

# FTA

FEDERAL TRANSIT ADMINISTRATION

## 2011 Statistical Summaries

*FTA Grant Assistance Programs*

MAY 2013

FTA Report No. 0039  
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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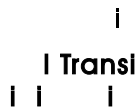
## FOREWORD

The 2011 Statistical Summaries provide information about the Federal Transit Administration's (FTA) major financial aid programs for Federal Fiscal Year (FY) 2011. 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 2011 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 2011 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) 2011 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 2011, grant obligations totaled \$10.8 billion, of which 89% (\$9.6 billion) was for capital expenses. Funds were obligated for the purchase of 10,454 motor vehicles (buses, vans, sedans, station wagons, ferry boats) and 1,222 rail cars, totaling \$1.6 billion and \$476 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 \$1.9 billion in FY 2011.

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 Year 2011 Statistical Summaries present 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 FTA grant programs in FY 2011 was \$10.8 billion. About 87 percent was obligated under the two largest programs: Capital Program (36%) and Urbanized Area Formula Program (51%). Of the total \$10.8 billion, 89 percent was programmed for capital, 8 percent for operating, and 2 percent for planning. Within the total capital obligations of \$9.6 billion, 46 percent was used for bus, 29 percent for fixed guideway, and 14 percent for New Starts. In FY 2011, FTA funded the purchase of 10,454 motor vehicles. The dollar amount obligated for motor vehicle purchases was \$1.657 billion. The purchase of 1,222 rail cars was funded with \$476 million. Obligations for preventive maintenance were \$1.8 billion (bus, \$1.5 billion; rail, \$340 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 2011 Statistical Summaries

**Table 1** *FTA Appropriations for Fiscal Year 2011*

PROGRAM	AMOUNT
CAPITAL INVESTMENT .....	\$4,241,785,684
METROPOLITAN PLANNING .....	\$93,691,869
STATE PLANNING AND RESEARCH .....	\$19,571,996
NATIONAL PLANNING AND RESEARCH .....	\$39,783,681
URBANIZED AREA FORMULA .....	\$4,151,709,439
ELDERLY AND PERSONS WITH DISABILITIES .....	\$133,222,256
NON-URBANIZED AREA FORMULA .....	\$439,783,131
RTAP (RURAL TRANSIT ASSISTANCE PROGRAM) .....	\$9,280,652
PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS .....	\$14,968,793
JOB ACCESS / REVERSE COMMUTE .....	\$164,157,761
OVER-THE-ROAD BUS .....	\$8,781,692
CLEAN FUELS FORMULA .....	\$51,392,855
NEW FREEDOM .....	\$92,307,555
ALTERNATIVE ANALYSIS .....	\$24,947,988
GROWING STATES AND HIGH DENSITY STATES FORMULA .....	\$464,032,576
PAUL S. SARBANES TRANSIT IN PARKS PROGRAM .....	\$26,844,035
GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTION ....	\$49,900,000
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY .....	\$149,700,000
EMERGENCY SUPPLEMENTAL .....	\$0
(includes discretionary and formula)	
ADMINISTRATION .....	\$98,713,178
NATIONAL TRANSIT DATABASE .....	\$3,492,718
UNIVERSITY TRANSP. CENTERS .....	\$6,276,443
TRANSIT COOPERATIVE RESEARCH .....	\$8,966,347
NATIONAL TRANSIT INSTITUTE .....	\$3,855,529
TOTAL .....	\$10,297,166,178

**Table 2** FTA Appropriations (includes Loan Authority, Unrestricted Authority, and Contract Authority), Fiscal Years 1980–2011

FISCAL YEAR	CAPITAL	METRO-POLITAN PLANNING	ELDERLY & PERSONS WITH DISABILITIES	INNOV. TECH	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	2,085,000	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	1,138,800	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	1,924,985	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	1,734,820	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	51,999	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	4,642,986	93,692	133,222	0	0	0	4,151,709	464,033	58,670	19,572	0	3,493	92,308
2011	4,241,786	93,692	133,222	0	0	0	4,151,709	464,033	52,606	19,572	0	3,493	92,308
TOTAL	\$71,771,703	\$1,770,974	\$2,073,939	\$69,285	\$0	\$5,425,250	\$75,571,633	\$5,903,142	\$1,483,447	\$110,604	\$3,908,880	\$20,950	\$523,335

**Table 2 (cont.)** FTA Appropriations (includes Loan Authority, Unrestricted Authority, and Contract Authority), Fiscal Years 1980–2011

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	64,089	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	5,951	7,107,521	72,526	7,180,047
2004	0	0	0	0	6,909	104,381	0	0	0	5,955	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	24,948	26,844	464,033	51,393	8,782	164,158	150,000	75,000	0	7,000	10,631,841	98,911	10,730,752
2011	24,948	26,844	464,033	51,393	8,782	164,158	149,700	49,900	0	6,276	10,198,453	98,713	10,297,166
<b>TOTAL</b>	<b>\$149,337</b>	<b>\$150,368</b>	<b>\$2,619,185</b>	<b>\$239,614</b>	<b>\$87,736</b>	<b>\$1,636,915</b>	<b>\$3,299,403</b>	<b>\$124,900</b>	<b>\$1,923,500</b>	<b>\$145,986</b>	<b>\$179,010,086</b>	<b>\$1,639,625</b>	<b>\$180,649,711</b>

**Table 3** FTA Budget Authorities for Fiscal Years 1964–2011

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
2011	1,953,995	0	0	8,343,171	10,297,166
<b>TOTAL</b>	<b>\$67,124,302</b>	<b>\$3,075</b>	<b>\$889,000</b>	<b>\$129,838,809</b>	<b>\$197,855,186</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 2011 Summary of Obligations for FTA Programs by Expenditures

FTA PROGRAM	BUS				CAPITAL				TOTAL CAPITAL	MANAGEMENT TRAINING					% of Total
	PURCHASE	OTHER	MAINTENANCE FACILITY	FIXED GUIDEWAY MOD	NEW STARTS	PLANNING	OPERATING	RTAP		RESEARCH	TOTAL				
Alternative Analysis	\$0	\$224,000	\$0	\$0	\$1,500,000	\$2,124,000	\$0	\$0	\$26,033,500	\$0	\$0	\$0	\$0	\$28,157,500	0.3
Capital	398,905,701	356,459,117	351,934,227	1,352,899,979	1,408,949,102	\$3,869,048,126	9,161,627	0	0	0	0	0	0	3,878,209,753	36.0
Clean Fuels	82,013,824	7,794,202	5,065,832	0	0	\$74,873,858	0	0	0	0	0	0	0	74,873,858	0.7
Elderly and Individuals with Disabilities	100,411,781	99,091,497	1,528,620	0	0	\$201,019,898	0	0	1,932,665	0	0	0	0	202,952,563	1.9
Emergency Supplementals	0	0	0	7,000,000	0	\$7,000,000	0	0	0	0	0	0	0	7,000,000	0.1
JARC	6,667,313	30,938,784	1,964,820	5,948,062	0	\$45,559,979	2,259,432	101,173,528	0	0	0	0	0	148,991,939	1.4
Metropolitan and State Planning	0	30,000	0	0	0	\$30,000	167,859,987	0	91,999	0	118,204	0	0	168,100,190	1.6
Miscellaneous FHWA Transfers	0	5,885,375	0	8,824,253	0	\$14,689,628	0	0	0	0	0	0	0	14,689,628	0.1
National Research	0	0	0	0	0	\$0	343,011	0	0	0	0	0	475,000	818,011	0.0
New Freedom	7,067,274	32,068,135	2,868,700	105,025	443,239	\$43,573,273	913,957	35,495,888	0	0	0	0	0	79,083,118	0.7
Non-Urbanized Area	45,796,047	131,055,238	14,074,053	0	932,142	\$191,857,480	1,583,615	353,240,660	7,623,120	0	0	0	0	554,304,875	5.1
Over-the-Road-Bus	114,300	79,509	15,085,418	0	0	\$15,279,827	0	0	0	0	0	0	0	15,279,827	0.1
Raul S. Sarbanes Transit In Parks Program	8,400,000	4,055,500	2,705,000	0	0	\$15,160,500	1,375,000	0	120,000	0	0	0	0	16,655,900	0.2
STIGGER	29,925,900	2,045,116	15,772,454	11,816,804	0	\$59,460,274	44,654,855	411,036,624	0	0	0	0	0	59,460,274	0.6
Urbanized Area	733,373,878	2,252,752,908	236,065,604	1,770,287,657	75,622,797	\$5,077,142,844	44,654,855	411,036,624	0	0	32,200	0	0	5,532,866,823	51.3
<b>TOTAL</b>	<b>1,392,496,018</b>	<b>2,923,360,181</b>	<b>647,142,728</b>	<b>3,165,972,680</b>	<b>1,487,847,280</b>	<b>9,616,819,887</b>	<b>254,185,584</b>	<b>902,879,665</b>	<b>7,835,119</b>	<b>475,000</b>	<b>150,404</b>	<b>0</b>	<b>0</b>	<b>10,782,344,659</b>	<b>100.0</b>
Percent of Total	1.5	27.1	6.0	29.4	13.8	89.2	2.4	8.4	0.1	0.0	0.0	0.0	0.0	100.0	

NOTE: Table does not include management training (\$72,332) and Research Projects (\$1,408,077).

**Table 5** FY 2011 Obligations for Capital, Operating, and Planning by Program and by Population Group

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL		NEW STARTS	PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	RESEARCH	MANAGEMENT TRAINING	SAFETY / SEC. TRAINING / ADMIN	TOTAL	% of Total
	BUS	FIXED GUIDEWAY MOD										
<b>OVER A MILLION POPULATION</b>												
Alternative Analysis	\$224,000	\$0	\$0	\$20,553,500	\$0	\$20,777,500	\$0	\$0	\$0	\$0	\$20,777,500	0.3
Capital	\$590,522,063	\$1,284,428,921	\$1,016,855,056	\$5,801,323	\$0	\$2,897,607,363	\$0	\$0	\$0	\$0	\$2,897,607,363	40.5
Clean Fuels	\$30,322,760	\$0	\$0	\$0	\$0	\$30,322,760	\$0	\$0	\$0	\$0	\$30,322,760	0.4
Emergency Supplementals	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000	\$0	\$0	\$0	\$0	\$7,000,000	0.1
JARC	\$17,639,269	\$5,948,062	\$0	\$1,854,965	\$0	\$25,442,296	\$39,820,852	\$0	\$0	\$0	\$65,263,148	0.9
Miscellaneous FHWA Transfers	\$5,865,375	\$6,624,253	\$0	\$0	\$0	\$14,089,628	\$0	\$0	\$0	\$0	\$14,089,628	0.2
National Research	\$0	\$0	\$0	\$64,811	\$0	\$64,811	\$0	\$0	\$0	\$0	\$64,811	0.0
New Freedom	\$17,034,119	\$0	\$443,239	\$856,409	\$0	\$18,333,767	\$15,886,850	\$0	\$0	\$0	\$34,220,617	0.5
Paul S. Sarbanes Transit in Parks Program	\$1,814,000	\$0	\$0	\$0	\$0	\$1,814,000	\$0	\$0	\$0	\$0	\$1,814,000	0.0
TIGGER	\$20,356,908	\$10,781,804	\$0	\$0	\$0	\$31,138,712	\$0	\$0	\$0	\$0	\$31,138,712	0.4
Urbanized Area	\$2,352,955,222	\$1,554,982,460	\$65,015,449	\$19,845,363	\$0	\$3,982,798,494	\$57,162,192	\$0	\$0	\$0	\$4,049,960,686	56.6
SUB-TOTAL	\$3,036,733,716	\$2,871,965,500	\$1,082,313,744	\$48,976,371	\$0	\$7,039,989,331	\$112,869,894	\$0	\$0	\$0	\$7,152,859,225	66.3
<b>200,000 - 1 MILLION</b>												
Alternative Analysis	\$0	\$0	\$0	\$5,055,000	\$0	\$5,055,000	\$0	\$0	\$0	\$0	\$5,055,000	0.3
Capital	\$259,892,140	\$64,629,338	\$294,408,092	\$0	\$0	\$618,929,570	\$0	\$0	\$0	\$0	\$618,929,570	37.0
Clean Fuels	\$22,244,805	\$0	\$0	\$0	\$0	\$22,244,805	\$0	\$0	\$0	\$0	\$22,244,805	1.3
JARC	\$5,715,389	\$0	\$0	\$205,233	\$0	\$5,920,622	\$24,999,675	\$0	\$0	\$0	\$30,920,297	1.9
Metropolitan and State Planning	\$0	\$0	\$0	\$1,054,004	\$0	\$1,054,004	\$0	\$0	\$0	\$0	\$1,054,004	0.1
National Research	\$0	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$0	\$0	\$475,000	0.0
New Freedom	\$9,164,432	\$195,925	\$0	\$57,548	\$0	\$9,417,905	\$6,434,953	\$0	\$0	\$0	\$15,852,858	0.9
Paul S. Sarbanes Transit in Parks Program	\$1,120,000	\$0	\$0	\$200,000	\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$1,320,000	0.1
TIGGER	\$17,611,126	\$0	\$0	\$0	\$0	\$17,611,126	\$0	\$0	\$0	\$0	\$17,611,126	1.1
Urbanized Area	\$709,257,265	\$184,524,381	\$10,574,823	\$17,560,679	\$0	\$921,917,148	\$35,328,684	\$0	\$19,200	\$0	\$967,285,032	7.3
SUB-TOTAL	\$1,025,005,157	\$249,349,644	\$304,982,915	\$24,132,464	\$0	\$1,603,470,180	\$66,763,352	\$475,000	\$19,200	\$0	\$1,670,727,732	15.5
<b>50,000-200,000</b>												
Alternative Analysis	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000	\$0	\$0	\$0	\$0	\$1,900,000	0.3
Capital	\$111,707,082	\$3,841,720	\$3,920,000	-\$104,696	\$0	\$119,364,106	\$0	\$0	\$0	\$0	\$119,364,106	17.6
JARC	\$5,794,135	\$0	\$0	\$86,500	\$0	\$5,880,635	\$12,252,562	\$0	\$0	\$0	\$18,133,197	2.7
Metropolitan and State Planning	\$0	\$0	\$0	\$1,230,610	\$0	\$1,230,610	\$0	\$0	\$0	\$0	\$1,230,610	0.2
New Freedom	\$7,414,230	\$0	\$0	\$0	\$0	\$7,414,230	\$4,660,858	\$0	\$0	\$0	\$12,075,088	1.8
TIGGER	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000	0.2
Urbanized Area	\$100,019,903	\$39,780,816	\$32,525	\$7,100,080	\$0	\$206,933,324	\$318,546,048	\$0	\$13,000	\$0	\$525,492,372	77.4
SUB-TOTAL	\$286,035,350	\$43,622,536	\$5,852,525	\$8,312,494	\$0	\$343,822,905	\$335,459,468	\$0	\$13,000	\$0	\$679,295,373	6.3



**Table 5 (cont.) FY 2011 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	RESEARCH	MANAGEMENT TRAINING	SAFETY / SEC. TRAINING / ADMIN	TOTAL	% of Total
	BUS												
<b>RURAL AND UNDER 50,000</b>													
Alternative Analysis	\$0	\$0	\$0	\$0	\$425,000	\$0	\$425,000	\$0	\$0	\$0	\$0	\$425,000	0.0
Capital	\$145,077,760	\$0	\$93,765,954	\$0	\$3,465,000	\$0	\$242,308,714	\$0	\$0	\$0	\$0	\$242,308,714	22.8
Clean Fuels	\$22,306,293	\$0	\$0	\$0	\$0	\$0	\$22,306,293	\$0	\$0	\$0	\$0	\$22,306,293	2.1
JARC	\$10,462,124	\$0	\$0	\$0	\$112,734	\$0	\$10,574,858	\$24,100,439	\$0	\$0	\$0	\$34,675,297	3.3
Metropolitan and State Planning	\$30,000	\$0	\$0	\$0	\$165,575,373	\$91,999	\$165,697,372	\$0	\$0	\$118,204	\$0	\$185,815,576	15.6
National Research	\$0	\$0	\$0	\$0	\$278,800	\$0	\$278,800	\$0	\$0	\$0	\$0	\$278,800	0.0
New Freedom	\$9,321,328	\$0	\$0	\$0	\$0	\$0	\$9,321,328	\$8,513,187	\$0	\$0	\$0	\$17,834,515	1.7
Non-Urbanized Area	\$190,925,338	\$0	\$832,142	\$0	\$1,583,615	\$7,623,120	\$201,064,215	\$353,240,660	\$0	\$0	\$0	\$554,304,875	51.2
Paul S. Sarbanes Transit in Parks Program	\$12,226,900	\$0	\$0	\$0	\$1,175,000	\$120,000	\$13,521,900	\$0	\$0	\$0	\$0	\$13,521,900	0.2
TIGGER	\$8,575,436	\$1,035,000	\$0	\$0	\$0	\$0	\$9,610,436	\$0	\$0	\$0	\$0	\$9,610,436	0.1
Urbanized Area	\$0	\$0	\$0	\$0	\$148,733	\$0	\$148,733	\$0	\$0	\$0	\$0	\$148,733	0.0
SUB-TOTAL	\$398,925,179	\$1,035,000	\$94,698,096	\$94,698,096	\$172,764,255	\$7,835,119	\$675,257,649	\$385,854,286	\$0	\$118,204	\$0	\$1,061,230,139	9.8
<b>ELDERLY AND INDIVIDUALS WITH DISABILITIES</b>													
	\$201,019,898	\$0	\$0	\$0	\$0	\$0	\$201,019,898	\$1,932,665	\$0	\$0	\$0	\$202,952,563	1.9
<b>OVER-THE-ROAD BUS</b>													
	\$15,279,627	\$0	\$0	\$0	\$0	\$0	\$15,279,627	\$0	\$0	\$0	\$0	\$15,279,627	0.1
<b>TOTAL</b>	\$4,962,998,927	\$3,165,972,680	\$1,487,647,280	\$1,487,647,280	\$254,185,584	\$7,835,119	\$9,876,839,590	\$902,879,665	\$475,000	\$150,404	\$0	\$10,782,344,659	100.0

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 (\$307,374) and Research Projects (\$217,360).

**Table 6** FTA 2011 Obligations by Program and by State

STATE	ALTERNATIVE ANALYSIS		CAPITAL		CLEAN FUELS		ELDERLY AND INDIVIDUAL WITH DISABILITIES		EMERGENCY SUPPLEMENTALS		JOB ACCESS REV. COMM.	
		%		%		%		%		%		%
Alabama		0.0	\$8,249,440	17.3		0.0	\$3,080,000	6.5	\$0	0.0	\$2,141,873	4.5
Alaska		0.0	\$51,119,984	55.8		0.0	\$318,400	0.3	\$0	0.0	\$341,125	0.4
American Samoa		0.0		0.0		0.0		0.0	\$0	0.0		0.0
Arizona	\$2,350,000	1.0	\$30,989,064	13.4	\$10,710,235	4.6	\$7,959,023	3.4	\$0	0.0	\$2,556,655	1.1
Arkansas		0.0	\$2,300,000	7.9		0.0	\$1,489,622	5.1	\$0	0.0	\$2,594,176	8.9
California	\$2,427,500	0.1	\$510,974,303	30.8	\$11,350,632	0.7	\$57,433,000	3.5	\$0	0.0	\$20,080,295	1.2
Colorado	\$2,000,000	1.0	\$102,632,751	50.3		0.0	\$312,408	0.2	\$0	0.0	\$1,400,978	0.7
Connecticut		0.0	\$38,302,832	17.5	\$2,300,000	1.1	\$1,645,693	0.8	\$0	0.0		0.0
Delaware		0.0		0.0	\$3,978,263	18.8	\$446,778	2.1	\$0	0.0	\$338,210	1.6
District of Columbia		0.0	\$254,140,866	48.1		0.0	\$403,855	0.1	\$0	0.0	\$3,970,295	0.8
Florida	\$825,000	0.3	\$101,118,185	35.4	\$4,000,000	1.4	\$9,082,846	3.2	\$0	0.0	\$7,651,051	2.7
Georgia	\$1,960,000	1.8	\$4,020,690	3.7		0.0	\$3,398,505	3.2	\$0	0.0	\$4,865,284	4.5
Guam		0.0	\$237,500	20.1		0.0		0.0	\$0	0.0		0.0
Hawaii		0.0	\$37,222,598	79.4		0.0	\$926,529	2.0	\$0	0.0	\$542,524	1.2
Idaho		0.0	\$2,756,500	21.8		0.0	\$623,826	4.9	\$0	0.0	\$130,355	1.0
Illinois	\$1,600,000	0.3	\$247,451,435	41.5	\$5,000,000	0.8	\$6,797,392	1.1	\$0	0.0	\$3,358,018	0.6
Indiana		0.0	\$23,902,944	24.9	\$2,000,000	2.1	\$1,169,086	1.2	\$0	0.0	\$2,626,492	2.7
Iowa		0.0	\$23,155,186	39.7		0.0	\$1,281,427	2.2	\$0	0.0	\$256,161	0.4
Kansas		0.0	\$3,005,606	9.2		0.0	\$589,831	1.8	\$0	0.0	\$1,016,562	3.1
Kentucky		0.0	\$6,561,396	11.8		0.0	\$2,141,067	3.9	\$0	0.0	\$3,511,009	6.3
Louisiana		0.0	\$14,982,615	20.8		0.0	\$2,131,587	3.0	\$0	0.0	\$3,364,763	4.7
Maine		0.0	\$4,305,900	21.6		0.0		0.0	\$0	0.0	\$647,074	3.2
Maryland		0.0	\$28,042,673	22.6	\$1,365,504	1.1		0.0	\$0	0.0	\$3,539,523	2.9
Massachusetts		0.0	\$208,974,407	55.9		0.0	\$9,118,202	2.4	\$0	0.0	\$4,563,543	1.2
Michigan		0.0	\$17,091,404	12.6	\$2,129,350	1.6	\$5,043,899	3.7	\$0	0.0	\$577,504	0.4
Minnesota	\$2,080,000	1.1	\$87,935,653	44.7		0.0	\$1,995,600	1.0	\$0	0.0	\$2,613,673	1.3
Mississippi	\$1,140,000	4.9	\$3,693,100	16.0		0.0	\$2,994,272	13.0	\$0	0.0	\$674,218	2.9
Missouri	\$1,800,000	1.5	\$31,927,032	26.1	\$4,000,000	3.3		0.0	\$0	0.0	\$341,153	0.3
Montana		0.0	\$2,753,400	14.5		0.0	\$518,164	2.7	\$0	0.0	\$304,509	1.6
N. Mariana Island		0.0	\$9,886,380	37.5		0.0	\$850,660	3.2	\$0	0.0	\$742,813	2.8
Nebraska		0.0	\$3,853,450	5.8	\$1,000,000	1.5	\$1,384,463	2.1	\$0	0.0	\$1,885,529	2.8
Nevada	\$1,900,000	12.9	\$1,610,164	11.0		0.0	\$339,982	2.3	\$0	0.0		0.0
New Hampshire		0.0	\$97,457,240	14.4		0.0	\$3,915,243	0.6	\$0	0.0		0.0
New Jersey		0.0	\$14,467,673	34.9		0.0	\$944,451	2.3	\$0	0.0	\$1,266,848	3.1
New Mexico	\$2,500,000	0.2	\$783,357,469	49.9	\$650,000	0.6	\$9,164,702	0.6	\$0	0.0	\$7,673,120	0.5
New York		0.0	\$46,873,431	29.5	\$421,580	0.3	\$4,827,669	3.0	\$7,000,000	4.4	\$5,917,447	3.7
North Carolina		0.0	\$4,183,723	22.7		0.0		0.0	\$0	0.0	\$538,750	2.9
North Dakota		0.0		0.0		0.0		0.0	\$0	0.0		0.0
Ohio	\$300,000	0.1	\$57,050,762	19.4	\$4,243,492	1.4	\$4,686,023	1.6	\$0	0.0	\$8,045,563	2.7
Oklahoma		0.0	\$10,002,778	17.6		0.0	\$1,758,857	3.1	\$0	0.0	\$3,266,332	5.7
Oregon		0.0	\$29,438,516	19.8	\$3,320,275	2.2	\$20,600,514	13.8	\$0	0.0	\$2,246,826	1.5
Pennsylvania	\$360,000	0.1	\$181,846,967	38.2		0.0	\$6,063,618	1.3	\$0	0.0	\$5,859,900	1.2
Puerto Rico		0.0	\$791,109	1.8		0.0		0.0	\$0	0.0	\$390,937	0.9
Rhode Island	\$160,000	0.3	\$7,778,344	14.8	\$6,400,000	12.2		0.0	\$0	0.0		0.0
South Carolina		0.0	\$9,238,126	23.7		0.0	\$2,022,565	5.2	\$0	0.0	\$1,486,748	3.8
South Dakota		0.0	\$1,087,000	9.8		0.0	\$1,132,705	10.2	\$0	0.0	\$167,773	1.5
Tennessee	\$1,180,000	1.3	\$13,141,391	14.4		0.0	\$2,871,414	3.2	\$0	0.0	\$2,159,072	2.4
Texas	\$3,575,000	0.7	\$210,580,462	39.1	\$3,747,567	0.7	\$8,448,947	1.6	\$0	0.0	\$18,013,287	3.3
Utah		0.0	\$232,038,324	80.3	\$2,000,000	0.7	\$1,662,831	0.6	\$0	0.0	\$2,334,483	0.8
Vermont		0.0	\$13,296,705	35.9		0.0	\$532,000	1.4	\$0	0.0	\$239,456	0.6
Virgin Islands		####		####		0.0		0.0	\$0	0.0		0.0
Virginia		0.0	\$29,990,078	18.5		0.0	\$2,979,350	1.8	\$0	0.0	\$2,558,970	1.6
Washington	\$2,000,000	0.5	\$248,635,838	58.8	\$6,256,960	1.5	\$5,435,406	1.3	\$0	0.0	\$6,694,125	1.6
West Virginia		0.0	\$6,871,294	26.8		0.0	\$1,123,999	4.4	\$0	0.0	\$289,200	1.1
Wisconsin		0.0	\$16,062,065	16.5		0.0	\$982,582	1.0	\$0	0.0	\$2,909,500	3.0
Wyoming		0.0	\$823,000	8.0		0.0	\$323,570	3.2	\$0	0.0	\$298,237	2.9
<b>TOTAL</b>	<b>\$28,157,500</b>		<b>\$3,878,209,753</b>		<b>\$74,873,858</b>		<b>\$202,952,563</b>		<b>\$7,000,000</b>		<b>\$148,991,939</b>	
	<b>0.3</b>		<b>36.0</b>		<b>0.7</b>		<b>1.9</b>		<b>0.1</b>		<b>1.4</b>	

