEORGIA GOV APP	0	0	434,720	0	0	0	0	0	434,720	0.0	43
Jacksonville, FL	0	234,371	0	0	0	0	0	210,000	444,371	0.0	42
Lancaster--Palmdale, CA	0	0	0	0	0	0	0	2,960,592	2,960,592	0.2	33
Ana, CA	828,038	3,923,627	1,146,600	1,927,932	0	5,953,072	0	47,384,213	61,163,482	4.5	5
Memphis, TN-MS-AR	240,000	352,000	80,000	0	(136,000)	0	0	0	536,000	0.0	40
Miami, FL	5,752,000	0	549,000	677,440	0	0	0	23,420,476	30,398,916	2.2	14
Minneapolis--St. Paul, MN	0	0	500,000	10,666,800	3,680,000	0	0	320,000	15,166,800	1.1	18
Morgantown, WV	0	0	104,000	220,000	0	4,621,817	0	0	4,945,817	0.4	26
Nashville-Davidson, TN	0	0	249,468	0	0	0	0	0	249,468	0.0	45
New Orleans, LA	394,500	758,847	0	0	0	0	0	2,283,100	3,436,447	0.3	28
New York--Newark, NY-NJ-CT	0	171,622,951	3,581,480	0	0	61,553,646	0	119,256,159	356,014,236	26.1	1
Oxnard, CA	0	0	0	0	0	500,000	0	0	500,000	0.0	41
Philadelphia, PA-NJ-DE-MD	37,161,553	5,151,908	12,010,971	0	4,751,781	0	0	49,188,410	108,264,623	8.0	3
Pittsburgh, PA	0	1,712,800	7,200,000	1,792,000	800,000	1,600,000	0	323,315	13,428,115	1.0	19
Portland, OR-WA	0	0	0	0	0	0	0	10,799,283	10,799,283	0.8	21
Providence, RI-MA	0	0	3,055,339	0	0	0	0	0	3,055,339	0.2	30
Riverside--San Bernardino, CA	500,000	0	1,107,700	0	0	1,410,982	0	0	3,018,682	0.2	31
Round Lake Beach--McHenry--Grays	0	0	0	0	0	0	0	3,164,656	3,164,656	0.2	29
Sacramento, CA	0	0	1,601,080	0	0	0	0	4,558,870	6,159,950	0.5	25
Salt Lake City, UT	0	0	0	0	0	0	0	4,896,430	4,896,430	0.4	27
San Diego, CA	0	42,000	(102,323)	0	0	0	0	21,035,179	20,974,856	1.5	15
San Francisco--Oakland, CA	7,850,000	21,582,146	4,326,310	6,300,000	3,251,352	120,900	0	0	43,430,708	3.2	9
San Jose, CA	0	2,221,750	0	0	3,950,000	4,379,100	0	180,000	10,730,850	0.8	22
Scranton, PA	196,000	0	0	0	0	0	0	0	196,000	0.0	46
Seattle, WA	5,980,198	28,278,282	2,350,000	0	0	0	0	0	36,608,480	2.7	11
South Bend, IN-MI	0	0	0	0	1,124,686	0	0	0	1,124,686	0.1	37
St. Louis, MO-IL	0	5,180,727	0	3,209,452	0	0	0	1,332,802	9,722,981	0.7	23
Stockton, CA	0	2,100,000	0	0	0	0	0	0	2,100,000	0.2	35
TEXAS GOV APP	500,000	1,160,000	0	0	0	0	0	300,000	1,960,000	0.1	36
Virginia Beach, VA	40,000	0	0	1,440,000	0	0	0	828,197	2,308,197	0.2	34
WASHINGTON GOV APP	0	0	2,899,000	0	0	0	0	101,000	3,000,000	0.2	32
Washington, DC-VA-MD	8,000,000	0	16,403,500	42,614,400	12,000,000	11,255,200	0	11,640,688	101,913,788	7.5	4
<b>TOTAL</b>	<b>\$113,043,662</b>	<b>\$296,990,596</b>	<b>\$96,959,996</b>	<b>\$122,182,098</b>	<b>\$60,315,755</b>	<b>\$173,217,213</b>	<b>\$1,680,557</b>	<b>\$497,282,671</b>	<b>\$1,361,672,538</b>	<b>100.0</b>	
Percent of Total	8.3	21.8	7.1	9.0	4.4	12.7	0.1	36.5	100.0		

NOTE: Transit-way Lines may include HOV and busways, in addition to rail lines. Station Stops / Terminals includes fare collection equip, PNR, furniture, security equip. Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers, and other support equip. Electrif./ Power Dist. includes traction power, AC power lighting, substation distribution, vehicle locator systems. Signal/Communic. includes train control / signal systems, communications systems, radios. Other includes contingencies, real estate, administration, contracts, preventive maintenance.

**Table 31** FY 2010 New Starts Program Obligations

Area	Rolling Stock	Transit-way Lines	Station Stops/Terminals	Support & Equip. Facilities	Electrification Power Distribution	Signals/Communications	Transit Enhancements	Other	Total	Percent of Total	Rank
ALASKA GOV APP	\$7,500,000	\$0	\$6,281,200	\$0	\$0	\$0	\$0	\$120,800	\$13,908,000	(44.0)	6
Boston, MA--NH--RI	0	5,880,000	0	0	0	0	0	0	5,880,000	(18.6)	9
Chicago, IL IN	0	0	304,744	0	0	0	0	0	304,744	(1.0)	15
Dallas--Fort Worth--Arlington, TX	65,587,990	0	0	0	0	0	0	0	65,587,990	(207.7)	1
Denver- Aurora, CO	18,430,371	(232,062)	(2,926,389)	285,137	3,576,032	(78,604)	0	434,120	19,498,605	(61.7)	5
HAWAII GOV APP	0	0	1,710,409	0	0	0	0	0	1,710,409	(5.4)	11
New York--Newark, NY-NJ-CT	0	(257,802,870)	90,000	0	0	0	0	(25,167,979)	(282,880,849)	895.8	16
Phoenix- Mesa, AZ	8,810,844	(3,873,719)	22,042,660	75,120	4,043,608	4,657,713	530,737	24,962,940	61,249,903	(194.0)	2
Pittsburgh, PA	0	(201,671)	3,600,000	0	0	0	0	(2,728,000)	670,329	(2.1)	13
Portland, OR-WA	5,001,345	0	0	0	0	0	0	0	5,001,345	(15.8)	10
Salt Lake City, UT	34,187,278	0	0	0	0	0	0	0	34,187,278	(108.3)	3
San Diego, CA	9,758,000	0	639,000	0	0	0	0	614,000	11,011,000	(34.9)	7
San Francisco--Oakland, CA	0	396,000	0	0	0	0	0	0	396,000	(1.3)	14
Seattle, WA	19,651,325	0	1,059,672	0	360,274	0	0	0	21,071,271	(66.7)	4
Stockton, CA	1,405,139	0	0	0	0	0	0	0	1,405,139	(4.4)	12
Washington, DC--VA--MD	2,973,369	0	6,100,000	0	347,000	0	0	0	9,420,369	0.0	13
<b>TOTAL</b>	\$173,305,661	(\$255,834,322)	\$38,901,296	\$370,257	\$8,326,914	\$4,579,109	\$530,737	(\$1,758,119)	(\$31,578,467)	129.8	
Percent of Total	(548.8)	810.2	(123.2)	(1.7)	(26.4)	(14.5)	(1.7)	5.6	100.0		

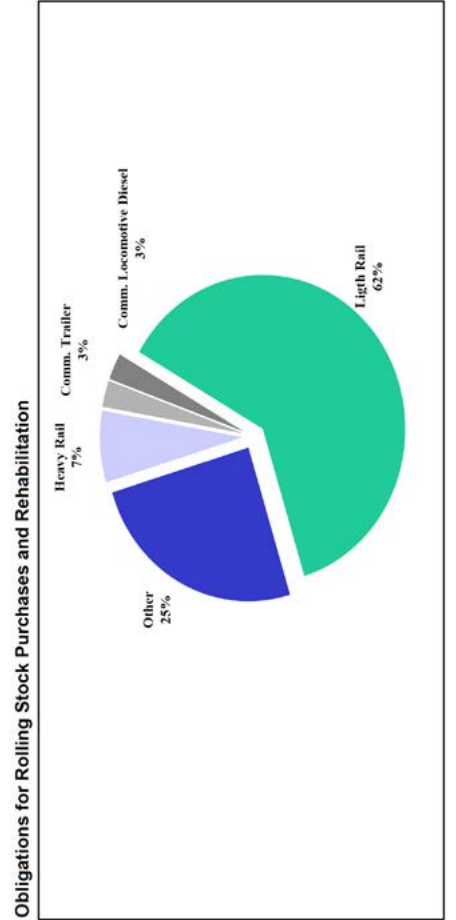
Note: Transit-way Lines may include HOV and busways, in addition to rail lines. Station Stops / Terminals includes fare collection equip, Park and Ride, furniture, security equip. Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers and other support equip. Electrification/Power Dist. includes traction power, AC power lighting, substation distribution, vehicle locator systems.

Signal/Communic. includes train control / signal systems, communications systems, radios. Other includes contingencies, real estate, administration, contracts, professional services, systems, sitework and special conditions.

**Table 32** FY 2010 Capital Program Obligations for Rail Rolling Stock Purchases and Rehabilitation/Rebuild

Area	RAIL ROLLING STOCK PURCHASES AND REHABILITATION										Total Purchases \$	Percent of Total		
	Light Rail #	Light Rail \$	Heavy Rail #	Heavy Rail \$	Com. Rail Car Trailer #	Com. Locomotive Diesel #	Rail Self Propelled Elec #	Com. Rail Cars Used #	Cable Car #	People Mover \$				
Anchorage, AK	0	0	1	33,836	0	0	0	0	0	0	0	1	33,836	0.0
Atlanta, GA	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Baltimore, MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Chicago, IL-IN	0	100,000	33	10,670,188	1	0	240,000	10	764,200	0	0	11	3,847,121	1.6
Cleveland, OH	48	550,423	60	2,425,000	1	1	2,872,000	0	0	0	0	49	18,042,188	7.6
COLORADO GOV APP	0	131,090	0	0	0	0	0	0	0	0	0	108	3,015,423	1.3
Concord, CA	0	0	0	0	0	0	0	0	0	0	0	0	131,090	0.1
Dallas-Fort Worth-Arlington, TX	18	65,587,990	0	0	0	0	0	0	0	0	0	18	65,587,990	27.7
Denver-Aurora, CO	0	18,430,371	0	0	0	0	0	0	0	0	0	0	18,430,371	7.8
Detroit, MI	0	0	0	0	0	0	0	0	0	24	691,355	24	691,355	0.3
Los Angeles-Long Beach-Santa Ana	0	0	0	0	1	7962	820,056	0	0	0	0	1	828,038	0.3
Miami, FL	0	0	0	0	2	2490000	3,262,000	2	0	0	0	4	5,752,000	2.4
Minneapolis-St. Paul, MN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
New York-Newark, NY-NJ-CT	0	449,951	200	0	0	0	0	0	0	0	0	200	449,951	0.2
Philadelphia, PA-NJ-DE-MD	0	0	0	0	0	0	28,533,794	16	0	0	0	16	28,533,794	12.0
Phoenix-Mesa, AZ	0	8,810,844	0	0	0	0	0	0	0	0	0	0	8,810,844	3.7
Pittsburgh, PA	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Portland, OR-WA	0	5,001,345	0	0	0	0	0	0	0	0	0	0	5,001,345	2.1
Riverside-San Bernardino, CA	0	0	0	0	1	60000	440,000	0	0	0	0	1	500,000	0.2
Salt Lake City, UT	11	34,187,278	0	0	0	0	0	0	0	0	0	11	34,187,278	14.4
San Diego, CA	0	42,000	0	0	0	0	0	0	0	0	0	0	42,000	0.0
San Francisco-Oakland, CA	0	0	0	0	0	0	0	0	5	5,800,000	1	10	13,846,000	5.8
Scranton, PA	1	196,000	0	0	0	0	0	0	0	0	0	0	11,724,348	4.9
Seattle, WA	0	11,724,348	0	0	0	0	5,960,198	1	0	0	0	1	17,704,546	7.5
TEXAS GOV APP	4	500,000	0	0	0	0	0	0	0	0	0	4	500,000	0.2
Washington, DC-VA-MD	0	0	10	4,203,369	0	0	0	0	4	6770000	0	14	10,973,369	4.6
TOTAL	82	\$145,751,640	304	17,332,393	5	\$6,707,982	\$6,717,375	4	\$31,645,794	19	\$21,212,000	25	\$6,491,355	104.9
Percent of Total		61.5		7.3		2.8	13.4		9.8		0.4		100.0	

NOTE: Includes both Fixed Guideway and New Starts obligations.  
 A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.  
 If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement. No quantities are shown for spare parts purchase.



**Table 33** FY 2010 Capital Program Obligations for Ferryboats and Related Expenditures

GRANTEE	PURPOSE	AMOUNT
Alaska DOT	2009 ENG/DESIGN - FERRY BOAT(09)(5309)(80:20)(04)	\$1,100,000
	09/10 REHAB FERRY BOATS(09/10)(5309)(80:20)(04)	\$6,400,000
Seattle, WA	BUY EXPAN HYBRID DRIVE FERRY BOAT (05 5309NS)(80:20)(00)	\$2,000,000
Virginia Beach, VA	FERRY BOATS INSPECTION REHAB PROJECT	\$40,000
<b>TOTAL</b>		<b>\$9,540,000</b>



## Special Needs for Elderly Individuals and Individuals with Disabilities Program (49 U.S.C. § 5310)

Section 5310 makes funds available to meet the special transportation needs of elderly persons and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of elderly persons and persons with disabilities in each state. In FY 2010, \$133 million was appropriated for the Section 5310 program. The program is administered through the states, and it is at the state level that specific funding decisions are made.

Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis, except vehicle-related equipment needed to meet Americans with Disabilities Act (ADA) and Clean Air Act Amendment (CAAA) requirements, which is fundable on a 90 percent Federal, 10 percent local matching basis. Those eligible to receive Section 5310 funding include private non-profit agencies, public bodies approved by the State to coordinate services for elderly persons and persons with disabilities, or public bodies that certify to the Governor that no non-profit corporations or associations are readily-available in an area to provide the service.

With the enactment of SAFETEA-LU, FTA established a three-year period of availability for Section 5310 funds. Any amount of a state's apportionment remaining unobligated may be transferred to the Section 5311 or the Section 5307 program during the fourth quarter of the fiscal year. Usually, any Section 5310 funds left unobligated or not transferred at the end of the period of availability are reapportioned among all the states in a subsequent year's apportionment.

Since the program began in 1975, state agencies have obligated billions for the purchase of vehicles, equipment, or service designed to meet the needs of elderly persons and persons with disabilities. The Section 5310 program has enabled thousands of these persons to achieve greater mobility and independence.

**Table 34** FY 2010 Obligations for Elderly and Persons with Disabilities Program

STATE	RANK	TOTAL OBLIGATION AMOUNT	% of Total	TOTAL NO. OF VEHICLES		30-40 FT. BUSES		< 30 FT. BUSES		SCHOOL BUSES		VANS/SEDANS/ STATION WAGONS		OTHER	
				#	%	#	\$	#	\$	#	\$	#	\$	#	\$
Alabama	8	5,448,767	3.0	53	2.6	3	\$136,000	0	\$0	0	\$0	50	\$1,898,400	0	\$0
Alaska	28	1,273,396	0.7	8	0.4	0	0	4	154,751	0	0	4	85,027	0	0
American Samoa	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Arizona	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Arkansas	24	1,496,036	0.8	56	2.8	0	0	10	303,258	0	0	46	1,101,566	0	0
California	1	70,247,209	38.8	219	10.9	0	0	158	9,995,922	0	0	61	2,457,592	0	0
Colorado	39	411,527	0.2	3	0.1	0	0	0	0	0	0	3	97,946	0	0
Connecticut	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Delaware	37	532,448	0.3	8	0.4	0	0	8	532,448	0	0	0	0	0	0
District of Columbia	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Florida	4	9,124,946	5.0	190	9.4	0	0	92	5,495,042	0	0	98	2,655,384	0	0
Georgia	12	3,413,890	1.9	12	0.6	0	0	0	0	0	0	0	0	0	0
Guam	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Hawaii	36	627,290	0.3	7	0.3	0	0	0	0	0	0	12	564,561	0	0
Idaho	34	679,726	0.4	114	5.7	0	0	3	201,480	0	0	4	169,353	0	0
Illinois	2	10,349,825	5.7	74	3.7	0	0	114	9,647,250	0	0	0	0	0	0
Indiana	14	2,771,275	1.5	2	0.1	0	0	0	0	0	0	74	2,597,400	0	0
Iowa	27	1,421,779	0.8	19	0.9	1	134,196	0	0	0	0	1	42,494	0	0
Kansas	32	1,019,394	0.6	50	2.5	0	0	0	0	0	0	19	917,455	0	0
Kentucky	17	2,150,542	1.2	44	2.2	0	0	0	0	0	0	50	1,780,542	0	0
Louisiana	18	2,141,018	1.2	25	1.2	0	0	0	0	0	0	44	1,754,400	0	0
Maine	N/A	1,496,366	0.8	87	4.3	3	222,770	14	681,676	1	78,468	7	152,692	0	0
Maryland	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Massachusetts	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Michigan	9	4,201,772	2.3	22	1.1	6	727,872	30	2,230,099	0	0	51	1,211,801	0	0
Minnesota	26	1,423,840	0.8	93	4.6	4	355,200	18	939,200	0	0	0	0	0	0
Mississippi	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Missouri	15	2,645,957	1.5	22	1.1	0	0	0	0	0	0	93	2,384,742	0	0
Montana	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Nebraska	33	799,459	0.4	7	0.3	0	0	0	0	0	0	22	685,776	0	0
Nevada	35	670,240	0.4	11	0.5	0	0	1	60,000	0	0	6	210,000	0	0
New Hampshire	38	451,100	0.2	46	2.3	0	0	11	388,168	0	0	0	0	0	0
New Jersey	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
New Mexico	N/A	1,427,809	0.8	188	9.3	0	0	10	498,352	0	0	36	913,990	0	0
New York	3	9,306,946	5.1	13	0.6	24	2,128,775	164	6,151,450	0	0	0	0	0	0
North Carolina	11	3,815,292	2.1	26	1.3	0	0	6	314,000	0	0	7	216,520	0	0
North Dakota	31	1,033,104	0.6	77	3.8	0	0	12	566,928	0	0	14	466,176	0	0
Northern Mariana Islands	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Ohio	10	4,006,808	2.2	50	2.5	0	0	0	0	0	0	77	2,438,505	0	0
Oklahoma	22	1,766,535	1.0	38	1.9	0	0	10	463,140	0	0	40	1,099,664	0	0
Oregon	6	6,687,056	3.7	115	5.7	3	308,090	24	1,493,920	0	0	11	393,502	0	0
Pennsylvania	7	6,157,065	3.4	32	1.6	0	0	106	5,417,600	0	0	9	324,000	0	0
Puerto Rico	19	2,056,403	1.1	20	1.0	0	0	14	896,000	0	0	18	907,200	0	0
Rhode Island	N/A	1,253,681	0.7	19	0.9	0	0	0	0	0	0	20	1,253,681	0	0
South Carolina	20	2,031,483	1.1	64	3.2	0	0	19	855,000	0	0	0	0	0	0
South Dakota	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Tennessee	21	1,839,233	1.0	62	3.1	0	0	36	1,165,297	0	0	28	673,936	0	0
Texas	5	8,488,068	4.7	3	0.1	3	36,000	45	2,226,878	0	0	14	449,696	0	0
Utah	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Vermont	40	151,200	0.1	59	2.9	0	0	3	151,200	0	0	0	0	0	0
Virgin Islands	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Virginia	13	2,992,765	1.7	-7	(0.3)	0	0	0	0	0	0	59	2,892,765	0	0
Washington	41	0	0.0	0	0.0	0	0	(7)	(122,099)	0	0	0	0	0	0
West Virginia	30	1,139,718	0.6	26	1.3	0	0	0	0	0	0	26	978,859	0	0
Wisconsin	16	2,276,535	1.3	54	2.7	0	0	44	1,757,411	0	0	10	287,015	0	0
Wyoming	41	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b> <i>(Percent of Vehicles by Type)</i>		<b>\$181,227,503</b>	<b>100.0</b>	<b>2,011</b>	<b>100.0</b>	<b>47</b>	<b>\$4,048,903</b>	<b>949</b>	<b>\$52,464,371</b>	<b>1</b>	<b>\$78,468</b>	<b>1,014</b>	<b>\$34,062,640</b>	<b>0</b>	<b>\$0</b>
				<b>100.0</b>		<b>2.3</b>		<b>47.2</b>		<b>0.0</b>		<b>50.4</b>		<b>0.0</b>	

## Non-urbanized Area Formula Program (49 U.S.C. § 5311)

The Section 5311 program provides funding for public transportation in non-urbanized areas. From fiscal year 1979, when the program was authorized, until fiscal year 1991, Congress appropriated \$65–85 million annually for the program. Annual appropriations increased under ISTEA, with Section 5311 receiving 5.5 percent of the total appropriation for urbanized and non-urbanized areas, and again under TEA-21, with Section 5311 receiving 6.37 percent of the funds appropriated for formula programs for both urbanized and non-urbanized areas and for elderly and persons with disabilities. Under SAFETEA-LU in fiscal year 2010, more than \$439 million was appropriated and also supplemented with Section 5340 funds. In addition, since 1984, Section 5311 has been supplemented by funds transferred annually to Section 5311 from the Governor's apportionment of urbanized area formula funds for cities under 200,000.

FTA apportions funds for non-urbanized areas to the states according to a statutory formula based on each state's population in rural and small urban areas (under 50,000 in population). The funds are available to the state for obligation for the year of apportionment plus two additional years. The states administer the program in accordance with State Management Plans. Eligible recipients include public bodies and private non-profit organizations. Participation by private for-profit enterprises under contract to an eligible recipient is encouraged.

FTA financial assistance may be used for capital and administrative expenses, with a Federal share of 80 percent, and for operating expenses, with a Federal share of 50 percent. The state may use up to 15 percent of its apportionment for program administration, planning, and technical assistance, with no local match required. Coordination with other federally-assisted transportation services is encouraged, and income received through purchase of service contracts with human service agencies may be used as local match. Each state must spend 15 percent of its apportionment for the support of intercity bus transportation, unless the Governor certifies that the intercity bus transportation needs of the state are adequately met.

In FY 2010, \$647.7 million was obligated under the Section 5311 program on behalf of numerous subrecipients.

## Rural Transit Assistance Program (RTAP)

From fiscal years 1987 to 2005, Congress appropriated \$4.25–\$5.25 million per year for the state Rural Transit Assistance Program (RTAP) to provide training, technical assistance, research, and related support services for providers of rural public transportation. SAFETEA-LU directs a two percent takedown of funds appropriated for Section 5311 for RTAP. FTA allocates funds to the states using the non-urbanized population-based formula along with a floor of \$65,000 to each state (increased from \$50,000 in FY 1999) and \$10,000 to each insular area. There is no local share requirement. Additional RTAP funds are used to support a national program that produces training materials and operates a national resource center. FTA obligated \$9 million to the states in FY 2010.

**Table 35** Non-urbanized Area Formula Obligations in FY 2010 by State and by Category

STATE	CAPITAL	OPERATING	PROJECT ADMIN.	PLANNING	RTAP	STATE ADMIN.	TOTAL OBLIGATIONS	% OF TOTAL RANK	
Alabama	\$1,454,626	\$8,290,190	\$2,921,147	\$0	\$183,010	\$1,884,049	\$14,733,022	2.3	16
Alaska	3,686,254	3,809,181	1,775,732	100,000	83,191	907,086	\$10,361,444	1.6	29
American Samoa	336,022	0	0	0	0	58,516	\$394,538	0.1	49
Arizona	1,268,759	5,783,854	2,370,003	0	128,671	948,721	\$10,500,008	1.6	27
Arkansas	508,754	8,391,610	4,558,008	64,160	159,410	1,592,098	\$15,274,040	2.4	13
California	5,499,175	36,556,441	0	0	726,576	5,340,532	\$48,122,724	7.5	1
Colorado	67,644	73,656	0	0	0	15,700	\$157,000	0.0	50
Connecticut	0	0	0	0	0	0	\$0	0.0	51
Delaware	1,062,892	264,051	0	0	76,900	0	\$1,403,843	0.2	45
District of Columb	0	0	0	0	0	0	\$0	0.0	51
Florida	843,878	11,950,405	0	0	195,850	773,355	\$13,763,488	2.1	21
Georgia	11,066,573	21,875,727	0	642,004	806,845	10,094,789	\$44,485,938	6.9	3
Guam	0	797,015	0	0	0	140,650	\$937,665	0.1	47
Hawaii	0	1,535,361	128,680	0	84,564	293,654	\$2,042,259	0.3	44
Idaho	989,423	3,229,432	1,654,220	0	100,945	873,772	\$6,847,792	1.1	34
Illinois	4,574,673	10,728,962	5,685,973	0	406,275	3,250,000	\$24,645,883	3.8	5
Indiana	0	12,531,211	118,423	0	200,972	929,533	\$13,780,139	2.1	20
Iowa	2,088,006	8,254,645	0	339,157	159,352	0	\$10,841,160	1.7	24
Kansas	1,952,950	13,433,252	1,054,484	50,000	284,230	702,000	\$17,476,916	2.7	9
Kentucky	0	11,850,862	0	0	193,908	981,383	\$13,026,153	2.0	22
Louisiana	109,600	9,103,587	0	0	165,697	1,023,688	\$10,402,572	1.6	28
Maine	125,609	2,524,261	1,132,636	0	115,051	100,672	\$3,998,229	0.6	41
Maryland	0	4,862,259	0	0	115,885	102,075	\$5,080,219	0.8	38
Massachussets	0	0	0	0	0	0	\$0	0.0	51
Michigan	606,353	14,802,214	0	0	239,995	762,100	\$16,410,662	2.5	11
Minnesota	1,229,396	11,273,553	0	0	197,449	1,904,688	\$14,605,086	2.3	17
Mississippi	4,955,379	8,429,385	5,834,634	560,000	353,006	3,456,600	\$23,589,004	3.7	6
Missouri	655,483	10,438,974	2,001,500	0	195,447	739,161	\$14,030,565	2.2	18
Montana	880,475	3,714,659	1,968,456	0	99,792	1,379,052	\$8,042,434	1.2	33
Nebraska	269,796	4,351,384	98,056	5,000	111,154	369,708	\$5,205,098	0.8	37
Nevada	0	4,323,472	0	0	80,161	251,482	\$4,655,115	0.7	40
New Hampshire	833,501	1,415,560	992,717	0	0	0	\$3,241,778	0.5	43
New Jersey	56,000	2,570,625	259,166	0	98,645	323,416	\$3,307,852	0.5	42
New Mexico	886,512	4,693,052	2,323,034	25,000	114,829	1,225,624	\$9,268,051	1.4	32
New York	1,325,390	11,889,405	0	0	228,499	2,487,705	\$15,930,999	2.5	12
North Carolina	9,853,156	7,826,836	24,484,268	0	455,450	5,178,445	\$47,798,155	7.4	2
North Dakota	65,600	384,400	0	0	0	0	\$450,000	0.1	48
Northern Mariana	942,254	0	0	0	0	166,280	\$1,108,534	0.2	46
Ohio	8,876,699	10,067,328	240,000	0	275,515	850,000	\$20,309,542	3.1	8
Oklahoma	217,022	12,505,442	1,134,842	25,000	167,450	750,000	\$14,799,756	2.3	15
Oregon	743,830	8,217,907	244,000	0	140,275	1,218,910	\$10,564,922	1.6	26
Pennsylvania	10,674,648	11,783,133	0	0	276,984	100,000	\$22,834,765	3.5	7
Puerto Rico	0	0	0	0	0	0	\$0	0.0	51
Rhode Island	0	0	0	0	0	0	\$0	0.0	51
South Carolina	1,161,763	5,213,454	2,601,828	0	176,365	1,638,655	\$10,792,065	1.7	25
South Dakota	(70,000)	2,871,703	2,464,550	0	94,180	25,000	\$5,385,433	0.8	36
Tennessee	2,354,736	10,803,857	2,139,527	0	206,905	943,217	\$16,448,242	2.6	10
Texas	3,767,681	29,624,411	35,000	2,243	380,417	1,130,000	\$34,939,752	5.4	4
Utah	3,131,497	4,215,607	657,326	0	177,552	1,412,547	\$9,594,529	1.5	31
Vermont	1,873,965	393,557	12,479,319	0	0	445,000	\$15,191,841	2.4	14
Virginia	3,430,909	9,913,211	0	0	188,189	329,123	\$13,861,432	2.1	19
Virgin Islands	0	0	0	0	0	0	\$0	0.0	51
Washington	2,979,533	5,711,028	211,732	50,000	147,830	955,410	\$10,055,533	1.6	30
West Virginia	1,822,649	3,884,797	0	0	130,873	1,007,196	\$6,845,515	1.1	35
Wisconsin	1,233,167	10,195,132	0	0	221,313	850,000	\$12,499,612	1.9	23
Wyoming	0	3,585,966	1,066,355	0	84,160	0	\$4,736,481	0.7	39
TOTAL	\$100,392,232	\$390,946,014	\$82,635,616	\$1,862,564	\$9,029,767	\$59,911,592	\$644,777,785	100.0	
Percent of Total	15.6	60.6	12.8	0.3	1.4	9.3	100.0		