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

**Table 6 (cont.)** FTA 2011 Obligations by Program and by State

STATE	PLANNING (METRO/STATE CPG)		MISC. FHWA TRANSFERS	NATIONAL RESEARCH	NEW FREEDOM	NON URBANIZED AREA				
		%					%			
Alabama		0.0		0.0	\$691,787	1.5	\$13,994,694 29.4			
Alaska	\$474,035	0.5		0.0	\$159,932	0.2	\$6,815,559 7.4			
American Samoa		—		—		—	\$1,265,219 —			
Arizona	\$2,244,681	1.0		0.0	\$2,555,991	1.1	\$10,578,369 4.6			
Arkansas	\$2,124,562	7.3		0.0	\$979,174	3.3	\$10,314,212 35.3			
California	\$82,925,984	5.0	\$2,490,000	0.2	\$278,800	0.0	\$4,446,031 0.3			
Colorado	\$565,173	0.3		0.0	\$763,401	0.4	\$25,149,193 1.5			
Connecticut		0.0		\$475,000	\$1,287,220	0.6	\$16,941,941 8.3			
Delaware		0.0		0.0	\$263,650	1.2	\$2,793,582 1.3			
District of Columbia		0.0		0.0	\$1,012,129	0.2	\$1,199,844 5.7			
Florida	\$7,409,137	2.6		0.0	\$6,294,994	2.2	\$2,199,844 5.7			
Georgia	\$2,708,193	2.5		0.0	\$2,314,176	2.2	\$13,796,583 4.8			
Guam		0.0		0.0		0.0	\$21,529,256 20.0			
Hawaii	\$572,398	1.2		0.0	\$383,013	0.8	\$943,317 79.9			
Idaho	\$99,255	0.8		0.0	\$79,626	0.6	\$2,176,319 4.6			
Illinois	\$6,123,567	1.0		0.0	\$3,976,137	0.7	\$6,136,090 48.6			
Indiana		0.0		0.0	\$2,298,458	2.4	\$10,461,687 14.5			
Iowa	\$3,882,556	6.7		0.0	\$1,171,157	2.0	\$13,774,108 14.4			
Kansas	\$2,343,712	7.2		0.0	\$551,486	1.7	\$10,657,645 18.3			
Kentucky	\$665,548	1.2		0.0	\$1,407,834	2.5	\$9,602,389 29.3			
Louisiana	\$1,171,306	1.6		0.0	\$1,193,442	1.7	\$13,076,947 23.5			
Maine		0.0		0.0	\$439,868	2.2	\$10,461,687 14.5			
Maryland		0.0		0.0	\$2,363,384	1.9	\$6,575,323 33.0			
Massachusetts	\$3,296,912	0.9	\$3,564,777	1.0	\$3,042,860	0.8	\$5,081,540 4.1			
Michigan	\$2,969,547	2.2		0.0	\$1,648,614	1.2	\$3,911,264 1.0			
Minnesota	\$5,594,016	2.8		0.0	\$1,345,136	0.7	\$23,402,114 17.3			
Mississippi	\$897,741	3.9		0.0	\$240,045	1.0	\$12,884,262 6.5			
Missouri	\$7,063,893	5.8		0.0	\$75,876	0.1	\$11,782,075 51.1			
Montana	\$414,961	2.2		0.0	\$128,138	0.7	\$14,079,297 11.5			
N. Mariana Island	\$496,615	1.9		0.0	\$120,587	0.5	\$8,580,273 45.1			
Nebraska	\$2,546,066	3.8		0.0	\$1,158,130	1.7	\$2,793,678 10.6			
Nevada		0.0		0.0	\$226,687	1.5	\$6,425,231 9.7			
New Hampshire		0.0	\$6,370,000	0.9	\$2,924,469	0.4	\$4,388,333 29.9			
New Jersey	\$947,015	2.3		0.0	\$692,322	1.7	\$6,185,943 0.9			
New Mexico	\$9,783,639	0.6		0.0	\$2,279,380	0.1	\$8,850,940 21.4			
New York		0.0		0.0	\$891,419	0.6	\$16,819,376 1.1			
North Carolina	\$2,264,565	12.3		0.0	\$196,306	1.1	\$23,797,095 15.0			
North Dakota		0.0		0.0		0.0	\$6,251,512 33.9			
Ohio	\$1,833,756	0.6		0.0	\$5,462,495	1.9	\$1,110,731 100.0			
Oklahoma	\$684,087	1.2		0.0	\$1,669,526	2.9	\$20,283,115 6.9			
Oregon	\$1,022,710	0.7	\$1,812,351	1.2	\$970,749	0.7	\$13,746,025 24.2			
Pennsylvania		0.0		\$64,811	\$2,238,216	0.5	\$10,479,858 7.0			
Puerto Rico	\$1,890,996	4.3		0.0	\$1,016,671	2.3	\$21,293,413 4.5			
Rhode Island		0.0		0.0		0.0	\$0 0.0			
South Carolina		0.0		0.0	\$1,034,497	2.7	\$735,726 1.4			
South Dakota	\$91,999	0.8		0.0	\$174,884	1.6	\$9,655,735 24.8			
Tennessee		0.0		0.0	\$3,151,465	3.5	\$5,578,040 50.2			
Texas	\$8,350,310	1.5		0.0	\$5,508,907	1.0	\$12,235,515 13.4			
Utah		0.0		0.0	\$1,182,155	0.4	\$34,211,172 6.3			
Vermont	\$160,000	0.4		0.0	\$163,000	0.4	\$1,182,155 0.4			
Virgin Islands		0.0		0.0		0.0	\$16,709,623 45.2			
Virginia	\$2,440,032	1.5		0.0	\$2,186,844	1.3	\$0 0.0			
Washington		0.0	\$452,500	0.1	\$3,756,960	0.9	\$15,866,744 9.8			
West Virginia		0.0		0.0	\$185,518	0.7	\$12,698,619 3.0			
Wisconsin	\$270,800	0.3		0.0	\$1,532,754	1.6	\$6,844,170 26.7			
Wyoming	\$1,770,423	17.2		0.0	\$145,618	1.4	\$14,687,394 15.1			
							\$5,153,785 50.2			
<b>TOTAL</b>	<b>\$168,100,190</b>	<b>1.6</b>	<b>\$14,689,628</b>	<b>0.1</b>	<b>\$818,611</b>	<b>0.0</b>	<b>\$79,983,118</b>	<b>0.7</b>	<b>\$554,304,875</b>	<b>5.1</b>

**Table 6 (cont.)** FTA 2011 Obligations by Program and by State

STATE	OVER THE ROAD BUS		PAUL S. SARBANES TRAN. IN PARKS		TIGGER		URBANIZED AREA		TOTAL OBLIGATIONS	% of Total	Rank
		%		%		%		%			
Alabama		0.0		0.0			\$19,510,529	40.9	\$47,668,323	0.4	34
Alaska		0.0	\$325,000	0.4	1,035,000.0		\$31,057,804	33.9	\$91,646,839	0.8	26
American Samoa		0.0		0.0				0.0	\$1,265,219	0.0	53
Arizona		0.0	\$492,900	0.2			\$160,636,294	69.5	\$231,073,212	2.1	13
Arkansas	\$26,500	0.1		0.0			\$9,417,040	32.2	\$29,245,286	0.3	41
California	\$289,018	0.0	\$5,180,000	0.3	16,640,000.0		\$918,967,446	55.4	\$1,658,632,202	15.4	1
Colorado		0.0		0.0	73,936.0		\$79,408,931	38.9	\$204,099,519	1.9	15
Connecticut	\$90,000	0.0		0.0			\$171,569,358	78.5	\$218,463,685	2.0	14
Delaware		0.0		0.0			\$14,938,570	70.6	\$21,165,315	0.2	45
District of Columbia		0.0		0.0			\$268,355,040	50.8	\$527,882,185	4.9	6
Florida		0.0	\$900,000	0.3	5,241,003.0		\$129,416,853	45.3	\$285,735,652	2.7	12
Georgia		0.0		0.0			\$66,801,507	62.1	\$107,597,611	1.0	23
Guam		0.0		0.0				0.0	\$1,180,817	0.0	54
Hawaii		0.0		0.0	5,061,000.0			0.0	\$46,884,381	0.4	35
Idaho		0.0		0.0			\$2,790,526	22.1	\$12,616,178	0.1	50
Illinois	\$1,158,640	0.2		0.0	2,696,184.0		\$317,500,074	53.3	\$595,661,447	5.5	4
Indiana		0.0		0.0			\$50,075,573	52.2	\$95,846,661	0.9	25
Iowa		0.0		0.0			\$17,864,903	30.7	\$58,269,035	0.5	30
Kansas		0.0		0.0			\$15,637,321	47.8	\$32,746,907	0.3	40
Kentucky		0.0		0.0	2,658,600.0		\$25,560,519	46.0	\$55,582,920	0.5	32
Louisiana	\$90,000	0.1		0.0			\$38,525,790	53.6	\$71,921,190	0.7	28
Maine	\$32,928	0.2	\$1,000,000	5.0			\$6,937,429	34.8	\$19,938,522	0.2	46
Maryland	\$78,550	0.1	\$1,164,000	0.9			\$82,390,602	66.4	\$124,025,776	1.2	21
Massachusetts	\$799,380	0.2	\$850,000	0.2	1,687,500.0		\$133,890,009	35.8	\$373,698,854	3.5	9
Michigan	\$45,000	0.0		0.0			\$82,207,179	60.8	\$135,114,611	1.3	20
Minnesota		0.0		0.0	2,400,000.0		\$79,941,639	40.6	\$196,789,979	1.8	16
Mississippi		0.0		0.0			\$1,646,759	7.1	\$23,068,210	0.2	44
Missouri		0.0	\$1,000,000	0.8			\$62,242,362	50.8	\$122,529,613	1.1	22
Montana		0.0		0.0			\$6,344,156	33.3	\$19,043,601	0.2	47
N. Mariana Island	\$81,231	0.3		0.0			\$11,385,885	43.2	\$26,357,849	0.2	42
Nebraska	\$135,000	0.2		0.0	4,650,523.0		\$43,306,369	65.3	\$66,344,761	0.6	29
Nevada	\$291,540	2.0		0.0			\$5,924,455	40.4	\$14,681,161	0.1	49
New Hampshire	\$170,100	0.0		0.0	2,484,766.0		\$557,882,072	82.4	\$677,389,833	6.3	3
New Jersey	\$207,214	0.5	\$849,000	2.0			\$13,227,659	31.9	\$41,453,122	0.4	37
New Mexico	\$1,283,417	0.1		0.0			\$737,747,184	47.0	\$1,571,258,287	14.6	2
New York		0.0		0.0			\$68,951,063	43.5	\$158,679,704	1.5	18
North Carolina		0.0		0.0			\$5,000,292	27.1	\$18,435,148	0.2	48
North Dakota		0.0		0.0				0.0	\$1,110,731	0.0	55
Ohio		0.0		0.0	776,418.0		\$191,742,907	65.1	\$294,424,531	2.7	10
Oklahoma	\$90,000	0.2		0.0			\$25,596,602	45.1	\$56,814,207	0.5	31
Oregon		0.0		0.0	4,200,000.0		\$74,849,492	50.3	\$148,941,291	1.4	19
Pennsylvania	\$575,820	0.1		0.0	5,000,000.0		\$252,640,089	53.1	\$475,942,834	4.4	7
Puerto Rico		0.0		0.0			\$40,344,670	90.8	\$44,434,383	0.4	36
Rhode Island	\$350,320	0.7		0.0	1,200,000.0		\$35,876,850	68.3	\$52,501,240	0.5	33
South Carolina		0.0		0.0			\$15,470,839	39.8	\$38,908,510	0.4	38
South Dakota		0.0		0.0			\$2,882,518	25.9	\$11,114,919	0.1	51
Tennessee		0.0	\$600,000	0.7			\$55,759,789	61.2	\$91,098,646	0.8	27
Texas	\$9,210,469	1.7		0.0			\$237,247,754	44.0	\$538,893,875	5.0	5
Utah		0.0	\$4,240,000	1.5			\$45,551,381	15.8	\$289,009,174	2.7	11
Vermont		0.0		0.0			\$5,887,798	15.9	\$36,988,582	0.3	39
Virgin Islands		0.0		0.0				0.0	\$0	0.0	56
Virginia	\$135,000	0.1		0.0			\$105,855,768	65.3	\$162,012,786	1.5	17
Washington	\$139,500	0.0		0.0	2,555,344.0		\$134,257,307	31.7	\$422,882,559	3.9	8
West Virginia		0.0		0.0	1,100,000.0		\$9,223,293	36.0	\$25,637,474	0.2	43
Wisconsin		0.0	\$55,000	0.1			\$60,868,934	62.5	\$97,369,029	0.9	24
Wyoming		0.0		0.0			\$1,751,640	17.1	\$10,266,273	0.1	52
<b>TOTAL</b>	<b>\$15,279,627</b>		<b>\$16,655,900</b>		<b>\$59,460,274</b>		<b>\$5,532,866,823</b>		<b>\$10,782,344,659</b>	<b>100.0</b>	
	<b>0.1</b>		<b>0.2</b>		<b>0.6</b>		<b>51.3</b>		<b>100.0</b>		



**Table 7 (cont.)** Capital (including Planning) and Operating Obligations for FY 2011, Urbanized Areas over 1 Million Population

UZA	NEW FREEDOM	URB. AREA FORMULA	%	JOB ACCESS	%	TOTAL OPERATING	%	TOTAL OBLIGATED	% OF TOTAL	Rank	
New York--Newark, NY-NJ-CT	\$1,929,353	0.1	\$1,057,000	0.1	\$0	0.0	\$2,986,353	0.1	\$2,075,207,162	29.2	1
Washington, DC-VA-MD	\$134,488	0.0	\$0	0.0	\$1,823,336	0.3	\$1,957,804	0.3	\$579,441,494	8.2	2
Chicago, IL-IN	\$848,956	0.2	\$449,533	0.1	\$2,276,432	0.4	\$3,574,921	0.7	\$536,821,869	7.6	3
San Francisco--Oakland, CA	\$0	0.0	\$8,900,000	1.8	\$1,762,120	0.4	\$10,662,120	2.2	\$485,030,432	6.8	4
Los Angeles--Long Beach--Santa Ana, CA	\$0	0.0	\$1,500,000	0.3	\$2,299,500	0.5	\$3,799,500	0.9	\$440,520,640	6.2	5
Seattle, WA	\$1,052,020	0.5	\$0	0.0	\$1,750,004	0.5	\$3,603,624	1.0	\$346,306,390	4.9	6
Philadelphia, PA-NJ-DE-MD	\$164,117	0.1	\$2,037,000	0.7	\$2,419,129	0.9	\$4,620,246	1.7	\$272,760,022	3.8	7
Boston, MA--NH--RI	\$525,432	0.2	\$1,610,821	0.7	\$1,953,237	0.8	\$4,089,490	1.7	\$242,284,947	3.4	8
Dallas--Fort Worth--Arlington, TX	\$0	0.0	\$837,400	0.4	\$1,297,390	0.6	\$2,134,790	1.1	\$201,578,517	2.8	9
Minneapolis--St. Paul, MN	\$399,453	0.2	\$674,025	0.4	\$1,716,226	1.0	\$2,789,704	1.7	\$163,482,701	2.3	10
Phoenix--Mesa, AZ	\$1,270,196	0.8	\$0	0.0	\$0	0.0	\$1,270,196	0.8	\$154,830,721	2.2	11
Pittsburgh, PA	\$181,750	0.1	\$0	0.0	\$1,180,096	0.9	\$1,361,846	1.0	\$131,694,531	1.9	12
Houston, TX	\$210,072	0.2	\$2,911,481	2.2	\$431,611	0.3	\$3,553,164	2.7	\$131,372,772	1.8	13
San Diego, CA	\$365,745	0.3	\$0	0.0	\$935,307	0.8	\$1,301,052	1.1	\$110,208,527	1.7	14
Denver--Aurora, CO	\$72,540	0.1	\$0	0.0	\$893,771	0.8	\$966,311	0.8	\$110,004,712	1.7	15
Cleveland, OH	\$443,045	0.4	\$10,560,000	9.6	\$2,034,466	1.9	\$13,037,511	11.9	\$109,532,749	1.5	16
Portland, OR-WA	\$408,609	0.4	\$0	0.0	\$1,507,833	1.6	\$1,916,442	2.0	\$94,313,298	1.3	17
Baltimore, MD	\$42,595	0.0	\$0	0.0	\$1,006,997	1.1	\$1,049,592	1.1	\$93,221,979	1.3	18
St. Louis, MO-IL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$75,079,015	1.1	19
Riverside--San Bernardino, CA	\$0	0.0	\$0	0.0	\$406,024	0.7	\$406,024	0.7	\$61,783,908	0.9	20
San Jose, CA	\$0	0.0	\$0	0.0	\$683,189	1.3	\$683,189	1.3	\$53,415,246	0.8	21
Atlanta, GA	\$393,407	0.7	\$0	0.0	\$1,050,790	2.0	\$1,444,197	2.8	\$52,486,474	0.7	22
Virginia Beach, VA	\$175,000	0.4	\$8,479,264	17.2	\$1,061,066	2.2	\$9,715,330	19.7	\$49,284,159	0.7	23
Providence, RI-MA	\$42,614	0.1	\$9,060,000	19.1	\$66,229	0.1	\$9,168,843	19.4	\$47,376,623	0.7	24
Cincinnati, OH-KY-IN	\$333,614	0.7	\$82,915	0.2	\$232,144	0.5	\$648,673	1.4	\$47,309,179	0.7	25
Detroit, MI	\$115,608	0.2	\$857,010	1.8	\$0	0.0	\$972,618	2.1	\$46,820,991	0.7	26
Milwaukee, WI	\$0	0.0	\$0	0.0	\$1,175,470	2.6	\$1,175,470	2.6	\$41,876,492	0.6	27
San Antonio, TX	\$1,200,000	3.0	\$0	0.0	\$2,204,636	5.5	\$3,404,636	8.5	\$30,875,516	0.6	28
Miami, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$38,875,173	0.5	29
Sacramento, CA	\$0	0.0	\$450,000	1.2	\$956,458	2.5	\$1,406,458	3.7	\$38,217,606	0.5	30
San Juan, PR	\$236,888	0.6	\$0	0.0	\$205,200	0.6	\$442,088	1.2	\$36,625,328	0.5	31
New Orleans, LA	\$433,237	1.3	\$2,775,000	8.3	\$1,099,900	3.3	\$4,308,225	12.0	\$33,592,107	0.5	32
Las Vegas, NV	\$934,401	3.1	\$0	0.0	\$1,565,014	5.3	\$2,499,415	8.4	\$29,673,061	0.4	33
Tampa--St. Petersburg, FL	\$1,010,736	3.5	\$0	0.0	\$1,310,243	4.5	\$2,326,979	8.0	\$29,133,021	0.4	34
Kansas City, MO-KS	\$0	0.0	\$4,920,743	17.9	\$0	0.0	\$4,920,743	17.9	\$27,481,507	0.4	35
Indianapolis, IN	\$460,410	2.1	\$0	0.0	\$559,821	2.5	\$1,020,231	4.6	\$22,220,902	0.3	36
Orlando, FL	\$1,343,900	8.2	\$0	0.0	\$1,296,339	7.9	\$2,640,239	16.1	\$16,356,481	0.2	37
Columbus, OH	\$357,884	2.2	\$0	0.0	\$653,898	4.1	\$1,011,782	6.3	\$15,976,832	0.2	38
<b>TOTAL</b>	<b>\$15,886,850</b>		<b>\$57,162,192</b>		<b>\$39,820,852</b>		<b>\$112,869,894</b>		<b>\$7,103,882,854</b>	<b>100</b>	
<b>% of Total</b>	<b>0</b>		<b>0.8</b>		<b>0.6</b>		<b>1.6</b>		<b>100.0</b>		