SECTION 2: FISCAL YEAR 2010 STATISTICAL SUMMARIES

**Table 36** Non-urbanized Area Formula Funds Obligated in FY 2010 for Intercity Bus by Category

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
Alaska	0	0	0	0	0	0	0	0.0
Alabama	0	0	0	0	0	0	0	0.0
American Samoa	0	0	0	0	0	0	0	0.0
Arkansas	240,000	0	0	0	0	0	240,000	1.7
Arizona	0	0	0	0	0	0	0	0.0
California	0	0	0	0	0	0	0	0.0
Colorado	0	0	0	0	0	0	0	0.0
Connecticut	0	0	0	0	0	0	0	0.0
Delaware	0	0	0	0	0	0	0	0.0
District of Columbia	0	0	0	0	0	0	0	0.0
Florida	0	0	0	0	0	0	0	0.0
Georgia	8,873,209	0	0	0	0	0	8,873,209	61.6
Guam	0	0	0	0	0	0	0	0.0
Hawaii	0	0	0	0	0	0	0	0.0
Idaho	0	0	0	0	0	0	0	0.0
Illinois	0	0	0	0	0	0	0	0.0
Indiana	0	0	0	0	0	0	0	0.0
Iowa	0	0	0	0	0	0	0	0.0
Kansas	0	0	0	0	0	0	0	0.0
Kentucky	0	0	0	0	0	0	0	0.0
Louisiana	0	0	0	0	0	0	0	0.0
Maine	-67,391	0	0	0	0	0	-67,391	(0.5)
Maryland	0	0	0	0	0	0	0	0.0
Massachusetts	0	0	0	0	0	0	0	0.0
Michigan	0	0	0	0	0	0	0	0.0
Minnesota	400,000	0	0	0	0	0	400,000	2.8
Mississippi	2,896,600	0	0	0	0	0	2,896,600	20.1
Missouri	655,483	0	0	0	0	0	655,483	4.6
Montana	0	0	0	0	0	0	0	0.0
Nebraska	0	0	0	0	0	0	0	0.0
Nevada	0	0	0	0	0	0	0	0.0
New Hampshire	0	0	0	0	0	0	0	0.0
New Jersey	0	0	0	0	0	0	0	0.0
New Mexico	0	0	0	0	0	0	0	0.0
New York	0	0	0	0	0	0	0	0.0
North Carolina	0	0	0	0	0	0	0	0.0
North Dakota	0	0	0	0	0	0	0	0.0
Northern Mariana Isla	0	0	0	0	0	0	0	0.0
Ohio	0	0	0	0	0	0	0	0.0
Oklahoma	0	0	0	0	0	0	0	0.0
Oregon	0	0	0	0	0	0	0	0.0
Pennsylvania	0	0	0	0	0	0	0	0.0
Puerto Rico	0	0	0	0	0	0	0	0.0
Rhode Island	0	0	0	0	0	0	0	0.0
South Carolina	0	0	0	0	0	0	0	0.0
South Dakota	0	0	0	0	0	0	0	0.0
Tennessee	1,401,043	0	0	0	0	0	1,401,043	9.7
Texas	0	0	0	0	0	0	0	0.0
Utah	0	0	0	0	0	0	0	0.0
Vermont	0	0	0	0	0	0	0	0.0
Virgin Islands	0	0	0	0	0	0	0	0.0
Virginia	0	0	0	0	0	0	0	0.0
Washington	0	0	0	0	0	0	0	0.0
West Virginia	0	0	0	0	0	0	0	0.0
Wisconsin	0	0	0	0	0	0	0	0.0
Wyoming	0	0	0	0	0	0	0	0.0
<b>TOTAL</b>	<b>\$14,398,944</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,398,944</b>	<b>100.0</b>
<i>Percent of Total</i>	<i>100.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>100.0</i>	

NOTE: Capital includes preventive maintenance

**Table 37** FY 2010 Non-urbanized Area Formula Vehicle Purchases by State

	35' - 40' BUS		30' BUS		<30' BUS		TROLLEY STYLE BUS		INTERCITY BUS		VANS		STATION WAGONS & SEDANS		FY 2010 VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Alabama	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Alaska	0	0	0	0	5	287,298	0	0	0	0	3	40,000	0	0	8	327,298
American Samoa	0	0	0	0	0	0	0	0	0	0	3	240,000	0	0	3	240,000
Arizona	3	216,900	0	0	8	776,968	0	0	0	0	0	0	0	0	11	993,868
Arkansas	0	0	0	0	0	0	0	0	2	240,000	0	0	0	0	2	240,000
California	6	379,694	6	686,373	14	1,401,825	1	201,875	0	0	0	0	1	37,000	28	2,706,967
Colorado	0	0	0	0	1	67,644	0	0	0	0	0	0	0	0	1	67,644
Connecticut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delaware	0	0	0	0	3	1,062,892	0	0	0	0	0	0	0	0	3	1,062,892
District of Columbia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Florida	0	0	0	0	1	105,427	0	0	0	0	0	0	0	0	1	105,427
Georgia	0	0	0	0	0	0	0	0	19	8,873,209	43	1,517,840	2	27,200	64	10,418,249
Guam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Idaho	0	0	0	0	2	73,800	0	0	0	0	0	0	0	0	2	73,800
Illinois	0	0	0	0	42	4,574,673	0	0	0	0	0	0	0	0	42	4,574,673
Indiana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Iowa	0	0	0	0	0	0	0	0	0	0	9	471,453	0	0	9	471,453
Kansas	0	0	0	0	0	0	0	0	0	0	22	1,937,932	0	0	22	1,937,932
Kentucky	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Louisiana	0	0	0	0	0	0	0	0	0	0	4	109,600	0	0	4	109,600
Maine	0	207,400	0	0	0	0	0	0	(67,391)	0	0	0	0	0	0	140,009
Maryland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Massachusetts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Michigan	1	606,353	0	0	0	0	0	0	0	0	0	0	0	0	1	606,353
Minnesota	0	0	3	195,000	6	326,800	0	0	5	400,000	1	39,996	0	0	15	961,796
Mississippi	0	0	0	0	18	646,424	0	0	11	2,896,600	23	553,176	0	0	52	4,096,200
Missouri	0	0	0	0	0	0	0	0	3	655,483	0	0	0	0	3	655,483
Montana	0	0	0	0	0	0	0	0	0	0	2	90,000	0	0	2	90,000
Nebraska	0	0	0	0	1	60,000	0	0	0	0	4	127,992	1	15,000	6	202,992
Nevada	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Hampshire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Jersey	0	0	0	0	1	56,000	0	0	0	0	0	0	0	0	1	56,000
New Mexico	0	0	0	0	1	240,000	0	0	0	0	1	77,980	0	0	2	317,980
New York	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Carolina	1	460,000	1	280,000	69	3,352,886	0	0	0	0	144	4,049,333	0	0	215	8,142,219
North Dakota	0	0	0	0	1	65,600	0	0	0	0	0	0	0	0	1	65,600
Northern Mariana Islands	0	0	0	0	0	0	0	0	0	0	5	360,000	0	0	5	360,000
Ohio	0	0	0	0	0	0	0	0	0	0	71	3,257,094	0	0	71	3,257,094
Oklahoma	0	0	0	0	2	109,704	0	0	0	0	2	61,000	0	0	4	170,704
Oregon	0	0	0	0	0	7,101	0	0	0	0	1	13,000	0	0	1	20,101
Pennsylvania	0	0	4	903,458	5	581,000	0	0	0	0	0	0	0	0	9	1,484,458
Puerto Rico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rhode Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Carolina	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Dakota	0	0	0	0	0	0	0	0	0	0	2	(150,000)	0	0	2	(150,000)
Tennessee	0	0	0	0	0	0	0	0	22	1,401,043	14	398,565	0	0	36	1,799,608
Texas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utah	2	283,000	2	234,954	4	296,372	0	0	0	0	0	0	0	0	8	814,326
Vermont	2	200,000	1	296,925	11	675,200	0	0	0	0	0	0	0	0	14	1,172,125
Virgin Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virginia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington	4	1,226,272	1	168,553	2	108,000	0	0	0	0	0	0	0	0	7	1,502,825
West Virginia	0	0	0	0	10	1,000,000	0	0	0	0	10	580,000	0	0	20	1,580,000
Wisconsin	0	0	3	180,000	3	193,680	0	0	0	0	4	56,452	0	0	10	430,132
Wyoming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19	\$3,579,819	21	\$2,945,263	210	\$16,069,294	1	\$201,875	62	\$14,398,944	368	\$13,831,413	4	\$79,200	685	\$51,105,806
	2.6		3.1		30.7		0.1		9.1		53.7		0.6		100.0	

**Table 38** FY 2010 Rural Transit Assistance Programs Obligations by State and by Activity

	TRAINING	TECHNICAL ASSISTANCE	TRANSIT RESEARCH	SUPPORT SERVICES	PROGRAM RESERVE	TOTAL	% OF TOTAL	RANK
Alabama	56,733	54,903	31,112	40,262	0	\$183,010	2.0	20
Alaska	65,000	10,402	0	7,789	0	\$83,191	0.9	41
American Samoa	0	0	0	0	0	\$0	0.0	44
Arizona	100,671	20,000	4,000	0	4,000	\$128,671	1.4	30
Arkansas	159,410	0	0	0	0	\$159,410	1.8	25
California	0	666,576	0	60,000	0	\$726,576	8.0	2
Colorado	0	0	0	0	0	\$0	0.0	44
Connecticut	0	0	0	0	0	\$0	0.0	44
Delaware	76,900	0	0	0	0	\$76,900	0.9	43
District of Columbia	0	0	0	0	0	\$0	0.0	44
Florida	195,850	0	0	0	0	\$195,850	2.2	16
Georgia	806,845	0	0	0	0	\$806,845	8.9	1
Guam	0	0	0	0	0	\$0	0.0	44
Hawaii	84,564	0	0	0	0	\$84,564	0.9	39
Idaho	52,683	48,262	0	0	0	\$100,945	1.1	35
Illinois	101,569	203,136	40,628	60,942	0	\$406,275	4.5	4
Indiana	0	200,972	0	0	0	\$200,972	2.2	14
Iowa	159,352	0	0	0	0	\$159,352	1.8	26
Kansas	196,000	42,000	12,000	34,230	0	\$284,230	3.1	7
Kentucky	187,163	2,500	0	4,245	0	\$193,908	2.1	18
Louisiana	110,000	40,697	0	15,000	0	\$165,697	1.8	24
Maine	115,051	0	0	0	0	\$115,051	1.3	32
Maryland	44,396	10,000	0	61,489	0	\$115,885	1.3	31
Massachusetts	0	0	0	0	0	\$0	0.0	44
Michigan	239,995	0	0	0	0	\$239,995	2.7	10
Minnesota	95,823	79,852	20,000	1,774	0	\$197,449	2.2	15
Mississippi	256,000	97,006	0	0	0	\$353,006	3.9	6
Missouri	0	195,447	0	0	0	\$195,447	2.2	17
Montana	36,226	63,566	0	0	0	\$99,792	1.1	36
Nebraska	56,154	25,000	0	30,000	0	\$111,154	1.2	34
Nevada	30,161	50,000	0	0	0	\$80,161	0.9	42
New Hampshire	0	0	0	0	0	\$0	0.0	44
New Jersey	43,000	55,645	0	0	0	\$98,645	1.1	37
New Mexico	40,000	0	0	74,829	0	\$114,829	1.3	33
New York	203,499	20,000	0	5,000	0	\$228,499	2.5	11
North Carolina	110,220	315,230	0	30,000	0	\$455,450	5.0	3
North Dakota	0	0	0	0	0	\$0	0.0	44
Northern Mariana Islands	0	0	0	0	0	\$0	0.0	44
Ohio	20,000	255,515	0	0	0	\$275,515	3.1	9
Oklahoma	120,000	47,450	0	0	0	\$167,450	1.9	23
Oregon	120,275	20,000	0	0	0	\$140,275	1.6	28
Pennsylvania	181,734	5,000	0	90,250	0	\$276,984	3.1	8
Puerto Rico	0	0	0	0	0	\$0	0.0	44
Rhode Island	0	0	0	0	0	\$0	0.0	44
South Carolina	147,500	19,165	0	9,700	0	\$176,365	2.0	22
South Dakota	94,180	0	0	0	0	\$94,180	1.0	38
Tennessee	19,000	187,905	0	0	0	\$206,905	2.3	13
Texas	380,417	0	0	0	0	\$380,417	4.2	5
Utah	130,000	47,552	0	0	0	\$177,552	2.0	21
Vermont	0	0	0	0	0	\$0	0.0	44
Virginia	152,433	35,756	0	0	0	\$188,189	2.1	19
Virgin Islands	0	0	0	0	0	\$0	0.0	44
Washington	49,277	49,276	0	49,277	0	\$147,830	1.6	27
West Virginia	61,978	64,895	0	4,000	0	\$130,873	1.4	29
Wisconsin	109,000	52,400	25,000	31,000	3,913	\$221,313	2.5	12
Wyoming	35,500	6,160	0	42,500	0	\$84,160	0.9	40
<b>TOTAL</b>	\$5,244,559	\$2,992,268	\$132,740	\$652,287	\$7,913	\$9,029,767	100.0	
<b>Percent by Type</b>	58.1	33.1	1.5	7.2	0.1	100.0		



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

The Job Access and Reverse Commute (JARC) program was designed to increase access to jobs and employment sites. Job Access projects provide new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse Commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.

Localities have wide flexibility in selecting service strategies that are appropriate to their areas, including late-night and weekend service, guaranteed ride home service, shuttle service, expansion of fixed-route mass transit routes, demand-responsive van service, ridesharing and carpooling activities, bicycling, and local car-loan programs that assist individuals in purchasing and maintaining vehicles for shared rides. Capital and operating costs for such projects are eligible. Matching funds may include those from other Federal programs, such as the Department of Health and Human Services' Temporary Assistance to Needy Families (TANF) and the Department of Labor's Work Force Investment Act (WIA).

In FY 2010, \$164.5 million was made available for the JARC program. During FY 2010, funds totaling \$165 million were obligated under the 5316 program.

**Table 39** FY 2010 Job Access/Reverse Commute Obligations

Population Group	Capital		Operating		Planning		Research		Total	%
	\$	#	\$	#	\$	#	\$	#		
Over 1,000,000	28,780,186		\$55,660,041		\$207,533		\$0		\$94,657,660	51.2
200,000 - 1,000,000	4,951,088		20,553,514		-5,811		200,000		25,698,791	15.5
50,000 - 200,000	3,761,638		15,911,541		0		0		19,673,179	11.9
Under 50,000	13,151,654		22,099,154		-8,000		0		35,242,808	21.3
<b>TOTAL</b>	<b>\$50,653,566</b>		<b>\$114,225,150</b>		<b>\$193,722</b>		<b>\$200,000</b>		<b>\$165,272,438</b>	<b>100.0</b>
<b>% of Total</b>	<b>30.6</b>		<b>69.1</b>		<b>0.1</b>		<b>0.1</b>		<b>100.0</b>	

**Table 40** FY 2010 Job Access/Reverse Commute Obligations for Vehicles by Type and Population Group

Type of Vehicle	POPULATION GROUP											
	Over 1,000,000		200,000 - 1,000,000		50,000 - 200,000		Under 50,000		Total		#	%
	\$	#	\$	#	\$	#	\$	#	\$	#		
40 ft bus	301,264	1	0	0	520,000	1	304,698	2	1,125,962	4		
35 ft bus	0	0	0	0	0	0	769,592	5	769,592	5		
30 ft bus	0	0	0	0	734,704	3	-53,270	1	681,434	4		
< 30 ft bus	1,553,829	35	746,935	20	465,400	9	1,946,144	39	4,712,308	103		
bus commuter/suburban	0	0	0	0	0	0	1,787,730	4	1,787,730	4		
vans	0	0	0	0	0	0	195,000	3	195,000	3		
sedan / station wagon	2,270,518	67	693,840	35	127,612	29	1,261,527	46	4,353,497	177		
bus trolley	0	0	52,862	100	0	0	103,960	9	156,822	109		
bus used	0	0	-42,000	-1	0	0	0	0	-42,000	-1		
<b>Total</b>	<b>\$4,125,611</b>	<b>103</b>	<b>\$1,451,637</b>	<b>154</b>	<b>\$1,847,116</b>	<b>42</b>	<b>\$6,315,381</b>	<b>109</b>	<b>\$13,740,345</b>	<b>408</b>		
<b>% of Total (dollars)</b>	<b>30.0</b>		<b>10.6</b>		<b>13.4</b>		<b>46.0</b>		<b>100.0</b>			
<b>% of Total (# of vehs)</b>	<b>25.2</b>		<b>37.7</b>		<b>10.3</b>		<b>26.7</b>		<b>100.0</b>			

**Table 41** Job Access/Reverse Commute Obligations in FY 2010 by State and by Category

STATE	CAPITAL	PLANNING	OPERATING	RESEARCH	TOTAL	% OF TOTAL	RANK	% Cap.	% Pla.	% Op.
Alabama	\$69,495	\$0	\$1,750,960	\$0	\$1,820,455	1.1	28	3.8	0.0	96.2
Alaska	85,500	0	263,965	0	349,465	0.2	46	24.5	0.0	75.5
American Samoa	0	0	0	0	0	0.0	50	0.0	0.0	0.0
Arizona	1,624,285	32,000	4,257,701	0	5,913,986	3.6	8	27.5	0.5	72.0
Arkansas	835,365	0	1,956,274	0	2,791,639	1.7	18	29.9	0.0	70.1
California	10,323,402	0	10,599,352	200,000	21,122,754	12.8	1	48.9	0.0	50.2
Colorado	330,952	(13,811)	1,590,156	0	1,907,297	1.2	26	17.4	-0.7	83.4
Connecticut	0	0	2,783,876	0	2,783,876	1.7	19	0.0	0.0	100.0
Delaware	25,545	0	505,060	0	530,605	0.3	42	4.8	0.0	95.2
District of Columbia	0	0	0	0	0	0.0	50	0.0	0.0	0.0
Florida	985,216	0	7,281,640	0	8,266,856	5.0	5	11.9	0.0	88.1
Georgia	529,030	0	2,313,424	0	2,842,454	1.7	17	18.6	0.0	81.4
Guam	0	0	0	0	0	0.0	50	0.0	0.0	0.0
Hawaii	252,080	0	86,000	0	338,080	0.2	47	74.6	0.0	25.4
Idaho	320,306	0	652,963	0	973,269	0.6	33	32.9	0.0	67.1
Illinois	929,009	0	3,079,452	0	4,008,461	2.4	13	23.2	0.0	76.8
Indiana	639,306	0	1,820,833	0	2,460,139	1.5	21	26.0	0.0	74.0
Iowa	0	0	980,653	0	980,653	0.6	32	0.0	0.0	100.0
Kansas	326,184	0	328,742	0	654,926	0.4	40	49.8	0.0	50.2
Kentucky	177,600	0	505,339	0	682,939	0.4	37	26.0	0.0	74.0
Louisiana	424,936	0	3,071,248	0	3,496,184	2.1	14	12.2	0.0	87.8
Maine	0	0	676,773	0	676,773	0.4	38	0.0	0.0	100.0
Maryland	318,925	0	342,341	0	661,266	0.4	39	48.2	0.0	51.8
Massachusetts	168,405	0	3,245,487	0	3,413,892	2.1	15	4.9	0.0	95.1
Michigan	1,937,366	0	6,818,220	0	8,755,586	5.3	4	22.1	0.0	77.9
Minnesota	241,137	0	697,500	0	938,637	0.6	34	25.7	0.0	74.3
Mississippi	0	0	0	0	0	0.0	50	0.0	0.0	0.0
Missouri	303,973	0	3,843,096	0	4,147,069	2.5	11	7.3	0.0	92.7
Montana	249,775	0	216,401	0	466,176	0.3	43	53.6	0.0	46.4
Nebraska	55,140	0	635,333	0	690,473	0.4	36	8.0	0.0	92.0
Nevada	703,624	0	1,192,749	0	1,896,373	1.1	27	37.1	0.0	62.9
New Hampshire	207,991	0	500	0	208,491	0.1	49	99.8	0.0	0.2
New Jersey	570,000	0	6,476,440	0	7,046,440	4.3	7	8.1	0.0	91.9
New Mexico	101,814	0	795,587	0	897,401	0.5	35	11.3	0.0	88.7
New York	10,972,378	0	2,710,298	0	13,682,676	8.3	3	80.2	0.0	19.8
North Carolina	1,384,927	0	1,146,496	0	2,531,423	1.5	20	54.7	0.0	45.3
North Dakota	62,300	0	302,110	0	364,410	0.2	45	17.1	0.0	82.9
Northern Mariana Islands	0	0	0	0	0	0.0	50	0.0	0.0	0.0
Ohio	578,280	0	3,531,855	0	4,110,135	2.5	12	14.1	0.0	85.9
Oklahoma	392,887	0	1,824,066	0	2,216,953	1.3	23	17.7	0.0	82.3
Oregon	(17,309)	0	1,395,427	0	1,378,118	0.8	30	-1.3	0.0	101.3
Pennsylvania	3,140,235	0	3,968,719	0	7,108,954	4.3	6	44.2	0.0	55.8
Puerto Rico	1,974,082	0	211,200	0	2,185,282	1.3	24	0.0	0.0	0.0
Rhode Island	0	0	1,684,508	0	1,684,508	1.0	29	0.0	0.0	100.0
South Carolina	1,228,842	0	2,184,144	0	3,412,986	2.1	16	36.0	0.0	64.0
South Dakota	80,000	0	535,784	0	615,784	0.4	41	0.0	0.0	0.0
Tennessee	639,958	0	4,916,752	0	5,556,710	3.4	9	11.5	0.0	88.5
Texas	4,752,719	141,195	12,846,633	0	17,740,547	10.7	2	26.8	0.8	72.4
Utah	479,364	0	1,554,108	0	2,033,472	1.2	25	23.6	0.0	76.4
Vermont	0	0	214,000	0	214,000	0.1	48	0.0	0.0	100.0
Virginia	40,000	0	1,060,596	0	1,100,596	0.7	31	3.6	0.0	96.4
Virgin Islands	0	0	0	0	0	0.0	50	0.0	0.0	0.0
Washington	499,830	34,338	1,802,551	0	2,336,719	1.4	22	21.4	1.5	77.1
West Virginia	168,233	0	289,200	0	457,433	0.3	44	36.8	0.0	63.2
Wisconsin	1,540,479	0	3,278,638	0	4,819,117	2.9	10	32.0	0.0	68.0
Wyoming	0	0	0	0	0	0.0	50	0.0	0.0	0.0
<b>TOTAL</b>	<b>\$50,653,566</b>	<b>\$193,722</b>	<b>\$114,225,150</b>	<b>\$200,000</b>	<b>\$165,272,438</b>	<b>100.0</b>		<b>30.6</b>	<b>0.1</b>	<b>69.1</b>
<i>Percent of Total</i>	<i>30.6</i>	<i>0.1</i>	<i>69.1</i>	<i>0.1</i>	<i>100.0</i>					