**Table 8** FY 2011 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	\$9,731,346	0.4	\$804,534	0.7	\$32,568,717	29.9	2.5	32.3
Alaska	15,423,630	0.7	800,030	0.7	85,547,536	18.0	0.9	19.0
American Samoa	0	0.0	0	0.0	1,265,219	0.0	0.0	0.0
Arizona	25,647,863	1.2	159,942	0.1	210,380,025	12.2	0.1	12.3
Arkansas	2,612,360	0.1	718,935	0.6	15,345,220	17.0	4.7	21.7
California	518,691,148	24.0	43,522,010	37.2	1,471,641,158	35.2	3.0	38.2
Colorado	62,529,829	2.9	1,380,977	1.2	181,492,347	34.5	0.8	35.2
Connecticut	0	0.0	0	0.0	212,543,038	0.0	0.0	0.0
Delaware	2,674,400	0.1	0	0.0	20,303,579	13.2	0.0	13.2
District of Columbia	31,104,622	1.4	0	0.0	525,924,381	5.9	0.0	5.9
Florida	39,072,733	1.8	4,311,750	3.7	227,115,495	17.2	1.9	19.1
Georgia	42,219,339	2.0	3,343,389	2.9	76,784,466	55.0	4.4	59.3
Guam	0	0.0	0	0.0	237,500	0.0	0.0	0.0
Hawaii	0	0.0	0	0.0	43,990,137	0.0	0.0	0.0
Idaho	1,014,508	0.0	110,836	0.1	7,312,606	13.9	1.5	15.4
Illinois	205,192,307	9.5	200,030	0.2	571,293,793	35.9	0.0	36.0
Indiana	20,617,507	1.0	2,710,747	2.3	65,576,849	31.4	4.1	35.6
Iowa	5,414,441	0.3	364,030	0.3	33,942,837	16.0	1.1	17.0
Kansas	4,672,165	0.2	399,230	0.3	17,116,719	27.3	2.3	29.6
Kentucky	11,677,052	0.5	214,648	0.2	39,027,548	29.9	0.5	30.5
Louisiana	18,740,498	0.9	708,749	0.6	42,855,251	43.7	1.7	45.4
Maine	404,757	0.0	0	0.0	10,245,634	4.0	0.0	4.0
Maryland	34,378,097	1.6	0	0.0	109,612,421	31.4	0.0	31.4
Massachusetts	29,425,084	1.4	6,340,031	5.4	351,405,968	8.4	1.8	10.2
Michigan	32,452,106	1.5	0	0.0	99,684,885	32.6	0.0	32.6
Minnesota	9,500,534	0.4	112,887	0.1	171,308,151	5.5	0.1	5.6
Mississippi	312,727	0.0	0	0.0	14,238,022	2.2	0.0	2.2
Missouri	26,781,732	1.2	267,226	0.2	95,526,702	28.0	0.3	28.3
Montana	708,343	0.0	92,048	0.1	8,086,987	8.8	1.1	9.9
N. Marianas Island	6,179,638	0.3	945,676	0.8	21,599,371	28.6	4.4	33.0
Nebraska	4,518,555	0.2	589,738	0.5	45,740,409	9.9	1.3	11.2
Nevada	2,267,471	0.1	749,358	0.6	10,148,985	22.3	7.4	29.7
New Hampshire	290,541,951	13.4	0	0.0	669,417,268	43.4	0.0	43.4
New Jersey	5,500	0.0	0	0.0	22,071,875	0.0	0.0	0.0
New Mexico	64,981,955	3.0	1,700,030	1.5	1,544,382,399	4.2	0.1	4.3
New York	20,488,037	0.9	2,044,412	1.7	131,623,583	15.6	1.6	17.1
North Carolina	960,661	0.0	186,092	0.2	6,468,223	14.9	2.9	17.7
North Dakota	150,000	0.0	0	0.0	1,110,731	13.5	0.0	13.5
Ohio	105,245,552	4.9	7,525,739	6.4	249,650,187	42.2	3.0	45.2
Oklahoma	14,585,992	0.7	3,218,248	2.8	35,685,023	40.9	9.0	49.9
Oregon	52,484,445	2.4	3,952,635	3.4	133,023,491	39.5	3.0	42.4
Pennsylvania	94,516,369	4.4	1,873,224	1.6	437,656,555	21.6	0.4	22.0
Puerto Rico	19,182,358	0.9	80,030	0.1	38,868,865	49.4	0.2	49.6
Rhode Island	12,000,000	0.6	2,712,850	2.3	41,665,514	28.8	6.5	35.3
South Carolina	8,689,005	0.4	567,039	0.5	29,138,365	29.8	1.9	31.8
South Dakota	482,040	0.0	0	0.0	4,351,488	11.1	0.0	11.1
Tennessee	26,385,495	1.2	3,145,496	2.7	71,888,294	36.7	4.4	41.1
Texas	131,519,815	6.1	10,909,637	9.3	465,901,104	28.2	2.3	30.6
Utah	40,954,976	1.9	4,127,654	3.5	283,373,739	14.5	1.5	15.9
Vermont	2,554,565	0.1	0	0.0	26,679,890	9.6	0.0	9.6
Virgin Island	0	0.0	0	0.0	0	0.0	0.0	0.0
Virginia	20,279,574	0.9	2,894,134	2.5	127,104,375	16.0	2.3	18.2
Washington	73,200,701	3.4	489,056	0.4	396,589,285	18.5	0.1	18.6
West Virginia	89,273	0.0	14,330	0.0	12,400,247	0.7	0.1	0.8
Wisconsin	21,214,068	1.0	2,552,847	2.2	63,962,699	33.2	4.0	37.2
Wyoming	103,880	0.0	0	0.0	3,943,731	2.6	0.0	2.6
<b>TOTAL</b>	<b>\$2,164,581,004</b>	<b>100.0</b>	<b>\$116,840,124</b>	<b>100.0</b>	<b>\$9,616,818,887</b>	<b>22.5</b>	<b>1.2</b>	<b>23.7</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 2011 Preventive Maintenance Obligations by State and by Program

STATE	Urb. Area Formula Bus	Urb. Area Formula Rail	Prg % of Tot.	Capital Bus	Capital Rail	Prg % of Tot.	Non-urb. Area Formula	Prg % of Tot.	Elderly / Disabled	Prg % of Tot.	JAIRC	Prg % of Tot.	New Freedom	Prg % of Tot.	Total	Rank	State % of Tot.	% Bus	% Rail
Alabama	\$9,731,346	\$0	100.0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	0	0.0	\$0	0.0	\$9,731,346	31	0.4	100.0	0.0
Alaska	6,628,800	475,531	46.1	63,000	8,256,299	53.9	0	0.0	0	0.0	0	0.0	0	0.0	\$15,423,630	27	0.7	43.4	56.6
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	24,129,864	0	94.1	1,517,999	0	5.9	0	0.0	0	0.0	0	0.0	0	0.0	\$25,647,863	20	1.2	100.0	0.0
Arkansas	2,612,360	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$2,612,360	39	0.1	100.0	0.0
California	386,514,932	58,814,936	85.9	0	73,361,280	14.1	0	0.0	0	0.0	0	0.0	0	0.0	\$518,691,148	1	24.0	74.5	25.5
Colorado	55,745,780	0	89.2	0	6,784,049	10.8	0	0.0	0	0.0	0	0.0	0	0.0	\$62,529,829	9	2.9	89.2	10.8
Connecticut	0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	52	0.0	0.0	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	38	0.1	100.0	0.0
District of Columbia	30,185,662	0	0.0	0	918,960	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$31,104,622	16	1.4	97.0	0.0
Florida	31,059,326	7,304,407	98.2	709,000	0	1.8	0	0.0	0	0.0	0	0.0	0	0.0	\$39,072,733	13	1.8	81.3	18.7
Georgia	24,283,245	17,936,094	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$42,219,339	11	2.0	57.5	42.5
Guam	0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	52	0.0	0.0	0.0
Hawaii	0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$0	52	0.0	0.0	0.0
Idaho	316,404	0	31.2	0	0	0.0	698,104	68.8	0	0.0	0	0.0	0	0.0	\$1,014,508	42	0.0	100.0	0.0
Illinois	3,353,144	138,422,034	69.1	0	63,417,129	30.9	0	0.0	0	0.0	0	0.0	0	0.0	\$205,192,307	3	9.5	1.6	98.4
Indiana	16,324,909	4,292,598	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$20,617,507	22	1.0	79.2	20.8
Iowa	3,806,180	0	70.3	0	0	0.0	1,523,648	28.1	84,613	1.6	0	0.0	0	0.0	\$5,414,441	35	0.3	98.4	0.0
Kansas	4,672,165	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$4,672,165	36	0.2	100.0	0.0
Kentucky	11,677,052	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$11,677,052	30	0.5	100.0	0.0
Louisiana	17,440,498	0	93.1	0	1,300,000	6.9	0	0.0	0	0.0	0	0.0	0	0.0	\$18,740,498	26	0.9	93.1	6.9
Maine	390,957	0	96.4	0	0	0.0	14,400	3.6	0	0.0	0	0.0	0	0.0	\$404,757	46	0.0	100.0	0.0
Maryland	18,628,615	5,393,005	69.9	645,131	9,711,346	30.1	0	0.0	0	0.0	0	0.0	0	0.0	\$34,378,097	14	1.6	56.1	43.9
Massachusetts	23,325,084	6,000,000	99.7	100,000	0	0.3	0	0.0	0	0.0	0	0.0	0	0.0	\$29,425,084	17	1.4	79.6	20.4
Michigan	32,154,151	0	99.1	297,955	0	0.9	0	0.0	0	0.0	0	0.0	0	0.0	\$32,452,106	15	1.5	100.0	0.0
Minnesota	9,500,534	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$9,500,534	32	0.4	100.0	0.0
Mississippi	264,919	0	84.7	0	0	0.0	47,808	15.3	0	0.0	0	0.0	0	0.0	\$312,727	47	0.0	100.0	0.0
Missouri	26,781,732	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$26,781,732	18	1.2	100.0	0.0
Montana	0	0	0.0	0	0	0.0	708,343	100.0	0	0.0	0	0.0	0	0.0	\$708,343	44	0.0	100.0	0.0
Nebraska	6,179,638	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$6,179,638	34	0.3	100.0	0.0
Nevada	4,438,555	0	98.2	80,000	0	1.8	0	0.0	0	0.0	0	0.0	0	0.0	\$4,518,555	37	0.2	100.0	0.0
New Hampshire	1,712,852	0	75.5	0	0	0.0	554,619	24.5	0	0.0	0	0.0	0	0.0	\$2,267,471	41	0.1	100.0	0.0
New Jersey	167,630,910	59,747,678	78.3	0	63,163,363	21.7	0	0.0	0	0.0	0	0.0	0	0.0	\$290,541,951	2	13.4	57.7	42.3
New Mexico	0	0	0.0	5,500	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$5,500	0	0.0	0.0	0.0
New York	62,881,955	0	96.8	2,100,000	0	3.2	0	0.0	0	0.0	0	0.0	0	0.0	\$64,981,955	8	3.0	100.0	0.0
North Carolina	20,451,159	0	99.8	0	0	0.0	0	0.0	36,878	0.2	0	0.0	0	0.0	\$20,488,037	23	0.9	99.8	0.0
North Dakota	960,661	0	100.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	\$960,661	43	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	48	0.0	100.0	0.0
Ohio	82,785,013	4,504,334	82.9	5,515,110	9,260,139	14.0	3,180,956	3.0	0	0.0	0	0.0	0	0.0	\$105,245,552	5	4.9	86.9	13.1
Oklahoma	14,568,246	0	99.9	14,842	0	0.1	0	0.0	2,904	0.0	0	0.0	0	0.0	\$14,585,992	28	0.7	100.0	0.0
Oregon	33,525,642	6,565,622	76.4	0	10,657,773	20.3	54,256	0.1	1,670,852	3.2	0	0.0	10,300	0.0	\$52,484,445	10	2.4	64.0	32.8
Pennsylvania	59,991,369	8,000,000	71.9	0	26,405,000	27.9	120,000	0.1	0	0.0	0	0.0	0	0.0	\$94,516,369	6	4.4	63.6	36.4
Puerto Rico	7,698,624	11,451,596	99.8	0	0	0.0	0	0.0	0	0.0	10336	0.1	21,802	0.1	\$19,182,358	25	0.9	40.1	59.7



**Table 9 (cont.) FY 2011 Preventive Maintenance Obligations by State and by Program**

STATE	Urb. Area Formula Bus	Urb. Area Formula Rail	Prg % of Tot.	Capital Bus	Capital Rail	Prg % of Tot.	Non-urb. Area Formula	Prg % of Tot.	Elderly / Disabled	JARC	Prg % of Tot.	New Freedom	Prg % of Tot.	Total	Rank	State % of Tot.	% Bus	% Rail
Rhode Island	12,000,000	0	100.0	0	0	0.0	0	0.0	0	0	0.0	0	0.0	\$12,000,000	29	0.6	100.0	0.0
South Carolina	7,588,526	0	87.3	0	0	0.0	1,100,479	12.7	0	0	0.0	0	0.0	\$8,688,005	33	0.4	100.0	0.0
South Dakota	98,240	0	20.4	351,000	0	72.8	0	0.0	32,800	0	0.0	0	0.0	\$482,040	45	0.0	93.2	0.0
Tennessee	25,090,471	1,295,024	100.0	0	0	0.0	0	0.0	0	0	0.0	0	0.0	\$26,385,495	19	1.2	95.1	4.9
Texas	127,101,250	804,444	97.3	0	0	0.0	438,890	0.3	2,726,933	406458	0.3	39,840	0.0	\$131,519,815	4	6.1	97.0	0.6
Utah	26,914,652	9,000,000	87.7	0	5,040,324	12.3	0	0.0	0	0	0.0	0	0.0	\$40,954,976	12	1.9	65.7	34.3
Vermont	1,554,565	0	60.9	0	0	0.0	1,000,000	39.1	0	0	0.0	0	0.0	\$2,554,565	40	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	\$0	52	0.0	0.0	0.0
Virginia	17,757,203	0	87.6	2,522,371	0	12.4	0	0.0	0	0	0.0	0	0.0	\$20,279,574	24	0.9	100.0	0.0
Washington	64,834,086	165,630	88.8	8,200,985	0	11.2	0	0.0	0	0	0.0	0	0.0	\$73,200,701	7	3.4	99.8	0.2
West Virginia	89,273	0	100.0	0	0	0.0	0	0.0	0	0	0.0	0	0.0	\$89,273	50	0.0	100.0	0.0
Wisconsin	20,698,230	0	97.6	0	0	0.0	515,838	2.4	0	0	0.0	0	0.0	\$21,214,068	21	1.0	100.0	0.0
Wyoming	103,880	0	100.0	0	0	0.0	0	0.0	0	0	0.0	0	0.0	\$103,880	49	0.0	100.0	0.0
TOTAL	\$1,508,856,459	\$340,172,933	85.4	\$22,122,893	\$278,275,662	13.9	\$10,107,341	0.5	\$4,556,980	\$416,794	0.0	\$71,942	0.0	\$2,164,581,004		100.0	71.4	28.6
Split betwn Bus /Rail % by Program	81.6	18.4		7.4	92.6		100.0		100.0	100.0		100.0				100.0		

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 2011 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	# 625 \$22,226,928	# 187 \$52,619,408	# 106 \$16,136,610	# 665 \$47,644,656	# 63 \$43,865,406	# 424 \$18,445,634	# 8 \$190,372	# 16 \$21,466,890	# 4 \$1,370,336	# 4 \$2,076,636	# 446,278 \$446,278	# 31 \$0	# 0 \$0	# 0 \$0	# 26 \$29,182,221	\$2,159 \$455,671,575	20.7 27.5
Clean Fuels	# 91 \$38,652,714	# 31 \$9,738,733	# 41 \$5,850,030	# 52 \$6,631,160	# 1 \$26,560	# 2 \$41,500	# 1 \$192,000	# 1 \$192,000	# 0 \$0	# 31 \$5,694,175	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$250 \$66,826,872	2.4 4.0
Elderly / Persons with Disabilities	# 22 \$2,091,317	# 4 \$289,216	# 23 \$1,872,020	# 1,100 \$54,806,887	# 0 \$0	# 1,222 \$40,436,595	# 31 \$641,346	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$2,402 \$100,137,761	23.0 6.0
Job Access	# 0 \$0	# 1 \$303,600	# 8 \$1,109,477	# 29 \$1,623,666	# 0 \$0	# 138 \$3,407,180	# 193 \$510,030	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$369 \$6,963,953	3.5 0
Reverse Commute	# 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	# 0 \$0	\$1 \$2,000,000	0.0 0.1
Miscellaneous	# 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	# 0 \$0	\$159 \$7,073,274	1.5 0.4
FRWA Transfers	# 1 \$256,800	# 0 \$0	# 5 \$414,774	# 56 \$2,957,464	# 0 \$0	# 94 \$3,280,087	# 3 \$164,149	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$651 \$46,593,492	6.2 2.8
New Freedom	# 22 \$6,082,381	# 24 \$5,935,018	# 17 \$1,434,923	# 194 \$11,450,786	# 0 \$0	# 368 \$15,673,866	# 0 \$0	# 10 \$1,156,683	# 0 \$0	# 0 \$0	# 15 \$3,727,693	# 0 \$0	# 0 \$0	# 0 \$0	# 1 \$932,142	\$4 \$139,500	0.0 0.0
Non-Urbanized Area	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 1 \$45,000	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$4 \$139,500	0.0 0.0
Over-the-Road-Bus	# 11 \$4,409,000	# 6 \$2,796,000	# 2 \$325,000	# 4 \$600,000	# 0 \$0	# 3 \$179,000	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$26 \$8,300,000	0.2 0.5
Paul S. Sarbanes Transit in Parks Prog.	# 18 \$13,221,900	# 33 \$19,892,000	# 3 \$480,000	# 10 \$432,000	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	# 0 \$0	\$64 \$34,025,900	0.6 2.1
Transit Invest. Greenhouse Gas & Energy Red.	# 1 \$1,356	# 183 \$183	# 125 \$37,087,877	# 954 \$63,366,247	# 11 \$75,081,913	# 1391 \$54,204,318	# 222 \$514,880	# 18 \$3,985,739	# 164 \$25,549,943	# 2 \$890,000	# 104 \$289,600	# 42 \$6,855,394	# 0 \$0	# 0 \$0	# 7 \$12,800,856	\$4,369 \$929,766,891	41.8 54.1
Urbanized Area	# 2,146 \$884,560,268	# 469 \$143,105,971	# 289 \$58,840,481	# 3,053 \$188,731,736	# 116 \$125,578,479	# 3,641 \$135,853,660	# 259 \$2,062,377	# 45 \$26,811,292	# 169 \$26,965,279	# 37 \$8,651,011	# 135 \$735,878	# 60 \$10,677,587	# 0 \$0	# 0 \$0	# 35 \$44,915,219	\$10,454 \$1,657,489,238	100.0 100.0
Total	# 2,146 \$884,560,268	# 469 \$143,105,971	# 289 \$58,840,481	# 3,053 \$188,731,736	# 116 \$125,578,479	# 3,641 \$135,853,660	# 259 \$2,062,377	# 45 \$26,811,292	# 169 \$26,965,279	# 37 \$8,651,011	# 135 \$735,878	# 60 \$10,677,587	# 0 \$0	# 0 \$0	# 35 \$44,915,219	\$10,454 \$1,657,489,238	100.0 100.0
Percent of Total	# 20.5 53.4	# 4.5 8.6	# 2.8 5.3	# 29.2 11.4	# 1.1 7.6	# 34.8 8.2	# 2.5 0.1	# 0.4 1.6	# 1.6 1.6	# 0.4 0.5	# 0.0 0.0	# 0.6 0.6	# 0.0 0.0	# 0.0 0.0	# 0.3 2.7	# 0.6 100.0	# 0.0 100.0

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 2011 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	# 1,346 \$660,189,323	# 76 \$27,107,438	# 131 \$31,861,849	# 659 \$43,622,281	# 109 \$121,719,143	# 1,069 \$41,091,282	# 204 \$794,159	# 13 \$20,875,500	# 111 \$22,164,110	# 29 \$4,665,175	# 4 \$144,000	# 7 \$3,559,120	# 0 \$0	# 0 \$0	# 31 \$32,308,680	\$3,789 \$1,010,200,060	36.2 60.9
200,000 - 1,000,000	# 570 \$156,204,536	# 220 \$67,652,104	# 28 \$7,146,685	# 427 \$28,520,188	# 5 \$2,602,396	# 461 \$18,655,719	# 8 \$201,000	# 8 \$1,897,952	# 55 \$4,216,169	# 8 \$3,985,036	# 130 \$494,478	# 33 \$2,902,857	# 0 \$0	# 0 \$0	# 0 \$0	\$1,953 \$294,479,930	18.7 17.8
50,000 - 200,000	# 88 \$26,306,106	# 89 \$29,716,869	# 59 \$13,269,345	# 219 \$19,841,047	# 2 \$1,256,940	# 169 \$6,607,861	# 10 \$298,400	# 10 \$2,081,787	# 2 \$540,000	# 0 \$0	# 0 \$97,400	# 2 \$393,417	# 0 \$0	# 0 \$0	# 1 \$1,400,000	\$652 \$101,799,172	6.2 6.1
Rural or State DOTs	# 142 \$41,660,303	# 84 \$18,629,560	# 71 \$6,502,602	# 1,748 \$66,748,210	# 0 \$0	# 1,942 \$69,458,798	# 37 \$778,818	# 14 \$1,859,053	# 1 \$45,000	# 0 \$0	# 0 \$0	# 18 \$3,822,193	# 0 \$0	# 0 \$0	# 3 \$11,206,539	\$4,060 \$251,010,076	38.8 15.1
Total	# 2,146 \$884,560,268	# 469 \$143,105,971	# 289 \$58,840,481	# 3,053 \$188,731,736	# 116 \$125,578,479	# 3,641 \$135,853,660	# 259 \$2,062,377	# 45 \$26,811,292	# 169 \$26,965,279	# 37 \$8,651,011	# 135 \$735,878	# 60 \$10,677,587	# 0 \$0	# 0 \$0	# 35 \$44,915,219	\$10,454 \$1,657,489,238	100.0 100.0
Percent of Total	# 20.5 53.4	# 4.5 8.6	# 2.8 5.3	# 29.2 11.4	# 1.1 7.6	# 34.8 8.2	# 2.5 0.1	# 0.4 1.6	# 1.6 1.6	# 0.4 0.5	# 0.0 0.0	# 0.6 0.6	# 0.0 0.0	# 0.0 0.0	# 0.3 2.7	# 0.6 100.0	# 0.0 100.0

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 2011 Rail Purchases and Rehabilitation by Type and Program

Rail Type	Capital		Urbanized Area		TIGGER		Total	
	#	\$	#	\$	#	\$	#	\$
Cable Car	2	1,102,500	0	0	0	0	2	1,102,500
Car, Incline Railway	4	5,600	4	3,200	0	0	47	8,800
Commuter Locomotive Diesel	46	32,715,715	101	24,062,181	28	970,393	175	57,748,289
Commuter Locomotive Electric	0	0	100	21,618,647	0	0	100	21,618,647
Commuter Rail Car Trailer	245	59,256,607	402	187,120,904	0	0	647	246,377,511
Commuter Rail Cars Used	388	15,201,533	0	0	0	0	388	15,201,533
Commuter Rail Self Propelled - Elec.	164	16,248,000	15	2,815,000	0	0	179	19,063,000
Heavy Rail Cars	1850	114,319,991	481	79,019,305	0	0	2331	193,339,296
Light Rail Cars	103	79,428,606	143	28,437,153	0	0	246	107,865,759
<b>Grand Total</b>	<b>2802</b>	<b>318,278,552</b>	<b>1,246</b>	<b>343,076,390</b>	<b>28</b>	<b>970,393</b>	<b>4115</b>	<b>662,325,335</b>

**Table 11B** FY 2011 Rail Purchases by Type and Program

Rail Type	Capital		Urbanized Area		Total	
	#	\$	#	\$	#	\$
Commuter Locomotive Diesel	28	24,510,811	22	16,433,538	50	40,944,349
Commuter Rail Car Trailer	150	59,182,408	183	99,566,484	333	158,748,892
Commuter Rail Self Propelled - Elec.	164	16,248,000	14	2,265,000	178	18,513,000
Heavy Rail Cars	321	91,677,460	290	83,659,690	611	175,337,150
Light Rail Cars	38	72,664,236	12	10,250,600	50	82,914,836
<b>Grand Total</b>	<b>701</b>	<b>264,282,915</b>	<b>521</b>	<b>212,175,312</b>	<b>1222</b>	<b>476,458,227</b>

**Table 12** FY 2011 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
40 ft Bus	549	\$169,852,281	23	\$8,193,365	316	\$133,148,651	2	\$653,000	0	\$0	0	\$0	160	\$53,988,417
35 ft Bus	143	39,346,698	18	4,307,060	47	13,607,095	0	0	0	0	0	0	44	13,746,846
30 ft Bus	119	19,158,657	27	2,402,436	74	21,686,957	0	0	0	0	0	0	38	8,767,260
<30 ft Bus	763	51,097,735	1768	95,879,192	87	7,732,709	1	50,000	50	4,000,000	107	6,335,280	115	11,930,135
Articulated Bus	83	40,176,887	0	0	4	2,537,941	0	0	0	0	0	0	2	1,256,940
Bus Commuter/Suburban	83	11,535,579	8	153,600	16	8,725,600	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
Intercity Bus	23	7,222,682	0	0	0	0	0	0	0	0	0	0	0	0
Bus Trolley	22	3,978,939	6	768,053	0	0	0	0	0	0	0	0	2	400,500
Bus Used	35	590,278	0	0	0	0	0	0	0	0	0	0	0	0
Sedan / Station Wagon	0	0	244	1,646,877	0	0	0	0	0	0	0	0	0	0
Vans	152	9,757,130	3051	116,839,614	55	4,627,411	0	0	4	211,200	2	73,040	5	287,800
Ferry Boats	1	6,999,816	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,973</b>	<b>\$359,716,682</b>	<b>5,145</b>	<b>\$230,190,197</b>	<b>599</b>	<b>\$192,066,364</b>	<b>3</b>	<b>\$703,000</b>	<b>54</b>	<b>\$4,211,200</b>	<b>109</b>	<b>\$6,408,320</b>	<b>366</b>	<b>\$90,377,898</b>
<b>Percent of Total</b>	<b>20.7</b>	<b>25.9</b>	<b>54.1</b>	<b>16.6</b>	<b>6.3</b>	<b>13.8</b>	<b>0.0</b>	<b>0.1</b>	<b>0.6</b>	<b>0.3</b>	<b>1.1</b>	<b>0.5</b>	<b>3.8</b>	<b>6.5</b>