**Table 42** FY 2010 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS								TOTAL	% of Total
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %	RESEARCH	Re %		
<b>OVER 1,000,000</b>										
Atlanta, GA	\$73,704	4.3	0	0.0	\$1,844,202	95.7	0	0.0	\$1,717,906	1.0
Baltimore, MD	246,300	60.2	0	0.0	163,000	39.8	0	0.0	409,300	0.2
Boston, MA--NH--RI	205,745	10.4	0	0.0	1,763,890	89.6	0	0.0	1,969,635	1.2
Chicago, IL-IN	24,410	1.7	0	0.0	1,402,569	98.3	0	0.0	1,426,979	0.9
Cincinnati, OH-KY-IN	143,769	0.0	0	0.0	1,000,073	0.0	0	0.0	1,143,842	0.7
Cleveland, OH	0	0.0	0	0.0	88,777	0.0	0	0.0	88,777	0.1
Columbus, OH	0	0.0	0	0.0	501,396	100.0	0	0.0	501,396	0.3
Dallas--Fort Worth--Arlington, TX	1,058,211	29.2	141,195	3.9	2,421,145	66.9	0	0.0	3,620,551	2.2
Denver--Aurora, CO	0	0.0	0	0.0	1,647,782	100.0	0	0.0	1,647,782	1.0
Detroit, MI	1,721,330	28.0	0	0.0	4,426,828	72.0	0	0.0	6,148,158	3.7
Houston, TX	573,774	18.8	0	0.0	2,470,444	81.2	0	0.0	3,044,218	1.8
Indianapolis, IN	96,223	18.2	0	0.0	432,404	81.8	0	0.0	528,627	0.3
Kansas City, MO-KS	90,449	0.0	0	0.0	1,201,673	0.0	0	0.0	1,292,122	0.8
Las Vegas, NV	882,047	45.0	0	0.0	834,792	55.0	0	0.0	1,516,839	0.9
Los Angeles--Long Beach--Santa Ana, CA	8,166,664	56.8	0	0.0	6,206,498	43.2	0	0.0	14,373,162	8.7
Miami, FL	694,710	10.0	0	0.0	6,252,392	90.0	0	0.0	6,947,102	4.2
Milwaukee, WI	555,817	26.9	0	0.0	1,509,669	73.1	0	0.0	2,065,486	1.2
New Orleans, LA	37,827	2.3	0	0.0	1,634,887	97.7	0	0.0	1,672,714	1.0
New York--Newark, NY-NJ-CT	10,399,839	59.9	0	0.0	6,947,794	40.1	0	0.0	17,347,633	10.6
Philadelphia, PA-NJ-DE-MD	111,504	3.2	0	0.0	3,424,685	96.8	0	0.0	3,536,189	2.1
Phoenix--Mesa, AZ	1,573,879	0.0	32,000	0.0	3,804,041	0.0	0	0.0	5,400,920	3.3
Pittsburgh, PA	355,931	41.3	0	0.0	506,371	58.7	0	0.0	862,302	0.5
Portland, OR-WA	0	0.0	0	0.0	159,731	0.0	0	0.0	159,731	0.1
Providence, RI-MA	0	0.0	0	0.0	1,855,712	100.0	0	0.0	1,855,712	1.1
Sacramento, CA	25,204	3.0	0	0.0	814,880	97.0	0	0.0	840,084	0.5
San Antonio, TX	0	0.0	0	0.0	1,153,779	100.0	0	0.0	1,153,779	0.7
San Diego, CA	0	0.0	0	0.0	350,000	100.0	0	0.0	350,000	0.2
San Juan, PR	1,974,082	90.3	0	0.0	211,200	9.7	0	0.0	2,185,282	1.3
Seattle, WA	(22,233)	(12.2)	34,338	18.9	169,751	93.3	0	0.0	181,856	0.1
Virginia Beach, VA	0	0.0	0	0.0	660,596	100.0	0	0.0	660,596	0.4
<b>SUBTOTAL</b>	<b>28,789,186</b>	<b>34.0</b>	<b>207,533</b>	<b>0.2</b>	<b>55,660,941</b>	<b>65.7</b>	<b>0</b>	<b>0.0</b>	<b>84,657,660</b>	<b>51.2</b>
<b>200,000 - 1,000,000</b>										
Albuquerque, NM	101,814	15.0	0	0.0	578,600	85.0	0	0.0	680,414	0.4
Allentown--Bethlehem, PA-NJ	2,289	4.6	0	0.0	47,472	95.4	0	0.0	49,761	0.0
Anchorage, AK	71,395	34.3	0	0.0	137,016	65.7	0	0.0	208,411	0.1
Ann Arbor, MI	0	0.0	0	0.0	140,000	100.0	0	0.0	140,000	0.1
Asheville, NC	99,920	100.0	0	0.0	0	0.0	0	0.0	99,920	0.1
Atlantic City, NJ	10,000	4.1	0	0.0	231,062	95.9	0	0.0	241,062	0.1
Augusta-Richmond County, GA-SC	71,860	32.9	0	0.0	146,784	67.1	0	0.0	218,644	0.1
Bakersfield, CA	0	0.0	0	0.0	377,098	100.0	0	0.0	377,098	0.2
Baton Rouge, LA	86,513	25.7	0	0.0	250,000	0.0	0	0.0	336,513	0.2
Boise City, ID	99,953	100.0	0	0.0	0	0.0	0	0.0	99,953	0.1
Bridgeport--Stamford, CT--NY	0	0.0	0	0.0	646,653	100.0	0	0.0	646,653	0.4
Buffalo, NY	487,908	88.2	0	0.0	65,498	11.8	0	0.0	553,406	0.3
Canton, OH	27,359	13.4	0	0.0	177,194	86.6	0	0.0	204,553	0.1
Cape Coral, FL	88,678	31.7	0	0.0	147,947	68.3	0	0.0	216,623	0.1
Charleston--North Charleston, SC	47,000	8.6	0	0.0	498,385	0.0	0	0.0	545,385	0.3
Colorado Springs, CO	43,167	74.7	(5,811)	(10.1)	20,462	35.4	0	0.0	57,818	0.0
Columbia, SC	47,579	10.0	0	0.0	428,207	0.0	0	0.0	475,786	0.3
Corpus Christi, TX	68,890	30.1	0	0.0	160,083	69.9	0	0.0	228,973	0.1
Davenport, IA-IL	0	0.0	0	0.0	225,600	0.0	0	0.0	225,600	0.1
Dayton, OH	9,600	3.1	0	0.0	301,643	96.9	0	0.0	311,243	0.2
Daytona Beach--Port Orange, FL	0	0.0	0	0.0	482,855	0.0	0	0.0	482,855	0.3
Denton--Lewisville, TX	0	0.0	0	0.0	71,192	0.0	0	0.0	71,192	0.0
Des Moines, IA	0	0.0	0	0.0	163,293	100.0	0	0.0	163,293	0.1
El Paso, TX-NM	275,017	37.6	0	0.0	456,684	0.0	0	0.0	731,701	0.4
Flint, MI	0	0.0	0	0.0	265,536	100.0	0	0.0	265,536	0.2
Fort Collins, CO	0	0.0	0	0.0	114,965	100.0	0	0.0	114,965	0.1
Fort Wayne, IN	29,838	10.0	0	0.0	268,542	90.0	0	0.0	298,380	0.2
Fresno, CA	205,941	37.6	0	0.0	141,930	0.0	200,000	36.5	547,871	0.3
Greensboro, NC	74,184	24.4	0	0.0	229,245	0.0	0	0.0	303,429	0.2
Greenville, SC	124,169	46.7	0	0.0	141,707	53.3	0	0.0	265,876	0.2
Harrisburg, PA	445,455	100.0	0	0.0	0	0.0	0	0.0	445,455	0.3
Hartford, CT	0	0.0	0	0.0	781,056	100.0	0	0.0	781,056	0.5
Honolulu, HI	252,080	74.6	0	0.0	86,000	25.4	0	0.0	338,080	0.2
Huntsville, AL	22,615	100.0	0	0.0	0	0.0	0	0.0	22,615	0.0
Knoxville, TN	28,208	10.0	0	0.0	253,869	0.0	0	0.0	282,077	0.2
Lancaster, PA	0	0.0	0	0.0	325,385	100.0	0	0.0	325,385	0.2
Lancaster--Palmdale, CA	365,823	100.0	0	0.0	0	0.0	0	0.0	365,823	0.2
Lexington-Fayette, KY	62,400	43.7	0	0.0	80,435	56.3	0	0.0	142,835	0.1
Little Rock, AR	281,674	29.8	0	0.0	663,330	70.2	0	0.0	945,004	0.6
Louisville, KY-IN	115,200	21.3	0	0.0	424,904	78.7	0	0.0	540,104	0.3
Lubbock, TX	0	0.0	0	0.0	375,301	0.0	0	0.0	375,301	0.2
Madison, WI	0	0.0	0	0.0	169,927	0.0	0	0.0	169,927	0.1
McAllen, TX	147,551	16.7	0	0.0	737,754	83.3	0	0.0	885,305	0.5
Memphis, TN-MS-AR	0	0.0	0	0.0	1,090,410	100.0	0	0.0	1,090,410	0.7
Mobile, AL	30,880	10.0	0	0.0	277,917	90.0	0	0.0	308,797	0.2
Nashville-Davidson, TN	111,103	13.4	0	0.0	716,556	86.6	0	0.0	827,659	0.5
New Haven, CT	0	0.0	0	0.0	497,180	100.0	0	0.0	497,180	0.3
Oklahoma City, OK	48,536	10.0	0	0.0	436,831	90.0	0	0.0	485,367	0.3
Omaha, NE-IA	55,140	8.0	0	0.0	635,333	0.0	0	0.0	690,473	0.4
Oxnard, CA	224,307	72.9	0	0.0	83,459	27.1	0	0.0	307,766	0.2
Pensacola, FL-AL	141,703	32.1	0	0.0	300,339	67.9	0	0.0	442,042	0.3
Peoria, IL	0	0.0	0	0.0	188,890	100.0	0	0.0	188,890	0.1

**Table 42 (cont.)** FY 2010 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS								TOTAL	% of Total
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %	RESEARCH	Re %		
Port St. Lucie, FL	2,683	10.0	0	0.0	24,147	90.0	0	0.0	26,830	0.0
Raleigh, NC	76,246	36.2	0	0.0	134,271	63.8	0	0.0	210,517	0.1
Reno, NV	21,577	9.1	0	0.0	215,765	90.9	0	0.0	237,342	0.1
Rockford, IL	22,000	100.0	0	0.0	0	0.0	0	0.0	22,000	0.0
Round Lake Beach--McHenry--Grayslake, IL	0	0.0	0	0.0	52,717	0.0	0	0.0	52,717	0.0
Salem, OR	0	0.0	0	0.0	536,796	100.0	0	0.0	536,796	0.3
Salt Lake City, UT	0	0.0	0	0.0	1,294,808	0.0	0	0.0	1,294,808	0.8
Savannah, GA	18,034	10.0	0	0.0	162,307	90.0	0	0.0	180,341	0.1
Shreveport, LA	25,612	10.0	0	0.0	230,515	90.0	0	0.0	256,127	0.2
Springfield, MA-CT	0	0.0	0	0.0	449,497	0.0	0	0.0	449,497	0.3
Springfield, MO	0	0.0	0	0.0	152,032	100.0	0	0.0	152,032	0.1
Syracuse, NY	0	0.0	0	0.0	507,235	0.0	0	0.0	507,235	0.3
Tallahassee, FL	77,444	51.2	0	0.0	73,960	48.8	0	0.0	151,404	0.1
Temecula--Murrieta, CA	4	0.0	0	0.0	55,149	100.0	0	0.0	55,153	0.0
Thousand Oaks, CA	16,035	26.6	0	0.0	44,317	0.0	0	0.0	60,352	0.0
Trenton, NJ	10,000	4.1	0	0.0	235,839	95.9	0	0.0	245,839	0.1
Tucson, AZ	50,406	10.0	0	0.0	453,660	90.0	0	0.0	504,066	0.3
Tulsa, OK	50,177	16.2	0	0.0	258,762	83.8	0	0.0	308,959	0.2
Victorville--Hesperia--Apple Valley, CA	149,348	100.0	0	0.0	0	0.0	0	0.0	149,348	0.1
Wichita, KS	20,773	10.0	0	0.0	186,954	90.0	0	0.0	207,727	0.1
Worcester, MA-CT	0	0.0	0	0.0	219,210	100.0	0	0.0	219,210	0.1
Youngstown, OH	25,002	10.0	0	0.0	225,024	90.0	0	0.0	250,026	0.2
<b>SUBTOTAL</b>	<b>4,951,088</b>	<b>19.3</b>	<b>(5,811)</b>	<b>(0.0)</b>	<b>20,553,514</b>	<b>80.0</b>	<b>200,000</b>	<b>0.8</b>	<b>25,698,791</b>	<b>15.5</b>
<b>50,000 - 200,000</b>										
Abilene, TX	0	0.0	0	0.0	420,000	100.0	0	0.0	420,000	0.3
Ames, IA	0	0.0	0	0.0	60,713	100.0	0	0.0	60,713	0.0
Anderson, SC	43,000	41.9	0	0.0	59,842	58.1	0	0.0	102,842	0.1
Appleton, WI	150,280	42.6	0	0.0	202,137	57.4	0	0.0	352,417	0.2
Atascadero--El Paso de Robles, CA	0	0.0	0	0.0	70,500	100.0	0	0.0	70,500	0.0
Bangor, ME	0	0.0	0	0.0	45,000	100.0	0	0.0	45,000	0.0
Battle Creek, MI	0	0.0	0	0.0	213,500	100.0	0	0.0	213,500	0.1
Bay City, MI	4,736	6.1	0	0.0	72,500	93.9	0	0.0	77,236	0.0
Bend, OR	0	0.0	0	0.0	106,854	100.0	0	0.0	106,854	0.1
Benton Harbor--St. Joseph, MI	0	0.0	0	0.0	194,322	100.0	0	0.0	194,322	0.1
Bismarck, ND	0	0.0	0	0.0	24,050	100.0	0	0.0	24,050	0.0
Brunswick, GA	0	0.0	0	0.0	40,000	100.0	0	0.0	40,000	0.0
Burlington, VT	0	0.0	0	0.0	214,000	100.0	0	0.0	214,000	0.1
Carson City, NV	0	0.0	0	0.0	48,320	100.0	0	0.0	48,320	0.0
Cedar Rapids, IA	0	0.0	0	0.0	181,344	100.0	0	0.0	181,344	0.1
Clarksville, TN-KY	8,832	21.5	0	0.0	32,288	78.5	0	0.0	41,120	0.0
Coeur d'Alene, ID	116,500	41.6	0	0.0	163,880	58.4	0	0.0	280,380	0.2
Concord, NC	0	0.0	0	0.0	97,271	100.0	0	0.0	97,271	0.1
Corvallis, OR	0	0.0	0	0.0	160,594	100.0	0	0.0	160,594	0.1
Davis, CA	0	0.0	0	0.0	96,600	100.0	0	0.0	96,600	0.1
Dothan, AL	0	0.0	0	0.0	520,432	100.0	0	0.0	520,432	0.3
Dover--Rochester, NH-ME	0	0.0	0	0.0	65,470	100.0	0	0.0	65,470	0.0
Duluth, MN-WI	0	0.0	0	0.0	187,000	100.0	0	0.0	187,000	0.1
Eau Claire, WI	102,000	44.3	0	0.0	128,366	55.7	0	0.0	230,366	0.1
Erie, PA	107,560	68.3	0	0.0	50,000	31.7	0	0.0	157,560	0.1
Fairbanks, AK	3,934	10.0	0	0.0	35,408	90.0	0	0.0	39,342	0.0
Fargo, ND-MN	0	0.0	0	0.0	112,500	100.0	0	0.0	112,500	0.1
Fayetteville--Springdale, AR	0	0.0	0	0.0	226,794	100.0	0	0.0	226,794	0.1
Florence, AL	0	0.0	0	0.0	142,464	100.0	0	0.0	142,464	0.1
Fond du Lac, WI	120,694	71.0	0	0.0	49,214	29.0	0	0.0	169,908	0.1
Fort Smith, AR-OK	50,624	18.7	0	0.0	220,589	81.3	0	0.0	271,213	0.2
Galveston, TX	0	0.0	0	0.0	542,399	100.0	0	0.0	542,399	0.3
Grand Forks, ND-MN	0	0.0	0	0.0	79,860	100.0	0	0.0	79,860	0.0
Grand Junction, CO	0	0.0	0	0.0	43,366	100.0	0	0.0	43,366	0.0
Green Bay, WI	0	0.0	0	0.0	48,604	100.0	0	0.0	48,604	0.0
Hemet, CA	0	0.0	0	0.0	224,656	100.0	0	0.0	224,656	0.1
Hickory, NC	0	0.0	0	0.0	123,012	100.0	0	0.0	123,012	0.1
Hot Springs, AR	0	0.0	0	0.0	110,475	100.0	0	0.0	110,475	0.1
Iowa City, IA	0	0.0	0	0.0	57,432	100.0	0	0.0	57,432	0.0
Jackson, MI	0	0.0	0	0.0	200,000	100.0	0	0.0	200,000	0.1
Jackson, TN	16,800	4.8	0	0.0	335,500	95.2	0	0.0	352,300	0.2
Janesville, WI	0	0.0	0	0.0	94,020	100.0	0	0.0	94,020	0.1
Jefferson City, MO	0	0.0	0	0.0	350,000	100.0	0	0.0	350,000	0.2
Johnson City, TN	0	0.0	0	0.0	125,000	100.0	0	0.0	125,000	0.1
Jonesboro, AR	30,238	100.0	0	0.0	0	0.0	0	0.0	30,238	0.0
Kenosha, WI	0	0.0	0	0.0	268,817	100.0	0	0.0	268,817	0.2
La Crosse, WI-MN	82,787	100.0	0	0.0	0	0.0	0	0.0	82,787	0.1
Lafayette, IN	477,000	36.3	0	0.0	837,610	63.7	0	0.0	1,314,610	0.8
Lake Charles, LA	0	0.0	0	0.0	105,224	100.0	0	0.0	105,224	0.1
Lawton, OK	288,000	100.0	0	0.0	0	0.0	0	0.0	288,000	0.2
Leominster--Fitchburg, MA	0	0.0	0	0.0	125,000	100.0	0	0.0	125,000	0.1
Lima, OH	0	0.0	0	0.0	512,500	100.0	0	0.0	512,500	0.3
Livermore, CA	0	0.0	0	0.0	323,225	100.0	0	0.0	323,225	0.2
Logan, UT	0	0.0	0	0.0	259,300	100.0	0	0.0	259,300	0.2
Lompoc, CA	0	0.0	0	0.0	83,850	100.0	0	0.0	83,850	0.1
Mandeville--Covington, LA	13,351	35.7	0	0.0	24,029	64.3	0	0.0	37,380	0.0
Medford, OR	(17,309)	(14.3)	0	0.0	137,977	114.3	0	0.0	120,668	0.1
Monessen, PA	321,600	100.0	0	0.0	0	0.0	0	0.0	321,600	0.2
Mount Vernon, WA	314,550	62.4	0	0.0	189,742	37.6	0	0.0	504,292	0.3
Myrtle Beach, SC	0	0.0	0	0.0	43,000	100.0	0	0.0	43,000	0.0
Napa, CA	0	0.0	0	0.0	50,000	100.0	0	0.0	50,000	0.0