**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 2011 Vehicle Purchases by Type of Fuel and Type of Vehicle

Vehicle Type	Dual Mode (diesel / electric) #	Diesel (Particulate Trap) #	Hybrid Electric #	Battery-Powered #	Electric Trackless Trolley #	Other #	Total #
	\$	\$	\$	\$	\$	\$	\$
40 ft Bus	4	101	624	0	2	0	1,781
	\$2,000,000	\$34,606,819	\$275,757,945	\$0	\$1,800,900	\$0	\$680,001,378
35 ft Bus	0	55	108	15	1	1	432
	0	17,267,454	36,538,759	16,620,000	830,000	496,319	\$142,760,231
30 ft Bus	0	3	20	0	0	0	281
	0	987,400	5,192,771	0	0	0	\$58,195,481
<30 ft Bus	0	14	105	0	0	2	3,012
	0	1,989,168	8,327,179	0	0	112,920	\$187,454,318
Articulated Bus	0	9	89	0	0	0	187
	0	7,277,415	59,710,230	0	0	0	\$110,959,413
Bus Commuter/Suburban	0	1	4	0	0	0	112
	0	1,080,000	2,433,560	0	0	0	\$23,928,339
Bus Dual Mode	0	0	37	0	0	0	37
	0	0	8,651,011	0	0	0	\$8,651,011
Intercity Bus	0	0	0	0	0	0	23
	0	0	0	0	0	0	\$7,222,682
Bus Trolley	0	4	2	0	9	0	45
	0	1,150,800	513,000	0	20,000,000	0	\$26,811,292
Bus Used	0	0	0	0	0	0	35
	0	0	0	0	0	0	\$590,278
Sedan / Station Wagon	0	0	15	0	0	0	259
	0	0	415,500	0	0	0	\$2,062,377
Vans	0	29	3	0	0	3	3,304
	0	1,671,488	69,720	0	0	63,208	\$133,600,611
Ferry Boats	0	0	0	0	0	0	1
	0	0	0	0	0	0	\$6,999,816
<b>Total</b>	<b>4</b>	<b>216</b>	<b>1,007</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>9,509</b>
	\$2,000,000	\$66,030,544	\$397,609,675	\$16,620,000	\$22,630,900	\$672,447	\$1,389,237,227
<b>Percent of Total</b>	<b>0.0</b>	<b>0.1</b>	<b>4.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>100.0</b>
			28.6	1.2	1.6	0.0	

**Table 13** FY 2011 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	732	\$124,246,738	633	\$38,755,752	240	\$91,803,929	1	\$50,000	50	\$4,000,000	7	\$312,800	182	\$39,026,373
Clean fuels	34	8,111,815	-	-	14	2,273,700	-	-	-	-	-	-	38	5,722,450
Elderly / Individuals with Disabilities	266	16,488,062	2060	78,612,053	5	270,000	-	-	-	-	-	-	-	-
JARC	10	1,365,477	382	5,256,206	2	52,500	-	-	-	-	-	-	2	355,850
New Freedom	14	934,474	131	5,916,391	8	315,200	-	-	-	-	-	-	1	40,000
Non-Urbanized Area	109	13,681,901	517	25,151,181	5	1,356,441	-	-	-	-	-	-	1	23,298
Over-the-Road-Bus	4	139,500	-	-	-	-	-	-	-	-	-	-	-	-
Paul S. Sarbanes Transit in Parks Program	14	5,372,000	5	504,000	-	-	-	-	-	-	-	-	-	-
TIGGER	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urbanized Area	1443	333,499,875	1533	79,741,490	341	99,286,365	2	653,000	4	211,200	102	6,095,520	175	45,370,427
<b>Total</b>	<b>2,626</b>	<b>\$503,839,842</b>	<b>5,261</b>	<b>\$233,937,073</b>	<b>615</b>	<b>\$195,358,135</b>	<b>3</b>	<b>\$703,000</b>	<b>54</b>	<b>\$4,211,200</b>	<b>109</b>	<b>\$6,408,320</b>	<b>399</b>	<b>\$90,538,398</b>
<b>Percent of Total</b>	<b>25.2</b>	<b>31.1</b>	<b>50.4</b>	<b>14.4</b>	<b>5.9</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.3</b>	<b>1.0</b>	<b>0.4</b>	<b>3.8</b>	<b>5.6</b>

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

**Table 13 (cont.)** FY 2011 Vehicle Purchases by Type of Fuel and Program

Program	Dual Mode (Diesel / Electric)		Diesel (Particulate Trap)		Hybrid Electric Diesel		Battery-Powered		Electric Trackless Trolley		Other		Total	
	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$
Capital	-	-	43	\$10,553,415	213	\$96,168,530	-	-	9	\$20,000,000	1	\$496,319	2,111	\$425,413,856
Clean fuels	-	-	46	8,564,750	116	39,324,157	-	-	2	2,830,000	-	-	250	\$66,826,872
Elderly / Individuals with Disabilities	-	-	-	-	71	4,767,666	-	-	-	-	-	-	2,402	\$100,137,781
JARC	-	-	-	-	-	-	-	-	-	-	2	41,520	398	\$7,071,553
New Freedom	-	-	-	-	-	-	-	-	-	-	1	21,688	155	\$7,227,753
Non-Urbanized Area	-	-	4	2,572,671	15	3,808,000	-	-	-	-	-	-	651	\$46,593,492
Over-the-Road-Bus	-	-	-	-	-	-	-	-	-	-	-	-	4	139,500.0
Paul S. Sarbanes Transit in Parks Program	-	-	-	-	7	2,424,000	-	-	-	-	-	-	26	\$8,300,000
TIGGER	-	-	-	-	47	11,405,000	15	16,620,000	2	1,800,900	-	-	64	29,825,900
Urbanized Area	4	2,000,000	279	61,660,814	281	263,296,327	-	-	2	1,838,331	202	34,513,542	4,368	\$928,166,891
<b>Total</b>	<b>4</b>	<b>\$2,000,000</b>	<b>372</b>	<b>\$83,351,650</b>	<b>750</b>	<b>\$421,193,680</b>	<b>\$15</b>	<b>\$16,620,000</b>	<b>\$15</b>	<b>\$26,469,231</b>	<b>206</b>	<b>\$35,073,069</b>	<b>10,429</b>	<b>\$1,619,703,598</b>
<b>Percent of Total</b>	<b>0.0</b>	<b>0.1</b>	<b>3.6</b>	<b>5.1</b>	<b>7.2</b>	<b>26.0</b>	<b>0.1</b>	<b>1.0</b>	<b>0.1</b>	<b>1.6</b>	<b>2.0</b>	<b>2.2</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 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. In 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 select 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 2011 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 non-urbanized 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 an urbanized area of 200,000 or more in population, where transit providers provide only service exclusively to elderly persons and persons with disabilities.

In FY 2011, a total of \$5.5 billion in Section 5307 funds were obligated. Of this amount, \$5 billion or 92 percent was used for capital, \$411 million or seven



percent for operating, and \$44 million or one 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, \$4 billion or 73 percent. A total of \$930 million of 5307 funds was obligated for the purchase of a total number of 4,369 vehicles.

As in previous years, flexible funds transferred from FHWA had a significant impact on the availability of funds for obligation. In FY 2011, a total of \$1.7 billion was transferred to the Urbanized Area Formula Program. The total flexible funds obligated for this program were \$794 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), \$1 billion (57%); Surface Transportation Program (STP), \$721 million (38%), and \$87 million (5%) in other transfers.

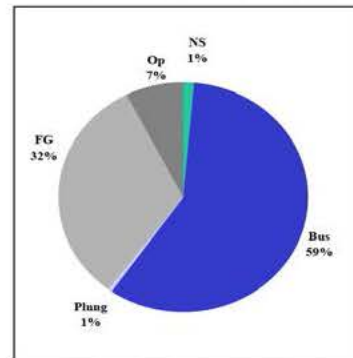
**Table 14** FY 2011 Summary of Urbanized Area Formula Obligations by Population Group

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
BUS					
BUS PURCHASES	\$518,438,797	\$169,680,485	\$45,254,596	\$733,373,878	13.3
BUS OTHER	1,680,788,123	476,508,681	95,466,104	2,252,762,908	40.7
BUS MAINTENANCE FACILITY	153,728,302	63,068,099	19,299,203	236,095,604	4.3
SUB-TOTAL	\$2,352,955,222	\$709,257,265	\$160,019,903	\$3,222,232,390	58.2
FIXED GUIDEWAY MOD	\$1,554,982,460	\$184,524,381	\$39,780,816	\$1,779,287,657	32.2
NEW STARTS	65,015,449	10,574,823	32,525	75,622,797	1.4
PLANNING	19,845,363	17,560,679	7,100,080	44,506,122	0.8
OPERATING	57,162,192	35,328,684	318,546,048	411,036,924	7.4
<b>TOTAL</b>	<b>\$4,049,960,686</b>	<b>\$957,245,832</b>	<b>\$525,479,372</b>	<b>\$5,532,685,890</b>	<b>100.0</b>
Percent of Total	73.2	17.3	9.5	100.0	

VEHICLE PURCHASES BY TYPE			
	#	%	\$
BUS PURCHASES:			
40 ft Bus	1,070	29.4	406,727,201
35 ft Bus	149	4.1	51,221,496
30 ft Bus	118	3.2	36,427,677
<30 ft Bus	940	25.8	63,169,247
Bus Articulated	112	3.1	64,823,082
Bus Commuter/Suburban	107	2.9	22,191,535
Bus Dual Mode	2	0.1	880,000
Bus Intercity	7	0.2	3,559,120
Bus Trolley STD	18	0.5	3,995,739
Bus Used	4	0.1	144,000
Sedan/Station Wagon	22	0.6	514,980
Vans	1,088	29.9	52,135,078
FERRY BOAT PURCHASES:	0	0.0	0
<b>TOTAL VEHICLES</b>	<b>3,637</b>	<b>100.0</b>	<b>\$705,789,155</b>

VEHICLE PURCHASES BY POPULATION GROUP		
	#	\$
OVER 1 MILLION	2,379	496,803,606
200,000 - 1 MILLION	964	164,107,266
50,000 - 200,000	294	44,878,283
<b>TOTAL VEHICLES</b>	<b>3,637</b>	<b>\$705,789,155</b>

Percentage of Obligations by Category



Percentage of Vehicles by Population Group

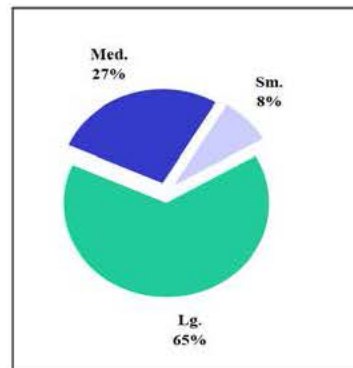


Table 15 FY 2011 Urbanized Area Formula Obligations by State

STATE	# of Buses	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL	% of Total Rank
Alabama	13	3,444,332	11,020,011	34,400	14,498,743	\$0	\$0	\$0	\$5,011,786	\$19,510,529	0.4
Alaska	30	2,360,010	4,401,643	669,013	11,511,474	10,397,519	0	0	1,140,011	\$31,057,004	0.6
American Samoa	0	0	0	0	0	0	0	0	0	0	0.0
Arizona	330	75,105,069	29,907,859	24,980,211	130,173,139	1,000,000	24,882,002	964,333	3,616,820	160,636,294	2.9
Arkansas	5	923,542	3,479,594	1,196,335	5,599,471	0	0	299,000	3,518,589	9,417,040	0.2
California	372	108,108,340	530,291,369	24,147,983	662,547,772	159,683,230	28,374,823	8,749,497	59,612,174	918,967,446	16.6
Colorado	31	2,941,800	63,234,085	2,071,780	68,247,665	7,422,000	0	273,063	3,466,223	79,408,931	1.4
Connecticut	87	6,996,835	7,627,513	10,374,144	24,998,492	144,175,000	0	400,000	1,995,866	171,569,358	3.1
Delaware	54	6,881,930	8,004,640	52,000	14,938,570	0	0	0	0	14,938,570	0.3
District of Columbia	016	112,583,765	105,310,794	36,159,303	254,059,862	14,295,178	0	0	0	268,355,040	4.9
Florida	90	19,169,841	52,808,496	13,544,268	85,522,605	18,147,105	0	4,653,595	21,080,488	129,403,853	2.3
Georgia	6	1,566,967	32,395,934	2,836,736	36,801,637	20,936,094	0	1,687,508	7,294,268	69,721,507	1.2
Guam	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
Idaho	8	344,605	463,240	53,844	861,689	0	0	0	0	0	0.0
Illinois	73	30,133,644	27,992,700	10,617,148	68,743,572	241,550,490	0	228,000	1,700,837	2,790,526	0.1
Indiana	38	4,622,968	23,724,367	2,163,375	30,510,700	6,557,508	32,525	99,637	7,106,367	317,500,074	5.7
Iowa	28	1,705,353	4,404,040	655,601	6,764,994	0	0	0	10,554,311	50,075,573	0.9
Kansas	14	3,458,450	6,505,505	182,632	10,146,587	0	0	1,192,500	4,298,214	15,637,321	0.3
Kentucky	21	3,004,446	18,201,637	1,892,476	23,098,559	0	0	1,472,500	2,339,510	25,560,519	0.5
Louisiana	11	2,160,333	21,668,810	411,528	24,240,671	0	0	1,337,978	12,947,141	38,525,790	0.7
Maine	0	8,000	390,357	0	398,357	0	0	0	6,539,072	6,937,429	0.1
Maryland	90	31,415,660	23,091,534	7,265,965	61,773,159	13,525,252	0	0	7,092,191	82,390,002	1.5
Massachusetts	62	17,205,285	42,437,721	5,728,664	65,371,670	57,556,650	0	2,241,224	8,720,465	133,890,009	2.4
Michigan	129	11,077,857	42,039,293	6,012,775	59,129,925	8,000,000	0	1,520,000	13,557,254	82,207,179	1.5
Minnesota	219	34,480,742	25,526,206	4,142,695	64,149,643	10,334,600	0	16,189	5,441,207	79,941,639	1.4
Mississippi	0	0	0	0	0	0	0	0	1,141,840	1,141,840	0.0
Missouri	41	8,659,673	28,271,621	3,672,187	40,603,481	14,210,288	0	723,905	6,704,678	62,242,362	1.1
Montana	0	0	356,377	20,000	376,377	0	0	0	80,000	6,344,156	0.1
Nebraska	7	1,484,040	8,208,598	705,073	10,397,711	0	0	968,974	0	11,366,685	0.2
Nevada	169	18,990,106	13,068,126	1,888,137	33,946,369	0	0	0	9,360,000	43,306,369	0.8
New Hampshire	9	316,000	2,493,295	69,303	2,878,603	0	0	0	2,077,777	5,924,455	0.1
New Jersey	1	63,000	283,130,603	0	283,193,603	263,631,469	0	0	1,057,000	567,882,072	10.1
New Mexico	4	141,100	624,764	13,354	779,218	0	0	603,000	11,845,441	13,227,659	0.2
New York	57	8,611,658	88,828,903	12,980,142	110,430,703	671,652,834	0	1,636,000	4,027,647	737,147,184	13.3
North Carolina	155	16,210,690	31,024,079	8,345,563	55,580,332	986,046	0	923,376	11,460,009	68,951,063	1.2
North Dakota	0	0	1,146,753	10,200	1,156,953	0	0	0	3,803,339	5,000,292	0.1
N. Mariana Islands	0	0	0	0	0	0	0	0	0	0	0.0
Ohio	159	36,637,219	106,442,599	12,773,126	155,852,944	15,592,625	0	549,900	19,747,438	191,742,907	3.5
Oklahoma	3	405,000	18,674,627	1,252,305	20,421,932	0	0	3,052,000	2,122,670	25,596,602	0.5
Oregon	8	2,899,402	40,551,635	400,231	43,851,268	7,312,634	19,300,000	0	4,385,590	74,849,492	1.4
Pennsylvania	255	61,691,214	83,900,269	8,100,199	163,691,682	68,009,662	0	664,000	20,274,745	252,640,089	4.6
Puerto Rico	44	3,965,884	15,678,818	67,534	19,712,236	17,400,000	0	2,000,000	1,232,434	40,344,670	0.7
Rhode Island	30	8,584,000	16,232,850	1,120,000	25,936,850	0	0	880,000	9,060,000	35,876,850	0.6
South Carolina	12	2,178,130	9,149,882	1,475,798	12,803,810	0	0	339,200	2,327,829	15,470,839	0.3
South Dakota	0	0	158,240	0	158,240	0	0	0	2,724,278	2,882,518	0.1
Tennessee	28	4,760,617	37,873,090	4,187,415	46,821,122	2,877,200	0	469,029	5,592,438	55,759,789	1.0
Texas	102	15,995,500	103,757,231	5,951,143	205,703,954	2,595,934	0	3,294,764	25,594,369	237,179,021	4.3
Utah	19	572,961	31,187,306	163,307	31,923,474	10,075,530	0	960,000	2,602,377	45,651,381	0.8
Vermont	4	94,400	1,812,145	60,000	1,966,545	0	0	80,000	3,841,253	5,887,798	0.1
Virgin Islands	0	0	0	0	0	0	0	0	0	0	0.0
Virginia	72	15,992,489	32,376,796	10,472,472	58,841,757	25,201,126	3,033,447	0	19,179,438	105,855,768	1.9
Washington	87	35,023,255	83,067,197	4,579,632	122,670,084	6,568,452	0	48,678	4,970,093	134,257,307	2.4
West Virginia	5	207,788	143,090	254,923	605,801	0	0	0	8,617,492	9,223,293	0.2
Wisconsin	36	10,120,000	25,131,757	2,325,074	37,505,631	1,602,463	0	1,555,337	20,125,503	60,660,904	1.1
Wyoming	3	280,000	103,880	4,000	387,880	0	0	0	1,363,760	1,751,640	0.0
Total	3,637	\$733,373,878	\$2,252,762,908	\$236,095,604	\$3,222,232,390	\$1,776,287,657	\$75,622,797	\$44,506,122	\$111,036,924	\$5,652,685,890	100.0

**Table 16** FY 2011 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	0	0	27,439,945	2,047,536	29,487,481	20,936,004	0	1,408,000	0	51,831,575
Baltimore, MD	88	31,204,000	21,824,655	4,600,400	57,629,055	13,525,252	0	0	0	71,154,307
Boston, MA - NH - RI	11	1,182,508	19,200,852	2,207,118	22,590,478	57,556,650	0	1,220,000	1,610,821	82,977,949
Chicago, IL-IN	58	22,085,606	29,120,759	5,014,014	56,220,379	242,566,494	0	615,149	449,533	299,851,555
Cincinnati, OH-KY-IN	43	11,509,847	19,234,520	3,960,123	34,704,490	4,000,000	0	112,500	82,945	38,899,905
Cleveland, OH	30	1,711,488	46,883,773	2,350,800	50,946,061	11,592,625	0	0	10,560,000	73,098,686
Columbus, OH	20	6,249,412	4,739,630	3,976,000	14,965,050	0	0	0	0	14,965,050
Dallas - Fort Worth - Arlington, TX	24	4,158,500	62,159,546	331,520	66,649,566	1,781,490	0	160,000	837,400	69,428,456
Denver - Aurora, CO	0	0	49,746,971	0	49,746,971	7,422,000	0	0	0	57,168,971
Detroit, MI	0	0	34,663,152	1,685,221	36,348,373	8,000,000	0	1,000,000	857,010	46,205,383
Houston, TX	49	5,412,704	60,293,698	24,000	65,730,402	0	0	1,115,426	2,911,481	69,757,309
Indianapolis, IN	0	0	10,551,022	1,276,453	11,827,475	0	0	0	0	11,827,475
Kansas City, MO-KS	9	2,115,000	10,335,598	3,681,560	16,132,158	0	0	781,725	4,920,743	21,834,626
Las Vegas, NV	151	16,416,406	6,116,087	1,765,900	24,298,393	0	0	0	0	24,298,393
Los Angeles - Long Beach - Santa Ana, CA	92	42,971,351	220,464,377	11,302,658	274,738,389	13,744,027	177,694	0	1,500,000	290,160,110
Miami, FL	12	5,590,415	9,522,163	1,876,164	16,988,742	16,326,641	0	2,200,000	0	35,515,383
Milwaukee, WI	36	10,128,000	19,256,058	1,177,823	30,561,881	1,602,463	0	1,522,537	0	33,688,881
Minneapolis - St. Paul, MN	206	33,823,302	24,272,682	3,184,000	61,279,984	10,334,600	0	0	674,025	72,288,609
New Orleans, LA	8	1,400,300	15,163,789	355,779	16,919,868	0	0	957,000	2,775,000	20,651,868
New York - Newark, NY-NJ-CT	5	-3,197,544	327,012,664	8,488,593	332,303,713	876,158,596	0	160,000	1,057,000	1,209,679,309
Orlando, FL	221	51,293,163	32,964,168	52,000	84,309,331	51,216,444	0	0	2,037,000	137,562,775
Philadelphia, PA - NJ - DE - MD	314	70,736,493	21,964,558	24,866,951	117,568,002	1,000,000	15,182,002	561,000	0	134,311,004
Phoenix - Mesa, AZ	45	8,115,257	54,237,612	7,100,648	69,453,517	19,845,610	0	280,000	0	89,559,127
Pittsburgh, PA	6	1,100,000	35,291,964	0	36,391,964	7,312,634	19,300,000	0	0	63,004,598
Portland, OR-WA	45	10,144,000	19,593,267	1,240,000	30,977,267	0	0	960,000	9,060,000	40,997,267
Providence, RI-MA	0	0	10,500,139	416,000	11,004,139	724,700	9,822,306	0	0	21,551,145
Riverside - San Bernardino, CA	0	122,000	14,270,001	1,400,000	15,792,001	5,780,101	0	0	450,000	22,022,102
Sacramento, CA	0	0	28,851,232	2,069,648	30,920,880	0	0	0	0	30,920,880
San Antonio, TX	73	15,644,662	47,348,677	3,077,558	66,070,897	25,671,739	0	3,932,268	0	95,674,904
San Diego, CA	57	8,034,609	111,760,047	4,250,000	124,044,656	74,009,804	17,500,000	2,469,580	8,900,000	226,924,040
San Francisco - Oakland, CA	0	0	40,686,674	0	40,686,674	6,534,442	0	0	0	47,221,116
San Jose, CA	14	1,899,504	15,237,907	19,200	17,156,611	17,400,000	0	0	0	34,556,611
San Juan, PR	78	33,185,273	61,604,497	4,175,931	98,965,701	6,218,452	0	0	0	105,184,153
Seattle, WA	50	10,815,725	18,483,644	110,148	29,409,517	14,210,298	0	0	0	43,619,815
St. Louis, MO-IL	3	1,628,648	19,131,783	3,786,360	24,546,791	15,000	0	410,178	0	24,971,969
Virginia Beach, VA	7	374,400	18,457,020	3,898,893	22,730,313	0	3,033,447	0	8,479,264	34,243,024
Washington, DC-VA-MD	616	112,583,765	112,314,984	37,959,303	262,858,052	39,496,304	0	0	0	302,354,356
<b>SUBTOTAL</b>	<b>2,379</b>	<b>518,438,797</b>	<b>1,680,788,123</b>	<b>153,728,302</b>	<b>2,352,955,222</b>	<b>1,554,982,460</b>	<b>65,015,449</b>	<b>19,845,363</b>	<b>57,162,192</b>	<b>4,049,960,686</b>
<b>200,000 - 1,000,000 POPULATION</b>										
Akron, OH	55	18,167,112	6,410,229	0	22,577,341	0	0	0	0	22,577,341
Albany, NY	1	1,080,000	13,634,245	0	14,714,245	0	0	1,276,000	0	15,990,245
Albuquerque, NM	0	0	624,764	0	624,764	0	0	603,000	0	1,227,764
Allentown - Bethlehem, PA-NJ	12	1,049,600	5,182,552	326,640	6,558,792	0	0	400,000	0	6,958,792
Anchorage, AK	30	2,360,018	8,081,643	669,813	11,111,474	18,307,519	0	0	0	29,508,993
Ann Arbor, MI	35	4,042,000	2,333,041	176,000	6,551,041	0	0	320,000	0	6,871,041
Antioch, CA	56	15,657,908	2,662,750	0	18,320,658	433,045	0	0	0	18,753,703
Atlantic City, NJ	2	553,393	2,120,134	0	2,673,527	0	0	40,000	647,333	3,360,860
Augusta-Richmond County, GA-SC	2	680,000	244,000	174,000	1,098,000	0	0	0	0	1,098,000