**Table 42 (cont.)** FY 2010 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS							TOTAL	% of Total	
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %	RESEARCH			Re %
Norman, OK	0	0.0	0	0.0	132,138	100.0	0	0.0	132,138	0.1
Olympia--Lacey, WA	44,000	63.8	0	0.0	24,956	36.2	0	0.0	68,956	0.0
Petaluma, CA	0	0.0	0	0.0	101,150	100.0	0	0.0	101,150	0.1
Pittsfield, MA	0	0.0	0	0.0	272,536	100.0	0	0.0	272,536	0.2
Pocatello, ID	18,853	28.7	0	0.0	46,800	71.3	0	0.0	65,653	0.0
Port Huron, MI	50,400	8.8	0	0.0	525,530	91.2	0	0.0	575,930	0.3
Portsmouth, NH-ME	0	0.0	0	0.0	65,467	100.0	0	0.0	65,467	0.0
Rapid City, SD	0	0.0	0	0.0	90,327	100.0	0	0.0	90,327	0.1
Rock Hill, SC	0	0.0	0	0.0	8,325	100.0	0	0.0	8,325	0.0
Rocky Mount, NC	15,714	55.0	0	0.0	12,875	45.0	0	0.0	28,589	0.0
Saginaw, MI	8,000	4.6	0	0.0	167,500	95.4	0	0.0	175,500	0.1
San Luis Obispo, CA	155,000	100.0	0	0.0	0	0.0	0	0.0	155,000	0.1
Santa Cruz, CA	0	0.0	0	0.0	231,990	100.0	0	0.0	231,990	0.1
Santa Fe, NM	0	0.0	0	0.0	8,949	100.0	0	0.0	8,949	0.0
Santa Maria, CA	0	0.0	0	0.0	100,000	100.0	0	0.0	100,000	0.1
Seaside--Monterey--Marina, CA	233,600	28.0	0	0.0	600,000	72.0	0	0.0	833,600	0.5
Sherman, TX	132,154	100.0	0	0.0	0	0.0	0	0.0	132,154	0.1
Simi Valley, CA	0	0.0	0	0.0	91,000	100.0	0	0.0	91,000	0.1
Sioux Falls, SD	0	0.0	0	0.0	31,277	100.0	0	0.0	31,277	0.0
South Lyon--Howell--Brighton, MI	0	0.0	0	0.0	50,000	100.0	0	0.0	50,000	0.0
Springfield, OH	81,840	31.2	0	0.0	180,367	68.8	0	0.0	262,207	0.2
St. Cloud, MN	0	0.0	0	0.0	189,000	100.0	0	0.0	189,000	0.1
St. Joseph, MO-KS	0	0.0	0	0.0	356,919	100.0	0	0.0	356,919	0.2
Tuscaloosa, AL	0	0.0	0	0.0	56,000	100.0	0	0.0	56,000	0.0
Tyler, TX	21,600	10.8	0	0.0	179,309	89.2	0	0.0	200,909	0.1
Vallejo, CA	400,000	100.0	0	0.0	0	0.0	0	0.0	400,000	0.2
Victoria, TX	339,000	37.9	0	0.0	555,364	62.1	0	0.0	894,364	0.5
Visalia, CA	0	0.0	0	0.0	400,000	100.0	0	0.0	400,000	0.2
Waterbury, CT	0	0.0	0	0.0	693,574	100.0	0	0.0	693,574	0.4
Waterloo, IA	0	0.0	0	0.0	170,194	100.0	0	0.0	170,194	0.1
Weirton, WV--Steubenville, OH-PA	26,300	15.4	0	0.0	144,200	84.6	0	0.0	170,500	0.1
Wenatchee, WA	0	0.0	0	0.0	562,601	100.0	0	0.0	562,601	0.3
Williamsport, PA	0	0.0	0	0.0	42,768	100.0	0	0.0	42,768	0.0
Yakima, WA	0	0.0	0	0.0	131,025	100.0	0	0.0	131,025	0.1
Yuba City, CA	0	0.0	0	0.0	153,050	100.0	0	0.0	153,050	0.1
<b>SUBTOTAL</b>	<b>3,761,638</b>	<b>19.1</b>	<b>0</b>	<b>0.0</b>	<b>15,911,541</b>	<b>80.9</b>	<b>0</b>	<b>0.0</b>	<b>19,673,179</b>	<b>11.9</b>
<b>Under 50,000</b>										
ALABAMA GOV APP	16,000	2.1	0	0.0	754,147	97.9	0	0.0	770,147	0.5
ALASKA GOV APP	10,171	10.0	0	0.0	91,541	90.0	0	0.0	101,712	0.1
ARKANSAS GOV APP	472,829	55.1	0	0.0	385,086	44.9	0	0.0	857,915	0.5
CALIFORNIA GOV APP	381,476	100.0	0	0.0	0	0.0	0	0.0	381,476	0.2
COLORADO GOV APP	287,785	663.6	-8,000	(18.4)	(236,419)	(545.2)	0	0.0	43,366	0.0
CONNECTICUT GOV APP	0	0.0	0	0.0	165,413	100.0	0	0.0	165,413	0.1
DELAWARE GOV APP	0	0.0	0	0.0	55,848	100.0	0	0.0	55,848	0.0
GEORGIA GOV APP	437,292	48.4	0	0.0	466,915	51.6	0	0.0	904,207	0.5
IDAHO GOV APP	85,000	16.1	0	0.0	442,283	83.9	0	0.0	527,283	0.3
ILLINOIS GOV APP	882,599	38.1	0	0.0	1,435,276	61.9	0	0.0	2,317,875	1.4
INDIANA GOV APP	36,245	11.4	0	0.0	282,277	88.6	0	0.0	318,522	0.2
IOWA GOV APP	0	0.0	0	0.0	122,077	100.0	0	0.0	122,077	0.1
KANSAS GOV APP	305,411	0.0	0	0.0	141,788	0.0	0	0.0	447,199	0.3
LOUISIANA GOV APP	261,633	24.0	0	0.0	828,593	76.0	0	0.0	1,088,226	0.7
MAINE GOV APP	0	0.0	0	0.0	500,836	100.0	0	0.0	500,836	0.3
MARYLAND GOV APP	72,625	28.8	0	0.0	179,341	71.2	0	0.0	251,966	0.2
MASSACHUSETTS GOV APP	0	0.0	0	0.0	244,150	100.0	0	0.0	244,150	0.1
MICHIGAN GOV APP	152,900	21.4	0	0.0	562,504	78.6	0	0.0	715,404	0.4
MINNESOTA GOV APP	241,137	44.8	0	0.0	297,500	55.2	0	0.0	538,637	0.3
MISSOURI GOV APP	213,524	10.7	0	0.0	1,782,472	89.3	0	0.0	1,995,996	1.2
MONTANA GOV APP	249,775	53.6	0	0.0	216,401	46.4	0	0.0	466,176	0.3
NEVADA GOV APP	0	0.0	0	0.0	93,872	100.0	0	0.0	93,872	0.1
NEW HAMPSHIRE GOV APP	170,651	99.7	0	0.0	500	0.3	0	0.0	171,151	0.1
NEW JERSEY GOV APP	24,618	0.0	0	0.0	548,419	0.0	0	0.0	573,037	0.3
NEW MEXICO GOV APP	0	0.0	0	0.0	208,038	100.0	0	0.0	208,038	0.1
NEW YORK GOV APP	607,724	50.2	0	0.0	603,419	49.8	0	0.0	1,211,143	0.7
NORTH CAROLINA GOV APP	1,118,863	67.1	0	0.0	549,822	32.9	0	0.0	1,668,685	1.0
NORTH DAKOTA GOV APP	62,300	38.2	0	0.0	109,700	63.8	0	0.0	172,000	0.1
OHIO GOV APP	290,710	34.8	0	0.0	544,881	65.2	0	0.0	835,591	0.5
OKLAHOMA GOV APP	6,174	0.6	0	0.0	996,315	99.4	0	0.0	1,002,489	0.6
OREGON GOV APP	0	0.0	0	0.0	453,206	100.0	0	0.0	453,206	0.3
PENNSYLVANIA GOV APP	1,823,730	96.4	0	0.0	68,742	3.6	0	0.0	1,892,472	1.1
SOUTH CAROLINA GOV APP	895,234	0.0	0	0.0	858,094	0.0	0	0.0	1,753,328	1.1
SOUTH DAKOTA GOV APP	80,000	16.2	0	0.0	414,180	83.8	0	0.0	494,180	0.3
TENNESSEE GOV APP	475,015	14.9	0	0.0	2,713,129	85.1	0	0.0	3,188,144	1.9
TEXAS GOV APP	2,136,522	0.0	0	0.0	3,303,179	0.0	0	0.0	5,439,701	3.3
UTAH GOV APP	479,364	100.0	0	0.0	0	0.0	0	0.0	479,364	0.3
VIRGINIA GOV APP	40,000	0.0	0	0.0	400,000	0.0	0	0.0	440,000	0.3
WASHINGTON GOV APP	163,513	0.0	0	0.0	564,745	0.0	0	0.0	728,258	0.4
WEST VIRGINIA GOV APP	141,933	49.5	0	0.0	145,000	50.5	0	0.0	286,933	0.2
WISCONSIN GOV APP	528,901	0.0	0	0.0	807,884	0.0	0	0.0	1,336,785	0.8
<b>SUBTOTAL</b>	<b>13,151,654</b>	<b>37.3</b>	<b>(\$8,000)</b>	<b>(0.0)</b>	<b>22,099,154</b>	<b>62.7</b>	<b>0</b>	<b>0.0</b>	<b>35,242,808</b>	<b>21.3</b>
<b>TOTAL</b>	<b>\$50,653,566</b>		<b>\$193,722</b>		<b>\$114,225,150</b>		<b>200,000</b>		<b>\$165,272,438</b>	<b>100.0</b>

**Table 43** FY 2010 Job Access/Reverse Commute Obligations for Vehicles

TABLE 43 FY 2010 JOB ACCESS / REVERSE COMMUTE OBLIGATIONS FOR VEHICLES													
	40' BUS	35' BUS	30' BUS	<30' BUS	BUS COMMUTER SUBURBAN BUS	VANS	STATION WAGONS & SEDANS	OTHERS	FY 2010 VEHICLE TOTAL				
	#	#	#	#	#	#	#	#	#				
	\$	\$	\$	\$	\$	\$	\$	\$	\$				
Alaska	0	0	0	0	0	0	0	0	2				
Arizona	1	0	0	0	0	2	0	0	11				
Arkansas	0	0	0	16	0	10	0	0	77				
California	0	0	0	0	0	61	0	0	58				
Colorado	0	0	0	9	0	0	0	0	11				
Florida	0	0	0	1	0	4	0	0	5				
Idaho	0	0	0	2	0	0	0	0	2				
Illinois	0	0	0	7	0	2	0	0	9				
Indiana	1	0	0	1	0	0	0	0	2				
Kansas	0	0	0	0	0	6	0	0	6				
Kentucky	0	0	0	3	0	0	0	0	3				
Louisiana	0	0	0	0	0	0	100	0	100				
Maryland	0	0	0	1	0	0	0	0	1				
Michigan	0	0	0	5	0	1	0	0	6				
Missouri	0	0	0	0	0	2	0	0	2				
Montana	0	0	0	2	0	4	0	0	6				
Nebraska	0	0	0	0	0	0	0	(1)	(1)				
Nevada	0	0	0	19	0	0	0	0	19				
New Mexico	0	0	0	1	0	0	0	0	1				
New York	0	0	0	0	0	2	0	0	2				
North Carolina	0	0	0	4	0	2	0	0	8				
North Dakota	0	0	0	1	0	0	0	0	1				
Ohio	0	0	0	5	0	3	2	0	10				
Oklahoma	0	0	0	0	0	0	0	0	1				
Pennsylvania	0	0	0	2	4	1	0	0	7				
Puerto Rico	0	0	0	8	0	0	0	0	8				
South Carolina	2	0	0	2	0	0	0	0	5				
South Dakota	0	0	0	1	0	1	0	0	2				
Tennessee	0	0	0	0	0	8	7	0	15				
Texas	0	0	2	12	0	0	0	3	23				
Utah	0	0	0	0	0	3	0	0	3				
Washington	0	0	1	1	0	0	0	0	2				
West Virginia	0	0	0	0	0	1	0	0	1				
<b>TOTAL</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>103</b>	<b>4</b>	<b>177</b>	<b>109</b>	<b>2</b>	<b>408</b>				
<b>% of Vehicles by Type</b>	<b>1.0</b>	<b>1.2</b>	<b>1.0</b>	<b>25.2</b>	<b>1.0</b>	<b>43.4</b>	<b>26.7</b>	<b>0.5</b>	<b>100.0</b>				
	\$ 1,125,962	\$ 769,592	\$ 681,434	\$ 4,712,308	\$ 1,787,730	\$ 4,353,497	\$ 156,822	\$ 153,000	\$ 13,740,345				

## Over-the-Road Bus Program

The Over-the-Road Bus program is designed to help operators of over-the-road buses finance the capital and training costs of complying with the U.S. DOT's final rule regarding accessibility of over-the-road buses required by ADA. Eligible projects include the incremental cost of adding a lift to a new bus, retrofit of a bus to add a lift, and training.