**Table 16 (cont.)** FY 2011 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	12	4,160,494	0	0	4,160,494	0	0	0	0	4,160,494
Barnstable Town, MA	0	0	1,860,156	106,180	1,966,336	0	0	300,000	269,060	2,535,396
Raton Rouge, LA	0	0	948,881	21,179	970,060	0	0	1,000	1,000,000	1,971,060
Boise City, ID	5	2,024,000	9,213,131	0	11,237,131	0	0	0	0	11,237,131
Bonita Springs-Naples, FL	0	0	0	0	0	0	0	113,000	0	113,000
Bridgeport-Stamford, CT-NY	4	1,301,521	974,550	222,970	2,500,041	0	0	0	477,477	2,979,518
Buffalo, NY	19	1,016,835	4,093,389	863,424	5,973,648	40,522,235	0	0	0	46,495,883
Canton, OH	20	1,033,302	12,374,833	585,195	13,993,330	5,030,596	0	0	0	19,023,926
Cape Coral, FL	5	1,310,000	4,041,820	279,784	6,231,604	0	0	0	200,000	6,431,604
Charleston-North Charleston, SC	2	411,440	2,600,000	2,650,337	5,661,777	0	0	0	0	5,661,777
Chattanooga, TN-GA	0	0	3,967,119	975,426	4,942,545	0	0	0	0	4,942,545
Colorado Springs, CO	127	8,507,447	4,527,552	3,040,808	16,075,807	986,646	0	0	0	17,062,453
Columbia, SC	2	80,000	7,404,072	288,000	7,772,072	987,200	0	168,792	0	8,928,064
Columbus, GA-AL	17	840,316	4,066,901	2,071,760	6,978,977	0	0	273,063	0	7,252,040
Concord, CA	4	1,088,530	2,611,566	0	3,700,096	0	0	200,000	0	3,900,096
Davenport, IA-IL	0	0	796,724	496,000	1,292,724	0	0	199,508	0	1,492,232
Dayton, OH	0	0	7,076,493	0	7,076,493	22,620,976	0	0	0	29,697,469
Denton-Lewisville, TX	9	2,157,554	2,209,923	244,290	4,611,767	0	0	0	0	4,611,767
Des Moines, IA	0	0	2,098,045	2,300,000	4,398,045	0	0	0	0	4,398,045
Durham, NC	2	582,400	15,087,044	808,000	16,477,444	0	0	40,000	241,000	16,758,444
El Paso, TX-NM	11	614,677	4,507,261	311,919	5,433,857	0	0	250,000	0	5,683,857
Eugene, OR	6	665,990	1,226,425	34,684	1,927,099	804,444	0	0	712,872	3,444,415
Evansville, IN-KY	28	1,078,244	4,404,040	655,601	6,737,885	0	0	535,476	302,047	7,575,408
Fayetteville, NC	0	204,000	2,850,794	193,792	3,248,586	0	0	0	544,816	3,793,402
Flint, MI	4	2,131,732	10,459,266	191,342	12,782,340	0	0	560,000	0	13,342,340
Fort Collins, CO	0	0	5,753,601	400,231	6,153,832	0	0	0	0	6,153,832
Fort Wayne, IN	2	554,800	672,119	416,722	1,643,641	0	0	74,290	498,102	2,216,033
Fresno, CA	6	1,655,850	1,304,646	470,180	3,430,656	0	0	188,118	0	3,618,774
Grand Rapids, MI	4	2,497,000	2,650,000	1,909,246	7,056,246	0	0	0	0	7,056,246
Greensboro, NC	12	1,470,600	1,993,907	0	3,472,507	0	0	0	605,775	4,078,282
Greenville, SC	2	611,856	3,471,157	312,800	4,395,813	0	0	0	20,000	4,415,813
Gulfport-Biloxi, MS	0	0	8,597,000	232,000	8,829,000	0	0	676,000	0	9,505,000
Harrisburg, PA	0	0	9,048,491	667,843	9,716,334	0	0	0	1,310,000	11,026,334
Hartford, CT	6	575,000	1,405,952	44,102	2,025,054	0	0	139,200	0	2,164,254
Honolulu, HI	0	0	1,698,976	0	1,698,976	1,042,719	0	0	0	2,741,695
Huntsville, AL	12	2,204,772	3,250,464	5,760,000	11,215,236	34,472,591	0	400,000	0	46,087,827
Jacksonville, FL	13	1,001,600	4,080,140	274,743	5,356,483	0	0	0	1,049,608	7,206,091
Knoxville, TN	17	3,248,761	5,664,373	2,115,258	11,028,392	1,805,524	0	1,188,000	0	14,021,916
Lancaster, PA	20	5,355,800	5,408,400	361,300	11,125,500	0	0	227,200	0	11,352,700
Lancaster-Palmdale, CA	7	846,457	2,669,326	0	3,515,783	0	0	0	595,000	4,110,783
Lansing, MI	2	386,557	9,266,400	1,378,000	11,030,957	0	0	0	2,206,000	13,236,957
Lincoln, NE	75	3,847,864	953,281	589,886	5,371,031	0	0	200,000	193,683	5,764,714
Little Rock, AR	0	0	3,991,800	158,778	4,150,578	0	0	0	0	4,150,578
Louisville, KY-IN	4	1,328,000	2,580,000	248,800	4,156,800	0	0	29,774	0	4,186,574
Lubbock, TX	5	923,542	1,774,450	1,170,000	3,867,992	0	0	275,000	0	4,142,992
Madison, WI	10	567,000	11,730,467	937,277	13,234,744	0	0	0	0	13,234,744
McAllen, TX	0	0	1,879,977	707,709	2,587,686	0	0	0	1,674,331	4,262,017
Memphis, TN-MS-AR	0	0	5,847,619	1,148,051	6,995,670	0	0	32,800	0	7,028,470
Mission Viejo, CA	2	937,900	4,197,472	0	5,135,372	0	0	72,000	0	5,207,372
Mobile, AL	0	0	11,255,720	376,000	11,631,720	0	0	0	0	11,631,720
Modesto, CA	0	0	10,271,808	103,756	10,375,564	540,661	0	0	0	10,916,225
Nashville-Davidson, TN	10	3,586,056	10,132,768	310,000	14,028,824	0	0	0	608,000	14,636,824
New Haven, CT	3	-1,065,201	11,543,940	3,038,115	13,516,854	1,890,000	0	73,037	140,000	15,619,891
Ogden-Layton, UT	16	1,685,336	202,384	3,266,720	5,154,440	32,543,958	0	0	0	37,698,398
Oklahoma City, OK	0	0	4,166,878	0	4,166,878	0	0	100,000	0	4,266,878

**Table 16 (cont.)** FY 2011 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
Omaha, NE IA	3	495,000	12,010,403	662,689	13,168,092	0	0	1,440,000	0	14,608,092
Oxnard, CA	3	156,040	5,628,598	456,273	6,240,911	0	0	939,200	0	7,180,111
Palm Bay-Melbourne, FL	0	0	5,289,407	565,000	5,854,407	0	0	1,631,649	0	7,486,056
Pensacola, FL-AL	0	0	2,000,674	903,000	2,903,674	0	0	150,000	0	3,053,674
Peoria, IL	5	1,480,000	635,674	0	2,115,674	0	0	118,400	0	2,234,074
Port St. Lucie, FL	3	343,083	1,099,111	32,186	1,474,380	0	0	25,417	991,103	2,490,900
Poughkeepsie-Newburgh, NY	2	600,000	14,160,853	2,167,616	16,928,469	0	0	0	1,173,163	18,101,632
Provo-Orem, UT	0	0	1,963,310	0	1,963,310	0	0	100,000	0	2,063,310
Raleigh, NC	18	4,576,000	5,600,411	3,535,454	13,711,865	0	0	294,970	0	14,006,835
Reading, PA	0	0	2,712,493	0	2,712,493	0	0	0	0	2,712,493
Reno, NV	15	2,250,000	6,578,826	0	8,828,826	0	0	0	9,360,000	18,188,826
Richmond, VA	30	7,434,464	6,092,137	504,000	14,030,601	0	0	0	278,673	14,309,274
Rochester, NY	5	1,662,234	4,857,307	1,748,738	8,268,279	0	0	0	0	8,268,279
Rockford, IL	0	0	1,295,470	702,000	1,997,470	0	0	0	0	1,997,470
Round Lake Beach-McHenry-Grayslake, IL	0	0	0	2,260,386	2,260,386	4,166,518	0	0	0	6,426,904
Salem, OR	8	2,089,402	3,971,719	0	6,061,121	0	0	0	1,035,111	7,906,232
Salt Lake City, UT	18	520,861	24,495,022	125,000	25,141,883	10,075,530	0	750,000	808,199	36,775,412
Santa Rosa, CA	1	142,126	2,232,518	0	2,374,644	0	0	0	0	2,374,644
Sarasota-Bradenton, FL	4	1,260,000	1,843,340	360,000	3,463,340	0	0	100,000	0	3,563,340
Savannah, GA	0	0	3,151,745	0	3,151,745	0	0	0	0	3,151,745
Scranton, PA	10	3,044,887	1,759,638	-49,089	5,555,436	0	0	0	0	5,555,436
Shreveport, LA	0	0	2,061,535	0	2,061,535	0	0	861	0	2,062,396
South Bend, IN-MI	9	595,456	1,696,342	159,180	2,450,978	1,110,084	0	240,000	0	3,801,062
Spokane, WA-ID	0	0	9,487,591	0	9,487,591	0	0	0	0	9,487,591
Springfield, MA-CT	50	11,673,405	6,813,179	1,669,410	20,155,994	0	0	400,000	0	20,555,994
Springfield, MO	0	0	1,156,910	0	1,156,910	0	0	78,180	874,465	2,109,555
Stockton, CA	6	5,000,000	5,373,633	54,279	10,427,912	5,929,976	874,823	0	0	17,232,711
Syracuse, NY	19	6,468,400	5,023,624	0	11,492,024	0	0	0	340,000	11,832,024
Temecula-Murrieta, CA	6	2,037,530	56,823	183,904	2,278,257	0	0	0	404,000	2,682,257
Thousand Oaks, CA	10	2,107,918	1,585,211	0	3,693,129	0	0	0	0	3,693,129
Toledo, OH-MI	0	0	1,791,822	0	1,791,822	1,148,159	0	40,000	285,000	3,264,981
Trenton, NJ	2	1,211,596	4,244,422	2,260,820	7,716,838	0	0	0	4,441,553	12,158,391
Tucson, AZ	12	3,570,000	6,613,953	0	10,183,953	0	9,700,000	0	0	19,883,953
Tulsa, OK	0	0	4,977,908	454,000	5,431,908	0	0	1,164,000	0	6,595,908
Victorville-Hesperia-Apple Valley, CA	6	984,000	0	0	984,000	0	0	0	250,000	1,234,000
Wichita, KS	4	1,095,600	3,933,680	162,432	5,191,712	0	0	891,520	86,606	6,169,838
Winston-Salem, NC	0	80,000	1,926,294	273,398	2,279,692	0	0	0	905,707	3,185,399
Worcester, MA-CT	9	3,563,420	10,567,673	1,028,200	15,159,293	0	0	241,224	0	15,400,517
Youngstown, OH-PA	0	0	2,331,623	0	2,331,623	0	0	0	0	2,331,623
<b>SUBTOTAL</b>	<b>964</b>	<b>169,680,485</b>	<b>476,508,681</b>	<b>63,068,099</b>	<b>709,257,265</b>	<b>184,524,381</b>	<b>10,574,823</b>	<b>17,560,679</b>	<b>35,328,684</b>	<b>957,245,832</b>
<b>50,000 - 200,000 POPULATION</b>										
Alabama	8	1,420,332	1,806,880	34,400	3,261,612	0	0	0	5,011,786	8,273,398
Alaska	0	0	400,000	0	400,000	0	0	0	1,148,811	1,548,811
Arizona	4	888,576	1,419,348	113,260	2,421,184	0	0	403,333	3,616,820	6,441,337
Arkansas	0	0	1,705,144	26,335	1,731,479	0	0	24,000	3,518,569	5,274,048
California	34	8,309,056	16,883,534	783,989	25,976,579	2,529,600	0	0	43,563,566	72,069,745
Colorado	2	622,884	7,426,226	0	8,049,110	0	0	0	2,860,448	10,909,558
Connecticut	22	1,200,000	0	284,000	1,484,000	36,636,216	0	0	1,995,866	40,116,082
Delaware	0	0	95,400	0	95,400	0	0	0	0	95,400
Florida	28	2,730,766	5,408,418	902,170	9,041,354	0	0	330,000	19,207,908	28,579,262

**Table 16 (cont.) FY 2011 Urbanized Area Formula Obligations by Urbanized Area**

URBANIZED AREA/ STATE	# of Bites.	BUS PURCHASE.	BUS OTHER.	BUS FACILITY.	BUS TOTAL.	FIXED GUIDEWAY.	NEW STARTS.	PLANNING.	OPERATING.	TOTAL.
Georgia	4	888,967	763,520	119,200	1,771,687	0	0	80,000	7,286,268	9,147,955
Idaho	8	344,605	483,240	53,844	881,689	0	0	115,000	1,700,837	2,677,528
Illinois	23	6,675,906	40,000	255,000	6,970,906	0	0	-16,763	7,106,367	14,050,590
Indiana	3	600,302	1,029,534	49,000	1,678,836	265,000	32,525	0	11,585,778	13,562,139
Iowa	0	27,109	0	0	27,109	0	0	0	10,282,386	10,289,495
Kansas	1	247,650	1,475,000	0	1,722,650	0	0	165,000	1,900,489	3,788,349
Kentucky	0	1,406	896,689	130,821	1,028,916	0	0	0	1,841,408	2,870,324
Louisiana	3	760,033	2,694,605	34,570	3,489,208	0	0	379,117	9,172,141	13,040,466
Maine	0	8,000	390,357	0	398,357	0	0	0	6,539,072	6,937,429
Maryland	2	211,660	1,266,879	2,685,565	4,144,104	0	0	0	7,082,191	11,236,295
Massachusetts	1	313,163	1,046,000	797,756	2,156,919	0	0	0	6,840,584	8,997,503
Michigan	15	675,941	1,259,816	1,396,000	3,331,757	0	0	0	12,506,561	15,838,318
Minnesota	13	657,440	1,253,524	968,695	2,889,659	0	0	16,189	4,767,182	7,653,030
Missouri	0	0	264,919	0	264,919	0	0	240,000	1,141,840	1,646,759
Montana	0	0	787,294	10,827	798,121	0	0	0	3,220,579	4,018,700
Nevada	0	0	356,377	20,000	376,377	0	0	80,000	5,887,779	6,344,156
New Hampshire	3	323,700	373,213	122,237	819,150	0	0	0	0	819,150
New Jersey	3	118,681	2,164,015	69,383	2,352,079	0	0	168,000	2,877,777	5,397,856
New Mexico	4	141,100	0	13,354	154,454	0	0	0	11,845,441	11,999,895
New York	6	1,028,266	4,895,980	0	5,924,246	0	0	200,000	2,514,484	8,638,730
North Carolina	2	634,000	3,645,757	164,108	4,443,865	0	0	400,288	8,052,853	12,897,008
North Dakota	0	0	1,146,753	10,200	1,156,953	0	0	0	5,000,292	5,000,292
Ohio	5	343,000	4,344,176	4,391	4,691,567	0	0	509,900	4,221,970	9,423,437
Oklahoma	0	0	1,896,316	135,616	1,821,932	0	0	448,000	2,122,670	4,392,602
Oregon	0	0	232,988	0	232,988	0	0	0	3,350,479	3,583,467
Pennsylvania	14	3,423,780	584,744	722,000	4,730,524	0	0	4,000	17,642,745	22,377,269
Puerto Rico	30	2,086,380	440,911	48,334	2,555,625	0	0	2,000,000	1,232,434	5,788,059
South Carolina	2	514,600	1,165,245	456,270	2,136,115	0	0	0	2,327,829	4,463,944
South Dakota	0	0	158,240	0	158,240	0	0	0	2,724,278	2,882,518
Tennessee	3	390,018	2,280,958	124,000	2,774,976	0	0	0	5,452,438	8,227,414
Texas	6	531,200	12,479,682	3,763,360	16,774,260	0	0	1,387,338	19,458,285	37,619,883
Utah	1	52,000	561,296	38,307	651,603	0	0	0	1,794,178	2,445,781
Vermont	4	94,400	1,812,145	60,000	1,966,545	0	0	80,000	3,841,253	5,887,798
Virginia	27	7,783,625	829,449	4,269,579	12,882,653	0	0	0	10,421,501	23,304,154
Washington	3	737,882	7,276,472	403,701	8,418,055	350,000	0	48,678	4,970,083	13,786,926
West Virginia	5	207,788	143,090	254,923	605,801	0	0	0	8,617,492	9,223,293
Wisconsin	0	0	28,000	0	28,000	0	0	0	20,125,503	20,153,503
Wyoming	3	280,000	103,880	4,000	387,880	0	0	0	1,363,760	1,751,640
<b>SUBTOTAL</b>	<b>294</b>	<b>45,254,596</b>	<b>95,466,104</b>	<b>19,299,203</b>	<b>160,019,903</b>	<b>39,780,816</b>	<b>32,525</b>	<b>7,100,080</b>	<b>318,546,048</b>	<b>525,479,372</b>
<b>TOTAL</b>	<b>3,637</b>	<b>733,373,878</b>	<b>\$2,262,762,908</b>	<b>\$236,096,604</b>	<b>\$3,222,232,390</b>	<b>\$1,779,287,657</b>	<b>\$75,622,797</b>	<b>\$44,606,122</b>	<b>\$411,036,924</b>	<b>\$6,532,685,890</b>







**Table 17 (cont.)** FY 2011 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		
Champaign, IL	0	0.0	0	0.0	\$0	0.0	2,853,947	0.0
Charleston, WV	0	0.0	0	0.0	\$0	0.0	240,000	0.0
Charlottesville, VA	0	0.0	0	0.0	\$0	0.0	1,583,717	0.0
Chico, CA	0	0.0	0	0.0	\$0	0.0	1,364,260	0.0
Clarksville, TN-KY	550,738	100.0	0	0.0	\$550,738	0.0	759,917	72.5
Cleveland, TN	52,925	100.0	0	0.0	\$52,925	0.0	70,839	74.7
College Station--Bryan, TX	50,000	0.0	0	0.0	\$50,000	0.0	1,419,885	3.5
Columbia, MO	0	0.0	0	0.0	\$0	0.0	22,656	0.0
Columbus, IN	0	0.0	0	0.0	\$0	0.0	12,500	0.0
Concord, NC	0	0.0	0	0.0	\$0	0.0	104,000	0.0
Corvallis, OR	203,000	100.0	0	0.0	\$203,000	0.0	232,988	87.1
Danbury, CT-NY	0	0.0	0	0.0	\$0	0.0	21,091,681	0.0
Davis, CA	0	0.0	0	0.0	\$0	0.0	629,293	0.0
Decatur, AL	43,089	100.0	0	0.0	\$43,089	0.0	268,221	16.1
Dekalb, IL	0	0.0	0	0.0	\$0	0.0	40,000	0.0
Dothan, AL	76,521	100.0	0	0.0	\$76,521	0.0	76,521	100.0
Dover, DE	95,400	100.0	0	0.0	\$95,400	0.0	95,400	100.0
Dover--Rochester, NH-ME	225,697	100.0	0	0.0	\$225,697	0.0	541,761	41.7
Duluth, MN-WI	0	0.0	0	0.0	\$0	0.0	451,495	0.0
El Centro, CA	0	0.0	0	0.0	\$0	0.0	1,637,493	0.0
Elkhart, IN-MI	65,600	100.0	0	0.0	\$65,600	0.0	115,600	56.7
Elmira, NY	2,192,406	100.0	0	0.0	\$2,192,406	0.1	2,795,073	78.4
Erie, PA	0	0.0	0	0.0	\$0	0.0	1,718,310	0.0
Fairbanks, AK	0	0.0	0	0.0	\$0	0.0	400,000	0.0
Fajardo, PR	49,432	100.0	0	0.0	\$49,432	0.0	52,032	95.0
Fargo, ND-MN	769,767	100.0	0	0.0	\$769,767	0.0	1,126,988	68.3
Farmington, NM	0	0.0	0	0.0	\$0	0.0	141,100	0.0
Fayetteville--Springdale, AR	588,840	0.0	0	0.0	\$588,840	0.0	705,079	83.5
Flagstaff, AZ	0	0.0	0	0.0	\$0	0.0	969,882	0.0
Florence, AL	80,000	0.0	0	0.0	\$80,000	0.0	80,000	100.0
Florence, SC	114,688	100.0	0	0.0	\$114,688	0.0	772,958	14.8
Florida--Barceloneta--Bajadero, PR	102,659	100.0	0	0.0	\$102,659	0.0	436,393	23.5
Fort Smith, AR-OK	225,568	100.0	0	0.0	\$225,568	0.0	396,025	57.0
Fort Walton Beach, FL	300,000	100.0	0	0.0	\$300,000	0.0	1,314,443	22.8
Fredericksburg, VA	0	0.0	0	0.0	\$0	0.0	3,440,000	0.0
Gainesville, FL	400,000	0.0	0	0.0	\$400,000	0.0	1,191,192	33.6
Gainesville, GA	0	0.0	0	0.0	\$0	0.0	65,920	0.0
Galveston, TX	353,000	100.0	0	0.0	\$353,000	0.0	353,000	100.0
Gilroy--Morgan Hill, CA	1,119,283	0.0	0	0.0	\$1,119,283	0.1	1,239,451	90.3
Glen Falls, NY	80,000	0.0	0	0.0	\$80,000	0.0	145,599	54.9
Goldsboro, NC	96,000	0.0	0	0.0	\$96,000	0.0	688,350	14.0
Grand Forks, ND	0	0.0	0	0.0	\$0	0.0	150,303	0.0
Great Falls, MT	0	0.0	0	0.0	\$0	0.0	92,048	0.0
Greely, CO	964,972	100.0	0	0.0	\$964,972	0.1	1,890,733	51.0
Greenville, NC	847,484	0.0	0	0.0	\$847,484	0.0	1,106,758	76.6
Hagerstown, MD-WV-PA	26,624	0.0	0	0.0	\$26,624	0.0	50,000	53.2
Hanford, CA	0	0.0	0	0.0	\$0	0.0	255,755	0.0
Harrisonburg, VA	0	0.0	0	0.0	\$0	0.0	1,300,000	0.0
Hattiesburg, MS	264,919	100.0	0	0.0	\$264,919	0.0	264,919	100.0
Hemet, CA	0	0.0	0	0.0	\$0	0.0	264,134	0.0
Hickory, NC	560,800	100.0	0	0.0	\$560,800	0.0	891,000	62.9
High Point, NC	0	0.0	0	0.0	\$0	0.0	183,308	0.0
Holland, MI	0	0.0	0	0.0	\$0	0.0	166,000	0.0
Hot Springs, AR	179,886	0.0	0	0.0	\$179,886	0.0	179,886	100.0
Houma, LA	278,733	0.0	0	0.0	\$278,733	0.0	278,733	100.0
Huntington, WV-KY-OH	172,855	100.0	0	0.0	\$172,855	0.0	389,551	44.4
Idaho Falls, ID	105,000	100.0	0	0.0	\$105,000	0.0	302,000	34.8
Jackson, MI	0	0.0	0	0.0	\$0	0.0	114,528	0.0
Jackson, TN	800,000	100.0	0	0.0	\$800,000	0.0	1,191,250	67.2
Jacksonville, NC	0	0.0	0	0.0	\$0	0.0	498,000	0.0
Johnson City, TN	246,970	100.0	0	0.0	\$246,970	0.0	318,970	77.4
Johnstown, PA	0	0.0	0	0.0	\$0	0.0	92,330	0.0
Jonesboro, AR	0	0.0	0	0.0	\$0	0.0	59,980	0.0
Juana Diaz, PR	0	0.0	0	0.0	\$0	0.0	239,200	0.0
Kalamazoo, MI	0	0.0	0	0.0	\$0	0.0	453,813	0.0
Killeen, TX	456,000	100.0	0	0.0	\$456,000	0.0	4,627,200	9.9
Kingston, NY	783,602	0.0	0	0.0	\$783,602	0.0	1,483,574	52.8
Kissimmee, FL	0	0.0	0	0.0	\$0	0.0	63,721	0.0
Kokomo, IN	0	0.0	0	0.0	\$0	0.0	286,445	0.0
Lafayette, IN	0	0.0	0	0.0	\$0	0.0	697,440	0.0
Lafayette, LA	0	0.0	0	0.0	\$0	0.0	358,033	0.0
Lafayette--Louisville, CO	1,071,186	0.0	0	0.0	\$1,071,186	0.1	1,071,186	100.0
Lake Charles, LA	1,025,606	100.0	0	0.0	\$1,025,606	0.1	1,404,425	73.0
Lake Jackson--Angleton, TX	0	0.0	0	0.0	\$0	0.0	820,119	0.0
Lawrence, KS	425,000	0.0	0	0.0	\$425,000	0.0	722,850	58.8
Lawton, OK	420,057	100.0	0	0.0	\$420,057	0.0	740,722	56.7
Lebanon, PA	0	0.0	0	0.0	\$0	0.0	550,000	0.0
Lee's Summit, MO	775,465	100.0	0	0.0	\$775,465	0.0	775,465	100.0
Leesburg--Eustis, FL	0	0.0	0	0.0	\$0	0.0	258,882	0.0
Leominster--Fitchburg, MA	0	0.0	0	0.0	\$0	0.0	1,967,756	0.0
Lewiston, ID-WA	0	0.0	0	0.0	\$0	0.0	375,645	0.0
Lima, OH	172,576	100.0	0	0.0	\$172,576	0.0	296,699	58.2

**Table 17 (cont.)** FY 2011 Urbanized Area Formula Obligations for Preventive Maintenance

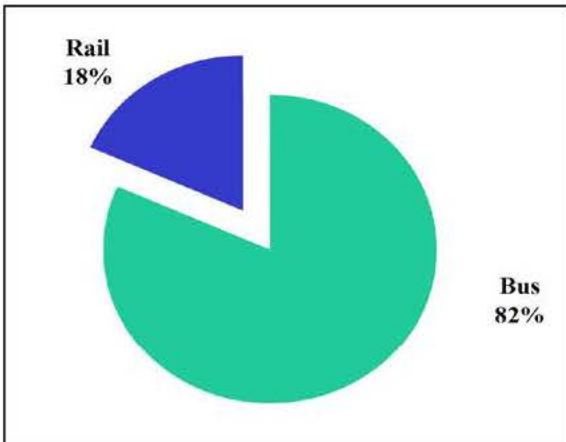
URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM.as. % of Cap. Obs.
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total		
Lodi, CA	0	0.0	0	0.0	\$0	0.0	2,768,626	0.0
Logan, UT	351,296	100.0	0	0.0	\$351,296	0.0	447,296	78.5
Longmont, CO	2,056,989	100.0	0	0.0	\$2,056,989	0.1	2,056,989	100.0
Longview, WA--OR	0	0.0	0	0.0	\$0	0.0	732,038	0.0
Lorain--Elyria, OH	720,000	100.0	0	0.0	\$720,000	0.0	720,000	100.0
Lynchburg, VA	0	0.0	0	0.0	\$0	0.0	4,778,675	0.0
Macon, GA	0	0.0	0	0.0	\$0	0.0	352,000	0.0
Manchester, NH	347,200	100.0	0	0.0	\$347,200	0.0	545,583	63.6
Mandeville--Covington, LA	0	0.0	0	0.0	\$0	0.0	543,123	0.0
Mansfield, OH	319,437	0.0	0	0.0	\$319,437	0.0	845,614	49.5
Manteca, CA	0	0.0	0	0.0	\$0	0.0	4,118,752	0.0
Marysville, WA	0	0.0	0	0.0	\$0	0.0	3,180,526	0.0
Mayaguez, PR	0	0.0	0	0.0	\$0	0.0	720,000	0.0
Michigan City, IN-MI	0	0.0	0	0.0	\$0	0.0	265,000	0.0
Middletown, OH	148,000	100.0	0	0.0	\$148,000	0.0	367,669	40.3
Missoula, MT	0	0.0	0	0.0	\$0	0.0	284,329	0.0
Monessen, PA	0	0.0	0	0.0	\$0	0.0	532,000	0.0
Monroe, LA	340,245	0.0	0	0.0	\$340,245	0.0	248,992	136.6
Montgomery, AL	400,000	100.0	0	0.0	\$400,000	0.0	550,000	72.7
Morgantown, WV	0	0.0	0	0.0	\$0	0.0	131,064	0.0
Muncie, IN	0	0.0	0	0.0	\$0	0.0	465,000	0.0
Murfreesboro, TN	380,000	100.0	0	0.0	\$380,000	0.0	380,000	100.0
Muskegon, MI	440,000	0.0	0	0.0	\$440,000	0.0	600,000	73.3
Nampa, ID	24,129	100.0	0	0.0	\$24,129	0.0	152,000	15.9
Nashua, NH-MA	536,372	0.0	0	0.0	\$536,372	0.0	729,535	73.5
Newark, OH	451,333	0.0	0	0.0	\$451,333	0.0	876,333	51.5
Norman, OK	800,000	0.0	0	0.0	\$800,000	0.0	1,081,210	74.0
North Port--Punta Gorda, FL	735,102	0.0	0	0.0	\$735,102	0.0	1,547,306	47.5
Ocala, FL	196,800	100.0	0	0.0	\$196,800	0.0	315,200	62.4
Odessa, TX	1,050,000	100.0	0	0.0	\$1,050,000	0.1	1,177,031	89.2
Olympia--Lacey, WA	3,750,801	100.0	0	0.0	\$3,750,801	0.2	3,750,801	100.0
Owensboro, KY	249,406	0.0	0	0.0	\$249,406	0.0	365,031	68.3
Panama City, FL	305,373	100.0	0	0.0	\$305,373	0.0	1,204,270	25.4
Parkersburg, WV-OH	0	0.0	0	0.0	\$0	0.0	227,893	0.0
Petaluma, CA	297,573	100.0	0	0.0	\$297,573	0.0	598,513	49.7
Pine Bluff, AR	318,066	0.0	0	0.0	\$318,066	0.0	390,509	81.4
Pittsfield, MA	80,000	100.0	0	0.0	\$80,000	0.0	188,000	42.6
Pocatello, ID	187,275	100.0	0	0.0	\$187,275	0.0	271,689	68.9
Port Arthur, TX	0	0.0	0	0.0	\$0	0.0	71,731	0.0
Port Huron, MI	0	0.0	0	0.0	\$0	0.0	1,572,000	0.0
Porterville, CA	0	0.0	0	0.0	\$0	0.0	152,800	0.0
Portland, ME	390,357	100.0	0	0.0	\$390,357	0.0	398,357	98.0
Portsmouth, NH-ME	274,303	0.0	0	0.0	\$274,303	0.0	536,363	51.1
Pueblo, CO	32,416	0.0	0	0.0	\$32,416	0.0	212,622	15.2
Rapid City, SD	98,240	100.0	0	0.0	\$98,240	0.0	158,240	62.1
Redding, CA	0	0.0	0	0.0	\$0	0.0	979,200	0.0
Rochester, MN	0	0.0	0	0.0	\$0	0.0	1,012,000	0.0
Rock Hill, SC	0	0.0	0	0.0	\$0	0.0	28,000	0.0
Rocky Mount, NC	417,249	0.0	0	0.0	\$417,249	0.0	491,249	84.9
Rome, GA	0	0.0	0	0.0	\$0	0.0	376,000	0.0
Salisbury, MD-DE	0	0.0	0	0.0	\$0	0.0	3,324,444	0.0
San Angelo, TX	353,969	100.0	0	0.0	\$353,969	0.0	975,584	36.3
San Luis Obispo, CA	120,000	0.0	0	0.0	\$120,000	0.0	507,971	23.6
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	2,449,600	0.0
Santa Cruz, CA	0	0.0	0	0.0	\$0	0.0	298,064	0.0
Santa Fe, NM	0	0.0	0	0.0	\$0	0.0	13,354	0.0
Santa Maria, CA	0	0.0	0	0.0	\$0	0.0	1,685,347	0.0
Sherman, TX	120,000	100.0	0	0.0	\$120,000	0.0	231,789	51.8
Simi Valley, CA	1,135,740	0.0	0	0.0	\$1,135,740	0.1	1,894,992	59.9
South Lyon--Howell--Brighton, MI	279,816	0.0	0	0.0	\$279,816	0.0	297,416	94.1
Spartanburg, SC	380,800	0.0	0	0.0	\$380,800	0.0	390,800	97.4
Springfield, IL	0	0.0	0	0.0	\$0	0.0	789,400	0.0
Springfield, OH	810,719	0.0	0	0.0	\$810,719	0.0	932,589	86.9
St. Augustine, FL	284,353	0.0	0	0.0	\$284,353	0.0	629,389	45.2
St. Charles, MD	0	0.0	0	0.0	\$0	0.0	422,860	0.0
St. Cloud, MN	825,567	0.0	0	0.0	\$825,567	0.0	919,967	89.7
St. George, UT	190,000	0.0	0	0.0	\$190,000	0.0	204,307	93.0
State College, PA	0	0.0	0	0.0	\$0	0.0	200,000	0.0
Sumter, SC	80,000	0.0	0	0.0	\$80,000	0.0	309,757	25.8
Temple, TX	220,000	0.0	0	0.0	\$220,000	0.0	220,000	100.0
Terre Haute, IN	53,994	0.0	0	0.0	\$53,994	0.0	53,994	100.0
Texarkana, TX--Texarkana, AR	336,723	0.0	0	0.0	\$336,723	0.0	418,268	80.5
Texas City, TX	0	0.0	0	0.0	\$0	0.0	2,272,759	0.0
Topeka, KS	1,000,000	0.0	0	0.0	\$1,000,000	0.1	1,000,000	100.0
Tracy, CA	0	0.0	0	0.0	\$0	0.0	446,400	0.0
Tuscaloosa, AL	0	0.0	0	0.0	\$0	0.0	1,621,600	0.0
Uniontown--Connellsville, PA	0	0.0	0	0.0	\$0	0.0	302,884	0.0
Vacaville, CA	0	0.0	0	0.0	\$0	0.0	1,375,000	0.0
Vallejo, CA	1,425,789	0.0	0	0.0	\$1,425,789	0.1	3,781,222	37.7
Vero Beach--Sebastian, FL	294,717	0.0	0	0.0	\$294,717	0.0	1,860,097	15.8
Victoria, TX	75,311	0.0	0	0.0	\$75,311	0.0	148,239	50.8
Visalia, CA	0	0.0	0	0.0	\$0	0.0	1,350,000	0.0
Waterbury, CT	0	0.0	0	0.0	\$0	0.0	17,028,535	0.0
Watsonville, CA	0	0.0	0	0.0	\$0	0.0	254,572	0.0
Wausau, WI	0	0.0	0	0.0	\$0	0.0	28,080	0.0
Weirton, WV--Steubenville, OH-PA	277,247	0.0	0	0.0	\$277,247	0.0	385,035	72.0
Wenatchee, WA	345,145	0.0	0	0.0	\$345,145	0.0	345,145	100.0

**Table 17 (cont.)** FY 2011 Urbanized Area Formula Obligations for Preventive Maintenance

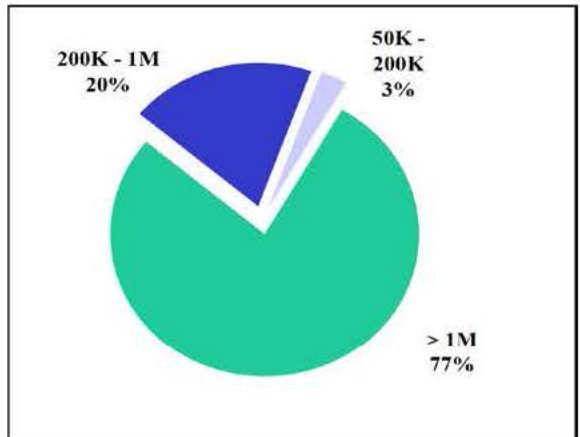
URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM as % of Cap. Obs.
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total		
Westminster, MD	64,000	0.0	0	0.0	\$64,000	0.0	316,800	20.2
Wheeling, WV-OH	29,321	0.0	0	0.0	\$29,321	0.0	43,621	67.2
Wichita Falls, TX	380,000	0.0	0	0.0	\$380,000	0.0	1,017,576	37.3
Yauco, PR	0	0.0	0	0.0	\$0	0.0	1,108,000	0.0
York, PA	0	0.0	0	0.0	\$0	0.0	1,100,000	0.0
Yuma, AZ-CA	497,288	0.0	0	0.0	\$497,288	0.0	1,451,302	34.3
Zephyrhills, FL	391,854	0.0	0	0.0	\$391,854	0.0	391,854	100.0
<b>SUBTOTAL</b>	<b>\$52,178,797</b>	<b>100.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$52,178,797</b>	<b>2.8</b>	<b>\$199,833,244</b>	<b>26.1</b>
<b>TOTAL</b>	<b>\$1,508,856,459</b>	<b>81.6</b>	<b>\$340,172,933</b>	<b>18.4</b>	<b>\$1,849,029,392</b>	<b>100.0</b>	<b>\$5,077,142,844</b>	<b>36.4</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 \$1,849,029,392. 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

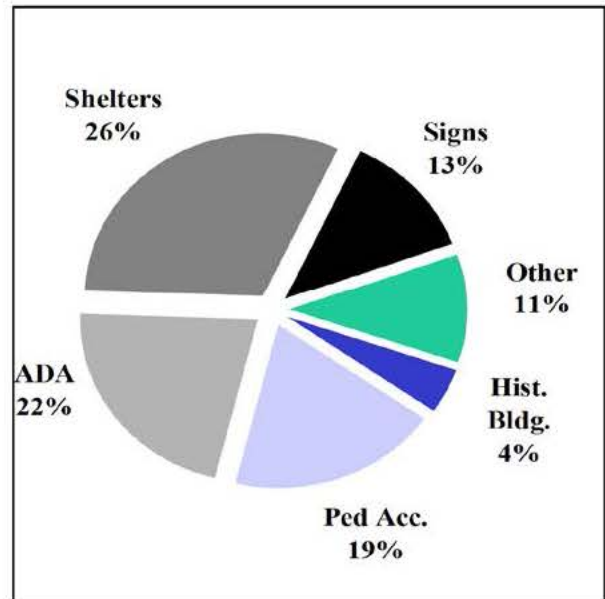
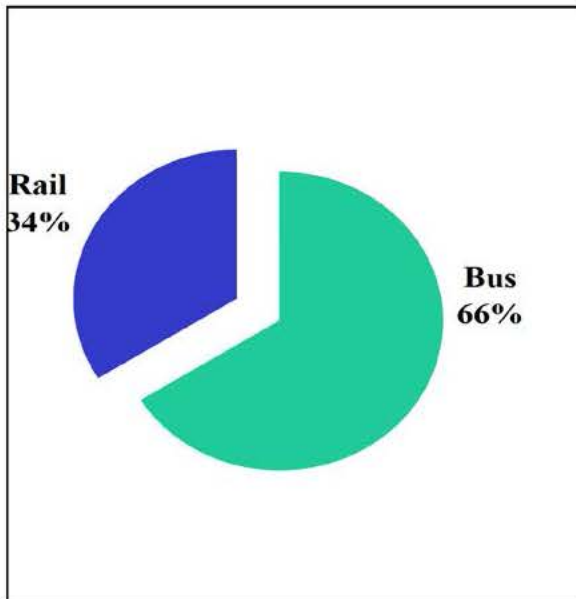


**Table 18** FY 2011 Transit Enhancement Obligations, Section 5307 Urbanized Area Formula Program

Category	Bus	Rail	New Starts	Total	Percent of Total
Bicycle Access, Fac. & Equip.	\$3,943,038	\$4,046,438	\$0	\$7,989,476	13.1
Bus Shelters	17,415,506	0	0	17,415,506	28.6
Enhanced ADA Access	3,318,666	8,809,711	0	12,128,377	19.9
Historic Mass Transp. Bldgs	139,841	2,205,610	0	2,345,451	3.9
Landscaping/Scenic Beautification	1,137,721	1,525,427	0	2,663,148	4.4
Pedestrian Access, Fac. & Equip.	8,458,934	2,344,521	0	10,803,455	17.7
Public Art	255,140	248,000	0	503,140	0.8
Signage	5,577,281	1,443,239	0	7,020,520	11.5
<b>Total</b>	<b>\$40,246,127</b>	<b>\$20,622,946</b>	<b>\$0</b>	<b>\$60,869,073</b>	<b>100.0</b>
<i>Percent of Total</i>	66.1	33.9	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 (cont.)** FY 2011 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. #	Van/Sta. Wgn. \$	Trolley Bus #	Trolley Bus \$	Other #	Other \$	TOTAL #	TOTAL \$
<b>LESS THAN 200,000 POP.</b>																		
Alabama	0	\$0	4	\$1,195,200	0	\$0	4	\$225,132	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,420,332
Arizona	0	0	4	888,576	0	0	0	0	0	0	0	0	0	0	0	0	4	888,576
California	11	1,778,755	9	3,648,570	6	2,416,830	4	177,500	0	0	8	354,901	0	0	2	383,417	40	8,769,973
Colorado	0	0	0	0	2	622,804	0	0	0	0	0	0	0	0	0	0	2	622,804
Connecticut	0	0	0	0	0	0	22	1,200,000	0	0	0	0	0	0	0	0	22	1,200,000
Florida	0	0	0	0	2	300,000	15	1,748,768	0	0	11	532,000	0	0	0	0	28	2,580,768
Georgia	4	888,967	0	0	4	320,000	0	0	0	0	0	0	0	0	0	0	8	1,208,967
Idaho	0	0	0	0	0	0	4	228,000	0	0	4	118,605	0	0	0	0	8	344,605
Illinois	10	2,853,947	1	204,538	12	3,617,501	0	0	0	0	0	0	0	0	0	0	23	6,675,986
Indiana	1	440,000	0	0	0	0	2	103,920	0	0	0	0	0	0	0	0	3	543,920
Iowa	0	0	0	27,109	0	0	0	0	0	0	0	0	0	0	0	0	0	27,109
Kansas	0	0	0	0	1	247,850	0	0	0	0	0	0	0	0	0	0	1	247,850
Kentucky	0	0	0	0	0	0	0	(5,046)	0	0	0	6,452	0	0	0	0	0	1,405
Louisiana	0	0	2	708,033	0	0	0	0	0	0	0	0	1	52,000	0	0	3	760,033
Maryland	0	0	0	0	0	0	2	211,660	0	0	0	0	0	0	0	0	2	211,660
Massachusetts	1	312,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	312,000
Michigan	0	0	0	0	0	0	7	438,000	0	0	8	237,941	0	0	2	540,000	17	1,215,941
Minnesota	9	342,400	0	0	0	0	4	315,040	0	0	0	0	0	0	0	0	13	657,440
Nevada	0	0	0	0	0	0	3	323,000	0	0	0	0	0	0	0	0	3	323,000
New Hampshire	0	0	0	0	0	0	3	118,681	0	0	0	0	0	0	0	0	3	118,681
New Mexico	0	0	0	0	0	0	2	91,300	0	0	2	49,800	0	0	0	0	4	141,100
New York	0	0	0	0	2	602,667	4	425,599	0	0	0	0	0	0	0	0	6	1,028,266
North Carolina	0	0	0	0	0	0	2	468,000	0	0	0	0	0	0	0	0	2	468,000
Ohio	0	0	0	0	0	0	6	370,000	0	0	0	0	0	0	0	0	6	370,000
Pennsylvania	3	800,000	7	1,843,310	3	550,000	1	230,470	0	0	0	0	0	0	0	0	14	3,423,780
Puerto Rico	0	0	0	0	0	0	11	824,790	0	0	14	555,228	5	686,362	0	0	30	2,066,380
South Carolina	0	0	0	0	2	514,600	0	0	0	0	0	0	0	0	0	0	2	514,600
Tennessee	0	0	0	0	1	311,250	0	0	0	0	2	54,000	0	0	0	0	3	365,250
Texas	0	0	0	0	0	0	8	531,200	0	0	0	0	0	0	0	0	8	531,200
Utah	0	0	0	0	0	0	1	59,000	0	0	0	0	0	0	0	0	1	59,000
Vermont	0	0	0	0	0	0	0	0	0	0	4	94,400	0	0	0	0	4	94,400
Virginia	2	514,448	8	3,627,840	0	0	14	2,533,912	0	0	0	0	3	1,107,425	0	0	27	7,783,625
Washington	0	0	1	600,431	0	0	0	0	0	0	2	137,551	0	0	0	0	3	737,982
West Virginia	0	0	0	0	0	0	2	107,088	0	0	3	100,000	0	0	0	0	5	207,088
Wyoming	0	0	0	0	0	0	0	0	0	0	3	280,000	0	0	0	0	3	280,000
<b>SUB-TOTAL</b>	<b>41</b>	<b>\$7,930,517</b>	<b>36</b>	<b>\$12,743,607</b>	<b>35</b>	<b>\$9,503,582</b>	<b>121</b>	<b>\$10,748,412</b>	<b>0</b>	<b>\$0</b>	<b>61</b>	<b>\$2,520,878</b>	<b>9</b>	<b>\$1,845,787</b>	<b>4</b>	<b>\$933,417</b>	<b>307</b>	<b>\$46,226,200</b>
<b>TOTAL</b>	<b>1,356</b>	<b>\$597,628,228</b>	<b>183</b>	<b>\$51,531,998</b>	<b>125</b>	<b>\$37,087,677</b>	<b>954</b>	<b>\$83,366,247</b>	<b>1</b>	<b>\$75,081,913</b>	<b>1,413</b>	<b>\$54,719,298</b>	<b>18</b>	<b>\$3,985,739</b>	<b>319</b>	<b>\$46,375,793</b>	<b>4,389</b>	<b>\$929,766,891</b>

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 2011 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
Anchorage, AK	\$448,300	\$28,564	\$0	\$0	\$0	\$1,081,830	\$16,704,575	\$134,250	\$18,397,519	1.0	16
Antioch, CA	0	0	0	0	0	0	279,488	153,567	\$433,045	0.0	50
Atlanta, GA	0	3,000,000	0	0	0	0	17,936,094	0	\$20,936,094	1.2	14
Baltimore, MD	7,296,000	0	836,247	0	0	0	5,393,005	0	\$13,525,252	0.8	22
Boston, MA-NH-RI	30,372,538	0	0	8,168,000	8,456,608	797,660	9,761,844	0	\$57,556,650	3.2	5
Bremerton, WA	0	0	0	350,000	0	0	0	0	\$350,000	0.0	51
Bridgeport-Stamford, CT-NY	0	0	0	6,347,235	34,175,000	0	0	0	\$40,522,235	2.3	7
Buffalo, NY	60,000	3,411,963	591,196	592,000	0	375,437	0	0	\$5,030,596	0.3	33
Camarillo, CA	0	0	80,000	0	0	0	0	0	\$80,000	0.0	53
Charlotte, NC-SC	0	80,000	0	906,646	0	0	0	0	\$986,646	0.1	46
Chattanooga, TN-GA	3,200	960,000	16,000	0	0	0	0	0	\$967,200	0.1	45
Chicago, IL-IN	6,056,338	87,000	8,895,600	11,013,938	0	900,000	212,963,618	2,650,000	\$242,566,494	13.6	3
Cincinnati, OH-KY-IN	0	4,000,000	0	0	0	0	0	0	\$4,000,000	0.2	35
Cleveland, OH	0	2,253,040	600,000	912,320	1,330,560	320,000	5,834,065	342,640	\$11,592,625	0.7	23
Concord, CA	0	1,779,111	0	0	0	0	19,807,044	1,042,821	\$22,628,976	1.3	12
Dallas-Fort Worth-Arlington, TX	0	0	1,310,745	0	0	0	0	470,745	\$1,781,490	0.1	39
Danbury, CT-NY	0	19,200,000	0	1,807,681	0	0	0	0	\$21,007,681	1.2	13
Denton-Lewisville, TX	0	0	0	0	0	0	804,444	0	\$804,444	0.0	47
Denver-Aurora, CO	0	0	6,037,515	0	0	710,065	674,420	0	\$7,422,000	0.4	27
Detroit, MI	0	6,048,670	0	0	0	0	1,951,330	0	\$8,000,000	0.4	26
Harrisburg, PA	0	0	0	0	0	0	1,042,719	0	\$1,042,719	0.1	43
Hartford, CT	0	17,600,000	0	16,872,591	0	0	0	0	\$34,472,591	1.9	9
Jacksonville, FL	0	71,340	166,101	491,698	0	0	1,038,272	38,113	\$1,805,524	0.1	38
Los Angeles-Long Beach-Santa Ana, CA	1,900,000	0	271,353	0	0	4,147,427	7,425,247	0	\$13,744,027	0.8	21
Miami, FL	1,122,000	0	1,864,253	5,125,000	0	0	8,063,682	151,706	\$16,326,611	0.9	18
Michigan City, IN-MI	265,000	0	0	0	0	0	0	0	\$265,000	0.0	52
Milwaukee, WI	0	1,298,014	0	0	0	0	304,449	0	\$1,602,463	0.1	40
Minneapolis-St. Paul, MN	10,250,600	0	0	84,000	0	0	0	0	\$10,334,600	0.6	24
Mission Viejo, CA	223,956	116,000	0	0	0	208,705	0	0	\$648,661	0.0	49
Nashville-Davidson, TN	0	0	594,976	0	0	0	1,295,024	0	\$1,890,000	0.1	37
New Haven, CT	0	0	0	2,943,950	20,000,000	9,600,000	0	0	\$32,543,950	1.8	10
New York-Newark, NY-NJ-CT	263,558,386	346,031,000	68,292,736	56,878,000	58,535,000	16,421,000	58,630,835	7,811,639	\$876,158,596	49.2	2
Philadelphia, PA-NJ-DE-MD	11,283,266	13,492,000	5,200,431	952,400	0	0	19,195,807	1,092,520	\$51,216,444	2.9	6
Phoenix-Mesa, AZ	0	0	0	0	0	0	1,000,000	0	\$1,000,000	0.1	44
Pittsburgh, PA	0	800,000	8,000,000	0	0	0	10,800,000	245,610	\$19,845,610	1.1	15
Portland, OR-WA	0	0	80,757	0	0	0	6,565,622	666,255	\$7,312,634	0.4	28
Riverside-San Bernardino, CA	27,111	304,300	32,247	211,071	0	149,971	0	0	\$724,700	0.0	48
Round Lake Beach-McHenry-Crayslake, IL	0	0	0	0	0	0	4,166,518	0	\$4,166,518	0.2	34
Sacramento, CA	0	0	81,912	0	0	0	5,698,189	0	\$5,780,101	0.3	32
Salt Lake City, UT	500,000	0	0	207,765	0	0	9,000,000	207,765	\$10,075,530	0.6	25