In FY 2010, applications were reviewed and selected on a competitive basis. Several factors were considered: (1) the need for over-the-road bus accessibility in the areas served, (2) the extent to which the applicant demonstrates innovative strategies and financial commitment, (3) the extent to which the operator acquires equipment required by the final rule prior to any required timeframe, (4) the extent to which financing the costs of compliance presents a financial hardship for the applicant, and (5) the impact of accessibility requirements on the continuation of over-the-road bus service, with particular consideration of the impact of the requirements on service to rural areas and for low-income individuals. Other factors, such as fleet size and prior-year funding, were also considered.

A total of \$544,000 was obligated for the program in FY 2010. The projects selected provided funding for the incremental cost of adding lifts to new vehicles, retrofitting vehicles, and training employees in the use of accessible equipment. The \$544,000 obligated during FY 2010 included projects selected in previous fiscal years. In FY 2010, the Federal share of a grant under this program was 90 percent for all providers.

Because the Over-the-Road Bus Program provides funds to intercity bus providers, the service area for any grantee may include any or all of the population categories used to report FTA obligation data: large, medium, or small urbanized areas or non-urbanized areas. As defined by "intercity," the service provided by any grantee always includes more than one area. Since the funding cannot be tied to any particular area or population category, obligations cannot be reported that way. For this program, obligations are reported by grantee. In the summary tables (by state), the obligations are listed according to the state in which the grantee's headquarters office is located.



**Table 44** FY 2010 Over-the-Road Bus Program Obligations

State	Recipient Name	Acquire ADA Vehicle Equipment (\$)	Rehab/Renovate ADA Vehicle Equipment (\$)	Training (\$)	Other (\$)	Total
California	ATC/ST/ASL	67,275	0	3,000	0	70,275
California	MA	119,000	0	3,000	0	122,000
Indiana	Thompson Motor	120,000	0	23,000	0	143,000
Iowa	BURLINGTON TRAILWAYS	54,300	0	0	0	54,300
Missouri	B&B	32,939	0	2,061	0	35,000
Missouri	WKL	39,400	0	1,600	0	41,000
Pennsylvania	TMS, INC.	78,686	0	0	0	78,686
<b>Grand Total</b>		<b>511,600</b>	<b>0</b>	<b>32,661</b>	<b>0</b>	<b>544,261</b>

## Metropolitan Transportation Planning Program (49 U.S.C. §5303)

Metropolitan Transportation Planning Program (MTPP) funds are available to carry out the transportation planning process and meet the programming requirements of the joint FTA/FHWA planning regulations, "Planning Assistance and Standards," 23 C.F.R. Part 450 and 49 C.F.R. Part 613. FTA apportions MTPP funds to the states based on a set of formulas: 80 percent of the funds available is apportioned according to an urbanized area population-based formula; the remaining 20 percent is provided to the states based on an FTA administrative formula to address planning needs in larger, more complex urbanized areas with one million or more population. Acting as the FTA grantees, the states distribute these funds to each Metropolitan Planning Organization (MPO) within the state. All states have either reaffirmed or developed in consultation with their MPOs allocation formulas that are used to distribute the funding.

The MTPP provides financial assistance, through the states, to MPOs to support the costs of preparing long-range transportation plans (LRTPs) and financially-feasible transportation improvement plans (TIPs) required as a condition of obtaining Federal transit funding.

In FY 2010, FTA obligated almost \$ 165 million for metropolitan planning.

## Statewide Transportation Planning Program (49 U.S.C. §5304)

The Statewide Transportation Planning Program (STPP) is a source of Federal financial assistance to the states for statewide transportation planning and other technical assistance activities; planning support for non-urbanized areas; research, development, and demonstration projects; fellowships for training in the public transportation field; university research; and human resource development. The specific requirements of statewide transportation planning are set forth in 49 U.S.C. 5304 and further explained in 23 C.F.R. Part 450 and 49 C.F.R. Part 613. As with the MTPP, the state is the FTA grantee for this program.

In FY 2010, FTA obligated almost \$97 million for statewide planning.

**Table 45** FY 2010 Obligations for Metropolitan/Statewide Planning and Research

STATE	METROPOLITAN PLANNING PROGRAM Section 5303	STATEWIDE PLANNING PROGRAM SECTION 5304	Total
Alabama	\$0	\$0	\$0
Alaska	476,247	0	\$476,247
American Samoa	0	0	\$0
Arizona	2,251,761	0	\$2,251,761
Arkansas	0	1,887,024	\$1,887,024
California	0	69,673,440	\$69,673,440
Colorado	0	0	\$0
Connecticut	0	0	\$0
Delaware	1,045,929	0	\$1,045,929
District of Columbia	474,035	0	\$474,035
Florida	7,425,848	0	\$7,425,848
Georgia	2,646,396	0	\$2,646,396
Guam	0	0	\$0
Hawaii	850,864	0	\$850,864
Idaho	99,418	0	\$99,418
Illinois	6,137,479	0	\$6,137,479
Indiana	0	0	\$0
Iowa	0	3,236,013	\$3,236,013
Kansas	236,858	2,299,500	\$2,536,358
Kentucky	0	0	\$0
Louisiana	1,173,918	0	\$1,173,918
Maine	99,418	0	\$99,418
Maryland	0	9,499,648	\$9,499,648
Massachusetts	6,620,696	0	\$6,620,696
Michigan	447,179	0	\$447,179
Minnesota	0	3,269,685	\$3,269,685
Mississippi	352,919	0	\$352,919
Missouri	299,539	6,052,864	\$6,352,403
Montana	556,177	0	\$556,177
Nebraska	997,427	0	\$997,427
Nevada	0	0	\$0
New Hampshire	0	0	\$0
New Jersey	0	0	\$0
New Mexico	476,247	0	\$476,247
New York	9,816,292	0	\$9,816,292
North Carolina	3,417,934	0	\$3,417,934
North Dakota	0	0	\$0
Northern Mariana Islands	0	0	\$0
Ohio	0	0	\$0
Oklahoma	685,613	0	\$685,613
Oregon	1,025,008	0	\$1,025,008
Pennsylvania	3,998,245	0	\$3,998,245
Puerto Rico	1,898,408	0	\$1,898,408
Rhode Island	0	0	\$0
South Carolina	0	0	\$0
South Dakota	0	0	\$0
Tennessee	1,370,046	0	\$1,370,046
Texas	8,308,910	0	\$8,308,910
Utah	0	0	\$0
Vermont	374,504	0	\$374,504
Virginia	2,577,965	0	\$2,577,965
Virgin Islands	0	0	\$0
Washington	1,229,970	0	\$1,229,970
West Virginia	0	0	\$0
Wisconsin	275,489	0	\$275,489
Wyoming	0	1,274,617	\$1,274,617
<b>Total</b>	<b>\$67,646,739</b>	<b>\$97,192,791</b>	<b>\$164,839,530</b>
<b>Percent</b>	<b>41.0</b>	<b>59.0</b>	<b>100.0</b>

## Emergency Supplemental Obligations

Emergency supplemental appropriations passed by Congress since fiscal year 2001 have provided significant funding for transit system improvements. This includes projects or funding in response to the September 11, 2001, terrorist attacks, Hurricane Katrina disaster relief, and other significant purposes.

In FY 2010, about \$3.7 million was obligated as Emergency Supplemental grants.

## Alternative Analysis Program (49 U.S.C. § 5339)

SAFETEA-LU established the Alternatives Analysis program under 49 U.S.C. § 5339. The program provides grants to states, authorities of the states, MPOs, and local government authorities to develop studies as part of the transportation planning process. These studies include an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea, sufficient information to enable the Secretary to make the findings of project justification and local financial commitment required, the selection of a locally preferred alternative, and the adoption of the locally preferred alternative as part of the state or regional LRTP.

Unless otherwise specified in law, grants made under the Alternatives Analysis program must meet all other eligibility requirements as outlined in Section 5309. Eligible projects include planning and corridor studies and the adoption of locally preferred alternatives within the fiscally-constrained Metropolitan Transportation Plan for that area. Funds awarded under the Alternatives Analysis Program must be shown in the Unified Planning Work Program (UPWP) for MPOs with responsibility for that area.

The Government's share of the cost of an activity funded may not exceed 80 percent of the cost of the activity.

In 2010, \$15.5 million was obligated for Alternative Analysis projects.

**Table 46** FY 2010 Obligations for Alternative Analysis

STATE	TOTAL OBLIGATION AMOUNT	% of Total
Alabama	0	0.0
Alaska	0	0.0
American Samoa	0	0.0
Arizona	0	0.0
Arkansas	0	0.0
California	348,000	2.2
Colorado	0	0.0
Connecticut	0	0.0
Delaware	0	0.0
District of Columbia	0	0.0
Florida	2,503,600	16.1
Georgia	1,725,000	11.1
Guam	0	0.0
Hawaii	0	0.0
Idaho	0	0.0
Illinois	767,500	4.9
Indiana	0	0.0
Iowa	245,000	1.6
Kansas	665,000	4.3
Kentucky	0	0.0
Louisiana	0	0.0
Maine	0	0.0
Maryland	475,000	3.1
Massachusetts	0	0.0
Michigan	360,000	2.3
Minnesota	500,000	3.2
Mississippi	0	0.0
Missouri	0	0.0
Montana	0	0.0
Nebraska	0	0.0
Nevada	0	0.0
New Hampshire	0	0.0
New Jersey	771,875	5.0
New Mexico	0	0.0
New York	1,900,000	12.2
North Carolina	0	0.0
North Dakota	0	0.0
Northern Mariana Islands	0	0.0
Ohio	343,000	2.2
Oklahoma	0	0.0
Oregon	475,000	3.1
Pennsylvania	0	0.0
Puerto Rico	0	0.0
Rhode Island	0	0.0
South Carolina	0	0.0
South Dakota	0	0.0
Tennessee	0	0.0
Texas	0	0.0
Utah	0	0.0
Vermont	0	0.0
Virginia	2,449,200	15.8
Virgin Islands	0	0.0
Washington	1,998,500	12.9
West Virginia	0	0.0
Wisconsin	0	0.0
Wyoming	0	0.0
<b>TOTAL</b>	<b>\$15,526,675</b>	<b>100.0</b>

## Paul S. Sarbanes Transit in the Parks Program (49 U.S.C. § 5320)

SAFETEA-LU established the Alternative Transportation in Parks and Public Lands (ATPPL) program under 49 U.S.C. § 5320. The program is administered by FTA in partnership with the Department of the Interior (DOI). The purpose of the program is to enhance the protection of national parks and Federal lands and increase the enjoyment of those visiting them. DOI, after consultation and in cooperation with FTA, determines the final selection and funding of projects.

The program funds capital and planning expenses for alternative transportation systems such as buses and trams in federally-managed parks and public lands. Ten percent of the funds are reserved for administration and technical assistance. Federal land management agencies and state, tribal, and local governments acting with the consent of a Federal land management agency are eligible to apply.

Projects are competitively selected. Projects must conserve natural, historical, and cultural resources, reduce congestion and pollution, and improve visitor mobility and accessibility. No more than 25 percent may be allocated for any one project.

In FY 2010, \$7.5 million was obligated under this program in grants.

**Table 47** FY 2010 Obligations for Paul S. Sarbanes Transit in the Parks Program

STATE	PROGRAM		TOTAL OBLIGATION AMOUNT	% of Total
	CAPITAL	PLANNING		
Alabama	\$0	\$0	0	0.0
Alaska	0	0	0	0.0
American Samoa	0	0	0	0.0
Arizona	0	0	0	0.0
Arkansas	0	0	0	0.0
California	1,605,000	0	1,605,000	21.3
Colorado	0	0	0	0.0
Connecticut	0	0	0	0.0
Delaware	0	0	0	0.0
District of Columbia	0	0	0	0.0
Florida	0	0	0	0.0
Georgia	0	0	0	0.0
Guam	0	0	0	0.0
Hawaii	0	0	0	0.0
Idaho	0	0	0	0.0
Illinois	0	0	0	0.0
Indiana	0	0	0	0.0
Iowa	0	0	0	0.0
Kansas	0	0	0	0.0
Kentucky	0	0	0	0.0
Louisiana	0	0	0	0.0
Maine	0	0	0	0.0
Maryland	0	0	0	0.0
Massachusetts	0	0	0	0.0
Michigan	0	0	0	0.0
Minnesota	0	0	0	0.0
Mississippi	0	0	0	0.0
Missouri	0	0	0	0.0
Montana	0	0	0	0.0
Nebraska	0	0	0	0.0
Nevada	0	0	0	0.0
New Hampshire	0	0	0	0.0
New Jersey	0	0	0	0.0
New Mexico	0	0	0	0.0
New York	0	0	0	0.0
North Carolina	0	0	0	0.0
North Dakota	0	0	0	0.0
Northern Mariana Islands	0	0	0	0.0
Ohio	0	0	0	0.0
Oklahoma	0	0	0	0.0
Oregon	33,000	0	33,000	0.4
Pennsylvania	0	0	0	0.0
Puerto Rico	0	0	0	0.0
Rhode Island	0	0	0	0.0
South Carolina	0	0	0	0.0
South Dakota	0	0	0	0.0
Tennessee	0	0	0	0.0
Texas	0	0	0	0.0
Utah	5,752,832	150,000	5,902,832	78.3
Vermont	0	0	0	0.0
Virginia	0	0	0	0.0
Virgin Islands	0	0	0	0.0
Washington	0	0	0	0.0
West Virginia	0	0	0	0.0
Wisconsin	0	0	0	0.0
Wyoming	0	0	0	0.0
<b>TOTAL</b>	<b>\$7,390,832</b>	<b>\$150,000</b>	<b>\$7,540,832</b>	<b>100.0</b>



## New Freedom Program (49 U.S.C. § 5317)

SAFETEA-LU established the New Freedom program under 49 U.S.C. 5317. The program provides formula funding for new public transportation services and public transportation alternatives beyond those required by ADA that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

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

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

States and Designated Recipients may use up to 10 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.