**Table 20 (cont.)** FY 2011 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
San Diego, CA	5,186,212	3,960,096	1,833,066	5,526,405	2,943,748	4,039,231	2,151,981	21,000	\$25,671,739	1.4	11
San Francisco--Oakland, CA	19,475,581	13,734,605	12,862,344	96,000	4,000,000	0	21,786,320	2,054,954	\$74,009,804	4.2	4
San Jose, CA	664,268	3,764,423	0	341,084	0	0	1,764,667	0	\$6,534,442	0.4	29
San Juan, PR	360,000	0	0	175,600	0	0	15,664,400	1,200,000	\$17,400,000	1.0	17
Santa Clarita, CA	0	0	2,449,600	0	0	0	0	0	\$2,449,600	0.1	36
Seattle, WA	1,954,694	3,713,138	112,690	54,000	181,300	0	202,630	0	\$6,218,452	0.3	30
South Bend, IN-MI	0	0	0	0	0	0	1,110,084	0	\$1,110,084	0.1	42
St. Louis, MO-IL	0	14,210,298	0	0	0	0	0	0	\$14,210,298	0.8	20
Stockton, CA	2,291,361	2,888,039	0	750,576	0	0	0	0	\$5,929,976	0.3	31
Tampa--St. Petersburg, FL	0	0	0	0	0	0	15,000	0	\$15,000	0.0	54
Thousand Oaks, CA	278,959	0	229,200	500,000	0	140,000	0	0	\$1,148,159	0.1	41
Washington, DC-VA-MD	11,104,977	15,565,600	9,635,526	930,830	0	0	0	2,259,371	\$39,496,304	2.2	8
Waterbury, CT	0	7,600,000	0	8,028,535	0	0	0	0	\$15,628,535	0.9	19
<b>TOTAL</b>	\$374,692,767	\$486,005,201	\$130,074,495	\$130,347,393	\$129,622,216	\$38,891,326	\$469,031,373	\$20,622,946	\$1,779,287,657	100.0	
Percent of Total	21.1	27.3	7.3	7.3	7.3	2.2	26.4	1.2	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/Communication. 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 2011 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	32,525	0	0	0	0	32,525	0.1	7
Los Angeles--Long Beach--Santa Ana, CA	0	177,694	0	0	0	0	0	0	177,694	0.3	6
Phoenix--Mesa, AZ	0	0	600,000	0	0	0	14,562,002	0	15,182,002	28.6	2
Portland, OR-WA	0	0	0	0	0	0	9,300,000	0	9,300,000	17.5	4
Riverside--San Bernardino, CA	0	9,822,306	0	0	0	0	0	0	9,822,306	18.5	3
San Francisco--Oakland, CA	0	17,500,000	0	0	0	0	0	0	17,500,000	33.0	1
Virginia Beach, VA	0	0	980,000	0	0	0	0	0	980,000	1.8	5
<b>TOTAL</b>	\$0	\$27,500,000	\$1,580,000	\$32,525	\$0	\$0	\$23,862,002	\$0	\$52,994,527	100.0	
<b>Percent of Total</b>	0.0	51.9	3.0	0.1	0.0	0.0	45.1	0.0	100.0		

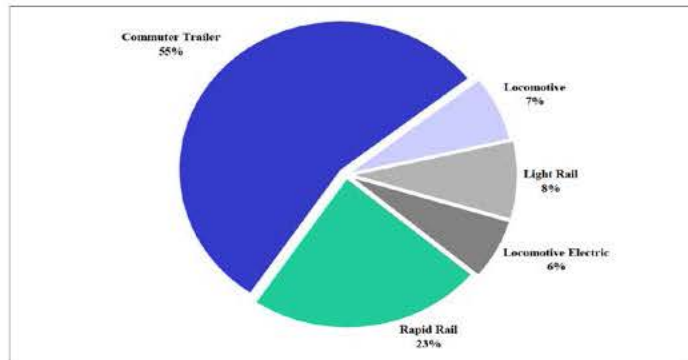
NOTE: Transit-way Lines may include HOV and busways, in addition to rail lines. Station Stops / Terminals includes fare collection equip, Park and Ride, furniture, security equip. Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers, and other support equip. Electrification / Power Dist. includes traction power, AC power lighting, substation distribution, 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 2011 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 2011 Urbanized Area Formula Obligations for Ferryboats and Related Expenditures*

GRANTEE	PURPOSE	AMOUNT
NEW ORLEANS, LA	Rehabilitation / Rebuild	1838331
SAN FRANCISCO--OAKLAND, CA	Mid Life Rebuild	1600000
SAN FRANCISCO--OAKLAND, CA	Rehabilitation / Rebuild	304411
SAN FRANCISCO--OAKLAND, CA	Rehabilitation / Rebuild	578440
SAN FRANCISCO--OAKLAND, CA	Rehabilitation / Rebuild	2412000
SAN FRANCISCO--OAKLAND, CA	Purchase	6067674
	<b>TOTAL</b>	<b>\$12,800,856</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, the all the obligations for these funds cannot be tracked independently

In FY 2011, a total of \$75 million was exclusively obligated for the Clean Fuels Program. A total of \$67 million of the Section 5308 funds were obligated for the purchase of 250 vehicles.

**Table 24** FY 2011 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		Electric Trolley Trackless	
				#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
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	10,710,235	16.0	28	0	0	10	5,000,000	0	0	17	3,710,235	0	0	1	2000000
Arkansas	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
California	5,717,700	9	19	0	0	5	2,739,000	0	0	0	0	13	2,148,700	1	830,000
Colorado	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0
Connecticut	2,300,000	3.4	4	0	0	4	2,300,000	0	0	0	0	0	0	0	0
Delaware	3,978,263	6.0	8	0	0	8	3,978,263	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	3,756,000	5.6	8	0	0	8	3,756,000	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	4,847,450	7.3	32	32	4,847,450	0	0	0	0	0	0	0	0	0	0
Indiana	2,000,000	3.0	4	0	0	4	2,000,000	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	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	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	1,697,350	2.5	10	0	0	10	1,697,350	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	3,980,000	6.0	12	0	0	0	0	0	0	12	3,980,000	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	1,000,000	1.5	7	6	875,000	0	0	0	0	0	0	1	125,000	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	650,000	1.0	23	0	0	0	0	23	650,000	0	0	0	0	0	0
North Carolina	421,580	0.6	5	0	0	0	0	0	0	5	421,580	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	4,243,492	6.3	8	0	0	8	4,243,492	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	3,320,275	5.0	7	0	0	7	3,320,275	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	5,400,000	9.6	18	0	0	0	0	18	5,400,000	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	3,747,567	5.6	5	0	0	0	2,232,817	5	1,514,750	0	0	0	0	0	0
Utah	1,800,000	2.7	9	0	0	9	1,800,000	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	6,256,960	9.4	43	0	0	43	6,256,960	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</b> <i>(Percent of Vehicles by Type)</i>	<b>\$66,826,872</b>	<b>100.0</b>	<b>250</b> <b>100.0</b>	<b>38</b> <b>15.2</b>	<b>\$5,722,450</b>	<b>116</b> <b>46.4</b>	<b>\$39,324,157</b>	<b>46</b> <b>18.4</b>	<b>\$8,564,750</b>	<b>34</b> <b>13.6</b>	<b>\$8,111,815</b>	<b>14</b> <b>5.6</b>	<b>\$2,273,700</b>	<b>2</b> <b>0.8</b>	<b>\$2,830,000</b>

Note: Does not include funds transferred into the section 5309 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 2011, the Section 5309 obligations totaled about \$3.8 billion. The total number of bus and related vehicle purchases budgeted in FY 2011 was 2,111.

### 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 and the like). At least 5.5 percent of the Section 5309 bus funds must be used in non-urbanized areas. In FY 2011, 17 percent was obligated for projects in non-urbanized areas. In FY 2011, the Section 5309 obligations for bus were \$1.1 billion. 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 FY 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 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 2011, the Section 5309 obligations for fixed guideway modernization were \$1.3 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 the 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,” “Recommended,” or “Not Recommended” for each project.



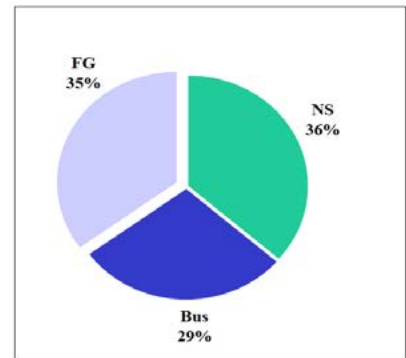
**Table 25** FY 2011 Obligations for Section 5309 Capital Program by Population Group

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	\$209,614,774	\$88,326,084	\$49,479,693	\$51,385,150	\$398,805,701	10.3
BUS OTHER	203,163,618	97,742,369	26,164,180	29,388,950	356,459,117	9.2
MAINTENANCE FACILITY	177,743,671	73,823,687	36,063,209	64,303,660	351,934,227	9.1
SUB-TOTAL	\$590,522,063	\$259,892,140	\$111,707,082	\$145,077,760	\$1,107,199,045	28.6
FIXED GUIDEWAY MOD	1,284,428,921	64,629,338	3,841,720	0	1,352,899,979	35.0
NEW STARTS	1,016,855,056	294,408,092	3,920,000	93,765,954	1,408,949,102	36.4
<b>TOTAL</b>	<b>\$2,891,806,040</b>	<b>\$618,929,570</b>	<b>\$119,468,802</b>	<b>\$238,843,714</b>	<b>\$3,869,048,126</b>	<b>100.0</b>
Percent of Total	74.7	16.0	3.1	6.2	100.0	

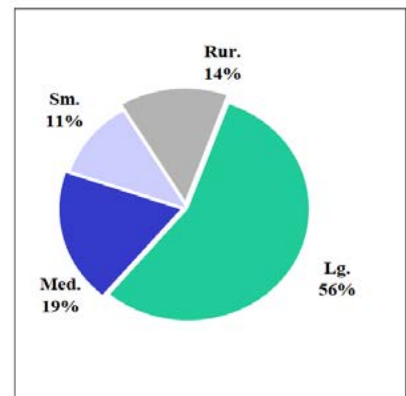
PURCHASES BY TYPE:			
	#	%	\$
40 ft Bus	625	28.9	\$222,226,928
35 ft Bus	187	8.7	52,619,408
30 ft Bus	106	4.9	16,136,610
<30 ft Bus	665	30.8	47,644,656
Bus Articulated	63	2.9	43,865,406
Bus Commuter/Suburban	4	0.2	1,370,336
Bus Dual Mode	4	0.2	2,076,836
Sedan / Station Wagon	8	0.4	190,372
Vans	424	19.6	18,445,634
Trolley Bus	16	0.7	21,466,890
Bus Used	31	1.4	446,278
Ferry Boats	26	1.2	29,182,221
<b>TOTAL</b>	<b>2,159</b>	<b>100.0</b>	<b>\$455,671,575</b>

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

Percentage of Obligations, by Category



Percentage of Vehicles, by Population Group



BUS PURCHASES BY POPULATION GROUP:		
OVER 1 MILLION	639	\$250,416,151
200,000 - 1 MILLION	535	87,872,736
50,000 - 200,000	254	51,702,339
UNDER 50,000	<u>731</u>	<u>65,680,349</u>
<b>TOTAL</b>	<b>2,159</b>	<b>\$455,671,575</b>





Table 27 (cont.) FY 2011 Capital Program Obligations by Population Group

AREA	BUS	BUS	MAINTENANCE	TOTAL	%	FIXED	%	NEW	%	TOTAL	% of
	PURCHASES	OTHER	FACILITY								
COLORADO SPRINGS, CO	57,685	0	0	57,685	100.0	0	0.0	0	0.0	57,685	0.0
COLUMBUS, GA-AL	256,000	0	0	256,000	100.0	0	0.0	0	0.0	256,000	0.0
CONCORD, CA	0	0	0	0	0.0	18,174,969	100.0	0	0.0	18,174,969	0.5
DAYTON, OH	2,076,836	6,195,110	304,000	8,575,946	100.0	0	0.0	0	0.0	8,575,946	0.2
DES MOINES, IA	161,020	6,500,000	0	6,661,020	100.0	0	0.0	0	0.0	6,661,020	0.2
DURHAM, NC	740,769	1,079,349	0	1,820,118	100.0	0	0.0	0	0.0	1,820,118	0.0
EL PASO, TX-NM	2,425,000	0	712,500	3,137,500	100.0	0	0.0	0	0.0	3,137,500	0.1
EUGENE, OR	5,806,143	0	0	5,806,143	100.0	0	0.0	0	0.0	5,806,143	0.2
FLINT, MI	4,000,000	0	0	4,000,000	100.0	0	0.0	0	0.0	4,000,000	0.1
FORT COLLINS, CO	1,342,966	18,360	195,655	1,556,981	100.0	0	0.0	0	0.0	1,556,981	0.0
FORT WAYNE, IN	2,320,000	0	0	2,320,000	100.0	0	0.0	0	0.0	2,320,000	0.1
FRESNO, CA	225,720	0	0	225,720	100.0	0	0.0	0	0.0	225,720	0.0
GREENSBORO, NC	740,769	0	0	740,769	100.0	0	0.0	0	0.0	740,769	0.0
GULFPORT-BILOXI, MS	0	3,693,100	0	3,693,100	100.0	0	0.0	0	0.0	3,693,100	0.1
HARRISBURG, PA	0	0	0	0	0.0	1,013,865	100.0	0	0.0	1,013,865	0.0
HARTFORD, CT	0	4,940,000	720,000	5,660,000	47.2	0	0.0	6,327,892	52.8	11,987,892	0.3
HONOLULU, HI	3,625,201	0	0	3,625,201	10.8	0	0.0	30,000,000	89.2	33,625,201	0.9
HUNTSVILLE, AL	0	1,646,000	0	1,646,000	100.0	0	0.0	0	0.0	1,646,000	0.0
JACKSONVILLE, FL	0	475,000	0	475,000	22.2	396,717	18.5	1,267,200	59.2	2,138,917	0.1
KNOXVILLE, TN	997,520	0	44,000	1,041,520	100.0	0	0.0	0	0.0	1,041,520	0.0
LANCASTER-PALMDALE, CA	0	0	0	0	0.0	2,887,868	100.0	0	0.0	2,887,868	0.1
LITTLE ROCK, AR	1,000,000	0	0	1,000,000	100.0	0	0.0	0	0.0	1,000,000	0.0
LUBBOCK, TX	750,000	0	0	750,000	100.0	0	0.0	0	0.0	750,000	0.0
MADISON, WI	1,242,308	0	150,000	1,392,308	100.0	0	0.0	0	0.0	1,392,308	0.0
MEMPHIS, TN-MS-AR	8,056,000	0	278,696	8,334,696	100.0	0	0.0	0	0.0	8,334,696	0.2
MOBILE, AL	0	137,000	0	137,000	100.0	0	0.0	0	0.0	137,000	0.0
MODESTO, CA	0	0	3,481,456	3,481,456	100.0	0	0.0	0	0.0	3,481,456	0.1
NASHVILLE-DAVIDSON, TN	0	17,349	1,599,300	1,616,649	100.0	0	0.0	0	0.0	1,616,649	0.0
OKLAHOMA CITY, OK	2,042,500	237,500	1,000,000	3,280,000	100.0	0	0.0	0	0.0	3,280,000	0.1
OMAHA, NE-IA	0	871,000	9,015,380	9,886,380	100.0	0	0.0	0	0.0	9,886,380	0.3
OXNARD, CA	0	0	0	0	0.0	956,403	100.0	0	0.0	956,403	0.0
PEORIA, IL	4,880,000	0	0	4,880,000	100.0	0	0.0	0	0.0	4,880,000	0.1
PORT ST. LUCIE, FL	4,550,000	0	0	4,550,000	100.0	0	0.0	0	0.0	4,550,000	0.1
PROVO-OREM, UT	0	5,000,000	0	5,000,000	100.0	0	0.0	0	0.0	5,000,000	0.1
RALEIGH, NC	1,481,537	0	0	1,481,537	100.0	0	0.0	0	0.0	1,481,537	0.0
RENO, NV	0	0	615,250	615,250	100.0	0	0.0	0	0.0	615,250	0.0
RICHMOND, VA	420,000	240,292	0	660,292	100.0	0	0.0	0	0.0	660,292	0.0
ROCHESTER, NY	0	7,047,220	3,183,963	10,231,183	100.0	0	0.0	0	0.0	10,231,183	0.3
ROUND LAKE BEACH-MCHENRY-GRAYS LAKE, IL	1,300,000	800,000	0	2,100,000	100.0	3,089,615	59.5	0	0.0	5,189,615	0.1
SALEM, OR	0	926,440	0	926,440	100.0	0	0.0	0	0.0	926,440	0.0
SALT LAKE CITY, UT	3,988,000	412,000	0	4,400,000	100.0	5,040,324	2.2	217,123,000	95.8	226,563,324	5.9
SANTA ROSA, CA	112,860	0	460,000	572,860	100.0	0	0.0	0	0.0	572,860	0.0
SAVANNAH, GA	0	451,440	0	451,440	100.0	0	0.0	0	0.0	451,440	0.0
SHREVEPORT, LA	0	984,882	19,724	1,004,606	100.0	0	0.0	0	0.0	1,004,606	0.0
SOUTH BEND, IN-MI	0	0	0	0	0.0	1,127,931	100.0	0	0.0	1,127,931	0.0
SPOKANE, WA-ID	1,266,200	0	3,716,054	4,982,254	100.0	0	0.0	0	0.0	4,982,254	0.1
SPRINGFIELD, MA-CT	6,950,000	0	745,689	7,695,689	100.0	0	0.0	0	0.0	7,695,689	0.2
STOCKTON, CA	0	0	0	0	0.0	2,097,287	100.0	0	0.0	2,097,287	0.1
SYRACUSE, NY	300,000	8,500,000	0	8,800,000	100.0	0	0.0	0	0.0	8,800,000	0.2
TALLAHASSEE, FL	1,000,000	0	0	1,000,000	100.0	0	0.0	0	0.0	1,000,000	0.0
THOUSAND OAKS, CA	0	0	0	0	0.0	760,244	100.0	0	0.0	760,244	0.0
TOLEDO, OH-MI	3,424,500	0	1,000,000	4,424,500	100.0	0	0.0	0	0.0	4,424,500	0.1
TUCSON, AZ	5,000,000	0	0	5,000,000	100.0	0	0.0	0	0.0	5,000,000	0.1
TULSA, OK	750,000	375,000	2,837,500	3,962,500	100.0	0	0.0	0	0.0	3,962,500	0.1
WINSTON-SALEM, NC	740,769	0	0	740,769	100.0	0	0.0	0	0.0	740,769	0.0
WORCESTER, MA-CT	0	4,818,235	39,000,000	43,818,235	100.0	0	0.0	0	0.0	43,818,235	1.1
YOUNGSTOWN, OH-PA	0	0	45,144	45,144	100.0	0	0.0	0	0.0	45,144	0.0
SUB-TOTAL	\$88,326,084	\$97,742,369	\$73,823,687	\$259,892,140	42.0	\$64,629,338	10.4	\$294,408,092	47.6	\$618,929,570	16.0
50,000-200,000 POP.											
ABILENE, TX	\$456,000	\$0	\$0	\$456,000	100.0	\$0	0.0	\$0	0.0	\$456,000	0.0
ALBANY, GA	155,000	0	0	155,000	100.0	0	0.0	0	0.0	155,000	0.0
AMES, IA	4,784,940	0	1,361,440	6,146,380	100.0	0	0.0	0	0.0	6,146,380	0.2
ATHENS-CLARKE COUNTY, GA	1,650,000	100,000	320,522	2,070,522	100.0	0	0.0	0	0.0	2,070,522	0.1
BELOIT, WI-IL	0	74,000	76,000	150,000	100.0	0	0.0	0	0.0	150,000	0.0