During FY 2010, funds totaling \$90.1 million were obligated to grantees.

**Table 48** FY 2010 Obligations for New Freedom Program

STATE	PROGRAM						TOTAL OBLIGATION AMOUNT	% of Total
	BUSES	BUS OTHER	OPERATING	PLANNING	MAINTENANCE FACILITY	OTHER		
Alabama	\$0	\$37,592	\$220,245	\$0	\$22,006	\$0	279,843	0.3
Alaska	42,400	128,211	20,354	0	0	0	190,965	0.2
American Samoa	0	0	0	0	0	0	0	0.0
Arizona	114,700	467,402	1,193,089	0	0	0	1,775,191	2.0
Arkansas	211,997	0	762,145	0	0	0	974,142	1.1
California	1,177,527	5,868,864	6,213,990	15,802	309,962	245,884	13,832,029	15.3
Colorado	0	840,493	216,513	0	1,206,467	0	2,263,473	2.5
Connecticut	0	0	1,164,636	0	0	0	1,164,636	1.3
Delaware	0	0	0	0	0	0	0	0.0
District of Columbia	79,200	353,110	167,900	0	0	0	600,210	0.7
Florida	461,101	2,658,318	2,259,233	0	33,719	0	5,412,371	6.0
Georgia	27,200	698,036	231,611	0	27,455	0	984,302	1.1
Guam	0	0	0	0	0	0	0	0.0
Hawaii	0	7,310	208,000	0	0	0	215,310	0.2
Idaho	56,950	146,534	286,799	0	0	0	490,283	0.5
Illinois	368,000	1,223,452	1,596,284	0	142,553	0	3,330,289	3.7
Indiana	363,642	504,684	1,316,841	0	0	0	2,185,167	2.4
Iowa	237,482	30,000	254,755	0	17,203	0	539,440	0.6
Kansas	107,322	64,694	384,149	0	0	0	556,165	0.6
Kentucky	209,470	76,363	652,187	0	7,500	0	945,520	1.0
Louisiana	0	94,037	761,261	0	0	0	855,298	0.9
Maine	0	0	0	0	0	0	0	0.0
Maryland	84,220	301,019	149,688	0	4,400	0	539,327	0.6
Massachusetts	41,505	412,723	1,335,986	0	0	0	1,790,214	2.0
Michigan	1,182,982	2,505,424	2,412,223	0	583,240	0	6,683,869	7.4
Minnesota	0	452,718	124,125	0	0	0	576,843	0.6
Mississippi	0	0	0	0	0	0	0	0.0
Missouri	714,220	340,491	1,337,080	0	0	0	2,391,791	2.7
Montana	123,422	22,043	36,703	0	0	0	182,168	0.2
Nebraska	0	395,803	(21,143)	0	0	0	374,660	0.4
Nevada	272,852	11,379	812,960	0	9,659	0	1,106,850	1.2
New Hampshire	0	216,273	52,276	0	8,280	0	276,829	0.3
New Jersey	0	0	0	0	0	0	0	0.0
New Mexico	0	60,015	395,431	0	159,453	140,000	754,899	0.8
New York	99,986	5,730,409	1,984,229	0	123,502	2,240,000	10,178,126	11.3
North Carolina	65,840	614,832	244,589	(92,000)	800	0	834,061	0.9
North Dakota	87,378	6,300	121,794	0	0	0	215,472	0.2
Northern Mariana Islands	0	0	0	0	0	0	0	0.0
Ohio	106,504	646,090	1,693,258	0	0	0	2,445,852	2.7
Oklahoma	0	124,893	854,478	0	0	0	979,171	1.1
Oregon	48,678	46,390	454,464	0	76,444	0	625,976	0.7
Pennsylvania	1,452,413	711,177	87,703	0	250,000	2,239,018	4,740,311	5.3
Puerto Rico	240,000	337,832	0	0	60,000	0	637,832	0.7
Rhode Island	358,138	764,552	0	0	0	0	1,122,690	1.2
South Carolina	48,000	670,441	799,716	0	10,240	0	1,528,397	1.7
South Dakota	0	0	231,190	0	0	0	231,190	0.3
Tennessee	424,792	1,024,112	1,713,890	0	29,095	0	3,191,889	3.5
Texas	396,955	4,601,445	1,081,313	0	0	7,400	6,087,113	6.8
Utah	0	143,518	891,658	0	0	0	1,035,176	1.1
Vermont	0	22,050	18,579	0	0	0	40,629	0.0
Virginia	156,701	729,622	700,798	0	0	0	1,587,121	1.8
Virgin Islands	0	0	0	0	0	0	0	0.0
Washington	0	188,905	536,078	15,306	0	0	740,289	0.8
West Virginia	110,616	66,895	143,597	0	8,680	0	329,788	0.4
Wisconsin	0	1,498,640	418,464	0	255,104	0	2,172,208	2.4
Wyoming	0	0	145,618	0	0	0	145,618	0.2
<b>TOTAL</b>	<b>\$9,472,193</b>	<b>\$35,844,891</b>	<b>\$36,666,737</b>	<b>(\$60,892)</b>	<b>\$3,345,762</b>	<b>\$4,872,302</b>	<b>\$90,140,993</b>	<b>100.0</b>

Note: "Bus Other " includes Support Facilities & Equipment, Other Capital Program Items and State or Program Administration.  
"Other" includes Fixed Guideway, New Starts and Research.

## Miscellaneous Federal Highway Administration Transfer Projects

Section 330 of the FY 2002 DOT Appropriations Act provided funds for certain surface transportation projects identified in the conference report accompanying that act. Additional projects were specified in the conference report accompanying the FY 2003 DOT Appropriations Act. Section 115 of the FY 2004 DOT Appropriations Act and Section 117 of the 2005 Appropriations Act Section 112 of the 2006 Appropriations Act similarly provided funding for surface transportation projects specified in the conference report.

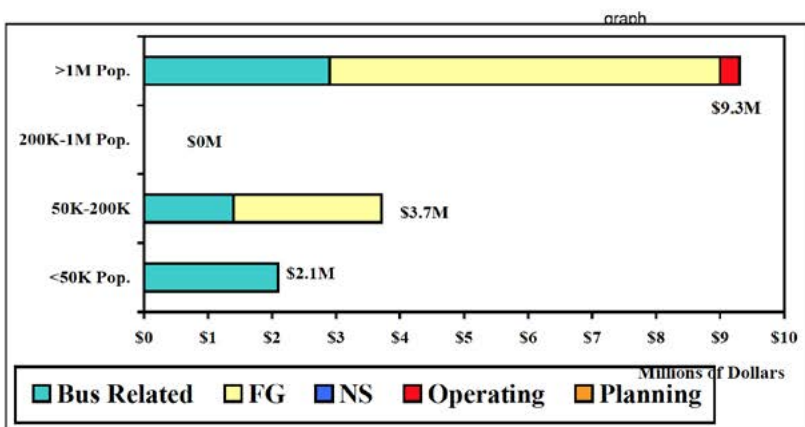
FHWA is responsible for managing the funds but has allotted FTA an amount sufficient to cover funds designated for surface transportation projects that have been determined to be transit in nature. Funds for these transit projects are in addition to the amounts guaranteed under Chapter 53 of Title 49, U.S.C., and are available until expended. Provided the project description falls within the definition of a surface transportation project, the Federal share of the project cost is 100 percent. The funds may be obligated for planning, capital or, in some cases, operating expenses.

In FY 2010, \$15.1 million was obligated to grantees.

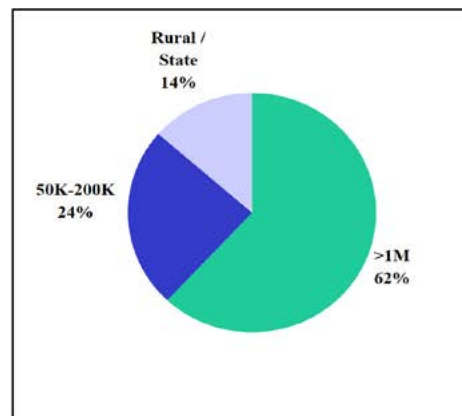
**Table 49** FY 2010 Obligations of Misc. Federal Highway Administration Transfers

URBANIZED AREA / STATE	BUS RELATED	FIXED GUIDEWAY	NEW STARTS	OPERATING	PLANNING	TOTAL	% of Tot.
<b>&gt; 1,000,000 POPULATION</b>							
Boston, MA--NH--RI	0	75,000	0	0	0	75,000	0.5
Las Vegas, NV	1,500,000	0	0	0	0	1,500,000	9.9
San Francisco--Oakland, CA	475,000	6,057,579	0	0	0	6,532,579	43.2
San Jose, CA	0	0	0	297,000	0	297,000	2.0
Seattle, WA	950,000	0	0	0	0	950,000	6.3
SUBTOTAL	2,925,000	6,132,579	0	0	0	9,354,579	61.9
<b>200,000 - 1,000,000 POPULATION</b>							
SUBTOTAL	0	0	0	0	0	0	0.0
<b>50,000 - 200,000 POPULATION</b>							
Bremerton, WA	1,428,209	1,400,000	0	0	4,942	2,833,151	18.7
Vallejo, CA	0	856,462	0	0	0	856,462	5.7
SUBTOTAL	1,428,209	2,256,462	0	0	4,942	3,689,613	24.4
<b>RURAL / STATE</b>							
FLORIDA GOV APP	2,071,000	0	0	0	0	2,071,000	13.7
SUBTOTAL	2,071,000	0	0	0	0	2,071,000	13.7
<b>TOTAL</b>	<b>\$6,424,209</b>	<b>\$8,389,041</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,942</b>	<b>\$15,115,192</b>	<b>100.0</b>

Obligations by Population Size and Category



Obligations by Population Size



## Flexible Funds

The 1991 ISTEA legislation contained provisions that provided flexible funding opportunities to state and local governments, allowing them the option of using some FHWA funds for transit projects, and vice versa. These provisions were contained and continued with the passage of TEA-21 in FY 1998. However, beginning in FY 2000, FHWA and FTA implemented new procedures that provided for the transfer of obligation authority to the receiving agency. Funds can be transferred from FHWA to Sections 5307, 5310, 5311, 5313(b), and the Interstate Substitute Program to support transit projects and from FTA's Section 5307 to FHWA to support highway projects. During the past 16 years, billions have been transferred from FHWA, including funds obligated by FTA for transit projects.

- **Surface Transportation Program (STP)** – STP is the largest source of funds from FHWA. Funding is at 80 percent Federal share and may be used for all projects eligible for funds under current FTA programs excluding operating assistance.
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program** – CMAQ funds are used to support transportation projects in air quality non-attainment areas. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources.
- **Interstate Substitute Funds** – While these Highway funds are eligible for transit use, they are limited to the construction and improvements of fixed guideways, the purchase of rolling stock (buses) and other transportation equipment, and any other project eligible under FTA's Section 5309 capital grant program.
- **FHWA Earmark** – Several transit projects are earmarked under TEA-21 and SAFETEA-LU as high-priority projects. FHWA asked that they be administered by FTA. FHWA-earmarked funds through FY 1999 were transferred into the Section 5309 program. From through FY 2000–2010, these earmarks were transferred to FTA's formula programs only.

**Table 50** *FY 2010 Flexible Fund Transfers*

TYPE	PROGRAM									
	Urbanized Area Formula		Capital		Elderly / Persons with Disabilities		Non-urbanized Area Formula		TOTAL	
	\$	%	\$	%	\$	%	\$	%		%
CMAQ	961,718,625	59.8	0	---	6,584,001	0.0	17,159,111	0.0	985,461,736	54.8
STP	633,115,784	39.4	0	---	64,573,808	0.0	15,720,157	0.0	713,409,749	39.7
Other	13,572,597	0.8	84,459,409	---	0	0.0	0	0.0	98,032,006	5.5
<b>TOTAL</b>	<b>1,608,407,006</b>	<b>89.5</b>	<b>84,459,409</b>	<b>1.7</b>	<b>71,157,809</b>	<b>4.0</b>	<b>32,879,268</b>	<b>1.8</b>	<b>1,796,903,492</b>	<b>100.0</b>

NOTE: Total percentages are based on the total transfers. Other percentages are based on program totals.

**Table 51** *FY 2010 Flexible Fund Obligation*

TYPE	PROGRAM									
	Urbanized Area Formula		Capital		Elderly / Persons with Disabilities		Non-urbanized Area Formula		TOTAL	
	\$	%	\$	%	\$	%	\$	%		%
CMAQ	524,849,339	56.3	0	---	3,080,000	4.8	15,595,035	55.4	543,524,374	51.5
STP	406,160,006	43.6	0	---	61,174,960	95.2	12,546,333	44.6	479,881,299	45.5
Other	1,399,760	0.2	30,504,899	---	0	0.0	0	0.0	31,904,659	3.0
<b>TOTAL</b>	<b>932,409,105</b>	<b>88.4</b>	<b>30,504,899</b>	<b>2.9</b>	<b>64,254,960</b>	<b>6.1</b>	<b>28,141,368</b>	<b>2.7</b>	<b>1,055,310,332</b>	<b>100.0</b>

NOTE: Total percentages are based on the total obligations. Other percentages are based on program totals.





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