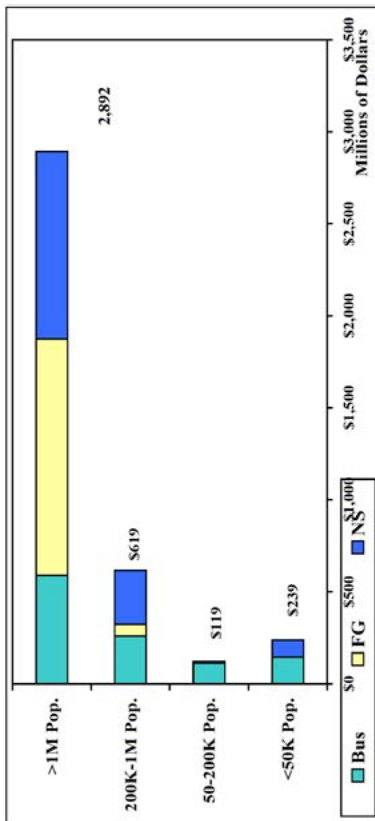


Table 27 (cont.) FY 2011 Capital Program Obligations by Population Group

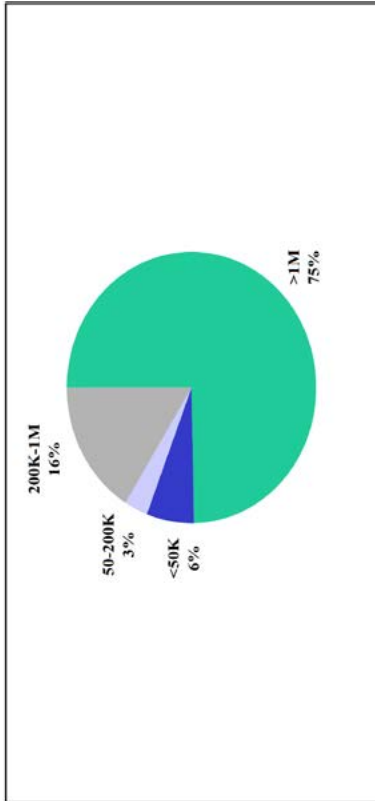
AREA	BUS		MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY		NEW STARTS		TOTAL	% of Total
	PURCHASES	OTHER					%		%		
SIoux CITY, IA-NE-SD	355,000	0	0	355,000	100.0	0	0.0	0	0.0	355,000	0.0
ST. AUGUSTINE, FL	0	0	0	0	0.0	225,720	100.0	0	0.0	225,720	0.0
ST. CLOUD, MN	97,400	902,400	0	999,800	100.0	0	0.0	0	0.0	999,800	0.0
ST. JOSEPH, MO-KS	544,800	0	15,200	560,000	100.0	0	0.0	0	0.0	560,000	0.0
TEXAS CITY, TX	0	750,000	0	750,000	100.0	0	0.0	0	0.0	750,000	0.0
TUSCALOOSA, AL	475,000	0	0	475,000	100.0	0	0.0	0	0.0	475,000	0.0
UTICA, NY	0	1,350,000	0	1,350,000	100.0	0	0.0	0	0.0	1,350,000	0.0
VACAVILLE, CA	0	975,000	0	975,000	100.0	0	0.0	0	0.0	975,000	0.0
VISALIA, CA	0	0	779,200	779,200	100.0	0	0.0	0	0.0	779,200	0.0
WATERBURY, CT	0	0	3,400,000	3,400,000	100.0	0	0.0	0	0.0	3,400,000	0.1
WATERLOO, IA	896,400	0	0	896,400	100.0	0	0.0	0	0.0	896,400	0.0
WEIRTON, WV--STEBENVILLE, OH-PA	2,337,301	(292,744)	(2,044,557)	0	0.0	0	0.0	0	0.0	0	0.0
WHEELING, WV-OH	0	0	97,600	97,600	100.0	0	0.0	0	0.0	97,600	0.0
WICHITA FALLS, TX	592,000	0	0	592,000	100.0	0	0.0	0	0.0	592,000	0.0
WILLIAMSPORT, PA	1,000,000	0	0	1,000,000	100.0	0	0.0	0	0.0	1,000,000	0.0
SUB-TOTAL	\$49,479,693	\$26,164,180	\$36,063,209	\$111,707,082	93.5	\$3,841,720	3.2	\$3,920,000	3.3	\$119,468,802	3.1
<b>UNDER 50,000 POP. &amp; RURAL AREAS / STATEWIDE</b>											
ALABAMA GOV APP	1,235,000	411,000	0	1,646,000	100.0	0	0.0	0	0.0	1,646,000	0.0
ALASKA GOV APP	150,000	1,824,533	17,751,510	19,726,043	65.8	0	0.0	10,274,397	34.2	30,000,440	0.8
ARIZONA GOV APP	237,500	0	0	237,500	100.0	0	0.0	0	0.0	237,500	0.0
ARKANSAS GOV APP	1,300,000	0	0	1,300,000	100.0	0	0.0	0	0.0	1,300,000	0.0
CALIFORNIA GOV APP	0	211,200	4,788,800	5,000,000	100.0	0	0.0	0	0.0	5,000,000	0.1
COLORADO GOV APP	493,881	2,655,614	11,956,993	15,106,488	37.7	0	0.0	24,973,000	62.3	40,079,488	1.0
CONNECTICUT GOV APP	0	0	451,440	451,440	100.0	0	0.0	0	0.0	451,440	0.0
FLORIDA GOV APP	67,716	2,375,000	950,000	3,392,716	6.6	0	0.0	56,896,940	94.4	60,289,656	1.6
GEORGIA GOV APP	0	451,440	0	451,440	100.0	0	0.0	0	0.0	451,440	0.0
GUAM GOV APP	0	0	237,500	237,500	100.0	0	0.0	0	0.0	237,500	0.0
HAWAII GOV APP	1,925,000	50,780	0	1,975,780	54.5	0	0.0	1,621,617	45.1	3,597,397	0.1
IDAHO GOV APP	0	206,773	30,000	236,773	100.0	0	0.0	0	0.0	236,773	0.0
ILLINOIS GOV APP	0	192,000	9,898,288	10,090,288	100.0	0	0.0	0	0.0	10,090,288	0.3
IOWA GOV APP	2,819,830	0	0	2,819,830	100.0	0	0.0	0	0.0	2,819,830	0.1
KENTUCKY GOV APP	780,139	524,949	2,456,308	3,761,396	100.0	0	0.0	0	0.0	3,761,396	0.1
LOUISIANA GOV APP	289,498	0	0	289,498	100.0	0	0.0	0	0.0	289,498	0.0
MAINE GOV APP	0	0	4,005,900	4,005,900	100.0	0	0.0	0	0.0	4,005,900	0.1
MARYLAND GOV APP	6,969,088	913,595	97,051	7,979,734	100.0	0	0.0	0	0.0	7,979,734	0.2
MASSACHUSETTS GOV APP	0	1,900,000	0	1,900,000	100.0	0	0.0	0	0.0	1,900,000	0.0
MICHIGAN GOV APP	5,630,824	605,955	1,738,685	7,975,464	100.0	0	0.0	0	0.0	7,975,464	0.2
MISSOURI GOV APP	860,800	0	0	860,800	100.0	0	0.0	0	0.0	860,800	0.0
MONTANA GOV APP	647,032	0	0	647,032	100.0	0	0.0	0	0.0	647,032	0.0
NEVADA GOV APP	0	295,000	180,000	475,000	100.0	0	0.0	0	0.0	475,000	0.0
NEW HAMPSHIRE GOV APP	220,897	845,164	244,103	1,310,164	100.0	0	0.0	0	0.0	1,310,164	0.0
NEW JERSEY GOV APP	0	95,000	0	95,000	100.0	0	0.0	0	0.0	95,000	0.0
NEW MEXICO GOV APP	4,636,762	638,031	399,080	5,673,873	100.0	0	0.0	0	0.0	5,673,873	0.1
NEW YORK GOV APP	239,760	26,640	0	266,400	100.0	0	0.0	0	0.0	266,400	0.0
OHIO GOV APP	0	2,000,000	0	2,000,000	100.0	0	0.0	0	0.0	2,000,000	0.1
OKLAHOMA GOV APP	1,992,000	0	58,960	1,990,960	100.0	0	0.0	0	0.0	1,990,960	0.1
OREGON GOV APP	104,288	581,846	800,000	1,486,134	100.0	0	0.0	0	0.0	1,486,134	0.0
PENNSYLVANIA GOV APP	284,600	9,005,400	0	9,290,000	100.0	0	0.0	0	0.0	9,290,000	0.2
RHODE ISLAND GOV APP	3,201,320	0	0	3,201,320	100.0	0	0.0	0	0.0	3,201,320	0.1
SOUTH CAROLINA GOV APP	2,169,000	0	574,000	2,743,000	100.0	0	0.0	0	0.0	2,743,000	0.1
SOUTH DAKOTA GOV APP	136,000	951,000	0	1,087,000	100.0	0	0.0	0	0.0	1,087,000	0.0
TENNESSEE GOV APP	1,155,973	430,327	92,060	1,678,360	100.0	0	0.0	0	0.0	1,678,360	0.0
TEXAS GOV APP	5,020,938	118,503	49,600	5,189,041	100.0	0	0.0	0	0.0	5,189,041	0.1
VERMONT GOV APP	7,387,000	256,000	3,178,400	10,821,400	100.0	0	0.0	0	0.0	10,821,400	0.3
VIRGINIA GOV APP	47,764	34,200	678,300	760,264	100.0	0	0.0	0	0.0	760,264	0.0
WASHINGTON GOV APP	157,000	550,000	541,728	1,248,728	100.0	0	0.0	0	0.0	1,248,728	0.0
WEST VIRGINIA GOV APP	1,144,340	604,000	2,637,354	4,385,694	100.0	0	0.0	0	0.0	4,385,694	0.1
WISCONSIN GOV APP	0	380,000	0	380,000	100.0	0	0.0	0	0.0	380,000	0.0
WYOMING GOV APP	60,400	255,000	507,600	823,000	100.0	0	0.0	0	0.0	823,000	0.0
SUB-TOTAL	\$51,385,150	\$29,388,950	\$64,303,600	\$145,077,700	60.7	\$0	0.0	\$93,765,954	39.3	\$238,843,714	6.2
<b>TOTAL</b>	<b>\$398,805,701</b>	<b>\$356,459,117</b>	<b>\$351,934,227</b>	<b>\$1,107,199,045</b>		<b>\$1,352,899,979</b>		<b>\$1,408,949,102</b>		<b>\$3,869,048,126</b>	<b>100.0</b>

**Table 27 (cont.)** FY 2011 Capital Program Obligations by Population Group

Obligations by Population Size and Category



Obligations by Population Size

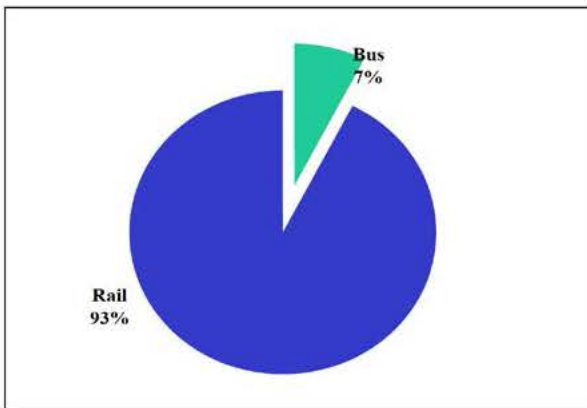


**Table 28** FY 2011 Capital Program Obligations for Preventive Maintenance

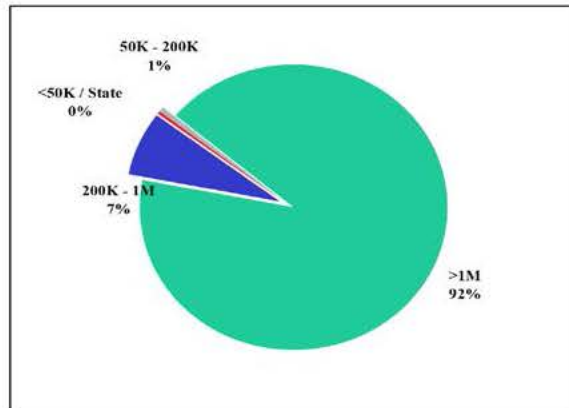
URBANIZED AREA / STATE	PREVENTIVE MAINTENANCE						TOTAL CAPITAL OBLIGATIONS	PM as % of Cap. Obs.
	BUS	% Bus	RAIL	% Rail	TOTAL	% of Total		
<b>&gt; 1,000,000 POPULATION</b>								
Baltimore, MD	\$0	0.0	\$9,711,346	100.0	\$9,711,346	3.2	\$15,835,138	61.3
Chicago, IL-IN	0	0.0	63,417,129	100.0	\$63,417,129	21.1	\$234,238,689	27.1
Cleveland, OH	0	0.0	9,260,139	100.0	\$9,260,139	3.1	\$33,603,856	27.6
Denver-Aurora, CO	0	0.0	6,784,049	100.0	6,784,049	2.3	\$60,317,549	11.2
Los Angeles-Long Beach-Santa Ana, CA	0	0.0	45,472,132	100.0	45,472,132	15.1	\$130,504,577	34.8
New Orleans, LA	0	0.0	1,300,000	100.0	1,300,000	0.4	\$12,364,094	10.5
New York-Newark, NY-NJ-CT	2,000,000	3.1	62,363,363	96.9	64,363,363	21.4	\$839,058,807	7.7
Philadelphia, PA, NJ, DE, MD	0	0.0	27,205,000	100.0	27,205,000	9.1	\$128,820,876	21.1
Phoenix-Mesa, AZ	1,517,999	100.0	0	0.0	1,517,999	0.5	\$15,549,980	9.8
Portland, OR-WA	0	0.0	10,657,773	100.0	10,657,773	3.5	\$23,353,393	45.6
Providence, RI-MA	100,000	100.0	0	0.0	100,000	0.0	\$7,230,513	1.4
Sacramento, CA	0	0.0	5,582,436	100.0	5,582,436	1.9	\$14,786,316	37.8
San Diego, CA	0	0.0	19,418,844	100.0	19,418,844	6.5	\$23,889,424	81.3
Seattle, WA	8,200,985	100.0	0	0.0	8,200,985	2.7	\$227,450,356	3.6
Virginia Beach, VA	2,522,371	100.0	0	0.0	2,522,371	0.8	\$13,286,615	19.0
Washington, DC-VA-MD	0	0.0	918,960	100.0	918,960	0.3	\$272,104,714	0.3
<b>SUBTOTAL</b>	<b>\$14,341,355</b>	<b>5.2</b>	<b>\$262,091,171</b>	<b>94.8</b>	<b>\$276,432,526</b>	<b>92.0</b>	<b>\$2,052,354,897</b>	<b>13.5</b>
<b>200,000 - 1,000,000 POPUL.</b>								
Albuquerque, NM	\$5,500	100.0	\$0	0.0	\$5,500	0.0	\$7,936,300	0.1
Anchorage, AK	0	0.0	\$8,256,299	100.0	8,256,299	2.7	\$20,047,544	41.2
Dayton, OH	5,515,110	100.0	0	0.0	5,515,110	1.8	8,575,946	64.3
Lancaster-Palmdale, CA	0	0.0	2,887,868	100.0	2,887,868	1.0	2,887,868	100.0
Salt Lake City, UT	0	0.0	5,040,324	100.0	5,040,324	1.7	226,583,324	2.2
<b>SUBTOTAL</b>	<b>\$5,520,610</b>	<b>25.4</b>	<b>\$16,184,491</b>	<b>74.6</b>	<b>\$21,705,101</b>	<b>7.2</b>	<b>\$286,010,982</b>	<b>8.2</b>
<b>50,000 - 200,000 POPUL.</b>								
Elmira, NY	100,000	100	0	0	100,000	0.0	1,600,000	6.3
Lakeland, FL	709,000	100	0	0	709,000	0.2	1,119,000	63.4
Norman, OK	14,842	100	0	0	14,842	0.0	700,000	2.1
<b>SUBTOTAL</b>	<b>\$823,842</b>	<b>0.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$823,842</b>	<b>0.3</b>	<b>\$0</b>	<b>0.0</b>
<b>STATEWIDE</b>								
ALASKA	\$63,000	100.0	\$0	0.0	\$63,000	0.0	\$30,000,440	0.2
MARYLAND	\$645,131	100.0	\$0	0.0	\$645,131	0.2	\$7,979,734	8.1
MICHIGAN	\$297,955	100.0	\$0	0.0	\$297,955	0.1	\$7,975,464	3.7
NEVADA	\$80,000	100.0	\$0	0.0	\$80,000	0.0	\$475,000	16.8
SOUTH DAKOTA	\$351,000	100.0	\$0	0.0	\$351,000	0.1	\$1,087,000	32.3
<b>SUBTOTAL Rural / State</b>	<b>\$1,437,086</b>	<b>100.0</b>	<b>\$0</b>	<b>0.0</b>	<b>\$1,437,086</b>	<b>0.5</b>	<b>\$47,517,638</b>	<b>3.0</b>
<b>TOTAL</b>	<b>\$22,122,893</b>	<b>7.4</b>	<b>\$278,275,662</b>	<b>92.6</b>	<b>\$300,398,555</b>	<b>100.0</b>	<b>\$2,365,883,517</b>	<b>12.7</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.

Preventive Maintenance Obligations, by Type



Preventive Maintenance Obligations, by Population Group







**Table 29 (cont.)** FY 2011 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Lubbock, TX	0	0	1	401,122	0	0	0	0	0	0	0	30	348,878	31	\$750,000	
Madison, WI	6	1,215,908	0	0	0	0	0	0	0	1	26,400	0	0	7	\$1,242,308	
Memphis, TN-MS-AR	15	6,847,500	0	0	0	0	0	0	0	10	1,056,000	0	0	25	\$7,903,500	
Mobile, AL	0	0	0	0	0	0	0	0	0	0	0	(15)	42,000	(15)	\$42,000	
Oklahoma City, OK	0	0	6	2,042,500	0	0	0	0	0	0	0	0	0	6	\$2,042,500	
Peoria, IL	0	0	16	4,500,000	0	0	14	380,000	0	0	0	0	0	30	\$4,880,000	
Port St. Lucie, FL	0	0	14	4,550,000	0	0	0	0	0	0	0	0	0	14	\$4,550,000	
Raleigh, NC	4	957,537	0	0	0	0	6	339,200	0	0	9	184,800	0	0	19	\$1,481,537
Richmond, VA	1	420,000	0	0	0	0	0	0	0	0	0	0	0	1	\$420,000	
Round Lake Beach-McHenry-Grays	0	0	0	0	0	0	16	1,300,000	0	0	0	0	0	16	\$1,300,000	
Salt Lake City, UT	0	0	12	3,888,000	0	0	0	0	0	0	0	0	0	12	\$3,888,000	
Santa Rosa, CA	1	112,860	0	0	0	0	0	0	0	0	0	0	0	1	\$112,860	
Spokane, WA-ID	6	1,266,200	0	0	0	0	0	0	0	0	0	0	0	6	\$1,266,200	
Springfield, MA CT	12	6,950,000	0	0	0	0	0	0	0	0	0	0	0	12	\$6,950,000	
Syracuse, NY	1	300,000	0	0	0	0	0	0	0	0	0	0	0	1	\$300,000	
Tallahassee, FL	2	807,514	0	0	0	0	0	0	0	0	0	0	0	2	\$807,514	
Toledo, OH-MI	0	0	0	0	0	0	43	3,424,500	0	0	0	0	0	43	\$3,424,500	
Tucson, AZ	14	5,000,000	0	0	0	0	0	0	0	0	0	0	0	14	\$5,000,000	
Tulsa, OK	0	0	2	750,000	0	0	0	0	0	0	0	0	0	2	\$750,000	
Winston-Salem, NC	0	0	2	740,769	0	0	0	0	0	0	0	0	0	2	\$740,769	
SUB TOTAL	137	\$42,935,634	77	\$22,250,911	6	\$448,200	191	\$13,084,769	5	\$120,000	82	\$5,218,444	32	\$18,893,278	530	\$102,951,236
<b>50,000-200,000 POP.</b>																
Abilene, TX	0	\$0	0	\$0	0	\$0	5	\$456,000	0	\$0	0	\$0	0	\$0	5	\$456,000
Albany, GA	0	0	0	0	0	0	2	155,000	0	0	0	0	0	0	2	\$155,000
Ames, IA	10	3,528,000	0	0	0	0	0	0	0	0	0	2	1,256,940	12	\$4,784,940	
Athens-Clarke County, GA	4	1,330,000	0	0	1	320,000	0	0	0	0	0	0	0	5	\$1,650,000	
Beloit, WI-IL	0	0	1	30,000	0	0	0	0	0	0	0	0	0	1	\$30,000	
Billings, MT	0	0	0	0	0	0	0	0	0	4	247,000	0	0	4	\$247,000	
Bremerton, WA	0	0	0	0	0	0	0	0	0	0	0	1	1,400,000	1	\$1,400,000	
Burlington, VT	2	707,232	5	1,768,073	0	0	0	0	0	0	0	0	0	7	\$2,475,305	
Cedar Rapids, IA	0	0	5	1,468,000	0	0	0	0	0	0	0	0	0	5	\$1,468,000	
Columbia, MO	2	624,213	4	1,229,959	0	0	0	0	0	2	96,000	0	0	8	\$1,950,172	
Corvallis, OR	0	0	3	927,206	0	0	0	0	0	0	0	0	0	3	\$927,206	
Dubuque, IA-IL	0	0	2	573,239	13	1,494,266	15	956,091	0	0	2	73,040	0	0	32	\$3,096,636
Eau Claire, WI	0	0	1	436,000	0	0	0	0	0	0	0	0	0	1	\$436,000	
Elmira, NY	1	340,000	0	0	0	0	0	0	0	0	0	1	236,000	2	\$576,000	
Fairbanks, AK	0	0	2	545,000	1	253,000	0	0	0	0	0	0	0	3	\$798,000	
Fajardo, PR	0	0	0	0	0	0	1	17,600	0	0	1	52,400	0	0	2	\$130,000
Fargo, ND-MN	0	0	1	563,508	0	0	4	254,650	0	0	2	97,600	5	63,644	12	\$979,402
Flagstaff, AZ	0	0	5	2,320,000	0	0	2	214,434	0	0	0	0	0	0	7	\$2,534,434
Fond du Lac, WI	0	0	0	0	0	0	1	308,000	0	0	0	0	0	1	\$308,000	
Gilroy-Morgan Hill, CA	0	0	0	0	2	153,900	0	0	0	0	0	0	0	2	\$153,900	
Great Falls, MI	0	0	0	0	0	0	4	1,149,168	0	0	0	0	0	4	\$1,149,168	
Green Bay, WI	0	0	6	1,704,000	0	0	0	0	0	0	0	0	0	6	\$1,704,000	
Iowa City, IA	2	681,200	0	0	0	0	0	0	0	1	85,950	0	0	3	\$767,150	
Jefferson City, MO	0	0	0	0	2	579,200	0	0	0	0	0	0	0	2	\$579,200	
Kenosha, WI	3	952,544	0	0	0	0	0	0	0	0	0	0	0	3	\$952,544	
Kingsport, TN-VA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	
Lafayette, IN	1	480,000	0	0	0	0	0	0	0	0	0	0	0	1	\$480,000	
Lafayette, LA	0	0	0	14,676	0	0	0	0	0	0	0	0	0	0	\$14,676	
Lawton, OK	0	0	0	0	0	0	0	0	0	1	69,318	0	0	1	\$69,318	
Leominster-Fitchburg, MA	0	0	0	0	0	0	0	0	0	10	520,000	0	0	10	\$520,000	
Logan, UT	0	0	1	475,000	0	0	0	0	0	0	0	0	0	1	\$475,000	
Manchester, NH	0	0	0	0	0	0	3	300,000	0	0	0	0	0	3	\$300,000	
Mansfield, OH	0	0	0	0	0	0	1	66,110	0	0	0	0	0	1	\$66,110	
Muskegon, MI	0	0	3	427,500	0	0	0	0	0	0	0	0	0	3	\$427,500	
Napa, CA	0	0	4	1,936,000	0	0	0	0	0	0	0	0	0	4	\$1,936,000	
Newark, OH	0	0	0	0	0	0	2	99,000	0	0	0	0	0	2	\$99,000	
Norman, OK	0	0	0	0	0	0	3	322,604	0	0	3	305,550	0	0	6	\$628,154
Ocala, FL	0	0	1	500,000	0	0	0	0	0	0	0	0	0	1	\$500,000	
Olympia-Lacey, WA	7	3,735,200	0	0	0	0	0	0	0	0	0	0	0	7	\$3,735,200	
Owensboro, KY	0	0	0	0	0	0	2	197,813	0	0	0	0	0	2	\$197,813	

Table 29 (cont.) FY 2011 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 \$
Parkersburg, WV-OH	0	0	0	0	0	0	1	75,000	0	0	0	0	0	0	1	\$75,000
Port Huron, MI	0	0	0	0	0	0	8	864,000	0	0	0	0	0	0	8	\$864,000
Portland, ME	0	0	3	300,000	0	0	0	0	0	0	0	0	0	0	3	\$300,000
Racine, WI	0	0	1	310,000	0	0	0	0	0	0	0	0	0	0	1	\$310,000
Santa Cruz, CA	11	4,830,600	0	0	0	0	0	0	0	0	0	0	0	0	11	\$4,830,600
Sioux City, IA-NE-SD	1	355,600	0	0	0	0	0	0	0	0	0	0	0	0	1	\$355,600
St. Cloud, MN	0	0	0	0	0	0	0	0	0	0	0	0	1	97,400	\$97,400	
St. Joseph, MO-KS	0	0	0	0	0	0	1	544,000	0	0	0	0	0	0	1	\$544,000
Tuscaloosa, AL	2	475,000	0	0	0	0	0	0	0	0	0	0	0	2	\$475,000	
Waterloo, IA	0	0	0	0	0	0	3	896,400	0	0	0	0	0	0	3	\$896,400
Weirton, WV-Stuebenville, OH-PA	0	0	0	(46,345)	1	141,106	15	889,562	0	0	31	1,352,978	0	0	47	\$2,337,301
Wichita Falls, TX	0	0	2	592,000	0	0	0	0	0	0	0	0	0	0	2	\$592,000
Williamsport, PA	1	336,000	2	595,846	0	0	0	0	0	0	0	0	0	0	3	\$931,846
SUB-TOTAL	47	\$18,375,589	52	\$16,669,662	20	\$2,941,472	73	\$7,825,432	0	\$0	57	\$2,899,844	10	\$3,053,984	259	\$51,765,963
<b>UNDER 50,000 POP. AND RURAL AREAS</b>																
ALABAMA GOV APP	0	0	0	0	0	0	0	0	0	0	33	1,235,000	0	0	33	\$1,235,000
ALASKA GOV APP	0	0	0	0	0	0	3	150,000	0	0	0	0	2	10,274,397	5	\$10,424,397
ARIZONA GOV APP	1	237,500	0	0	0	0	0	0	0	0	0	0	0	0	1	\$237,500
ARKANSAS GOV APP	0	0	0	0	0	0	10	758,060	0	0	9	317,940	1	224,000	20	\$1,300,000
COLORADO GOV APP	19	4,361,667	2	5,240	0	0	6	214,105	0	0	2	1,568	0	0	29	\$4,582,580
FLORIDA GOV APP	0	0	0	0	0	0	2	67,716	0	0	0	0	0	0	2	\$67,716
GEORGIA GOV APP	0	0	0	0	4	480,000	5	445,000	0	0	0	0	0	0	0	\$0
HAWAII GOV APP	2	860,000	1	140,000	0	0	0	0	0	0	0	0	0	0	12	\$1,925,000
ILLINOIS GOV APP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0
IOWA GOV APP	1	318,720	0	0	0	0	2	255,640	0	0	38	2,245,470	0	0	41	\$2,819,830
KENTUCKY GOV APP	0	0	0	0	0	0	2	100,000	0	0	17	680,139	0	0	19	\$780,139
LOUISIANA GOV APP	0	0	0	0	0	0	0	0	0	0	9	289,498	0	0	9	\$289,498
MARYLAND GOV APP	16	6,259,598	0	0	3	215,078	6	486,412	0	0	0	0	0	0	25	\$6,961,088
MICHIGAN GOV APP	0	0	3	155,600	6	369,768	72	4,968,522	0	0	5	116,934	0	0	86	\$5,630,824
MISSOURI GOV APP	0	0	0	0	0	0	0	0	0	0	28	860,800	0	0	28	\$860,800
MONTANA GOV APP	0	0	0	0	4	584,333	1	63,499	0	0	0	0	0	0	5	\$647,832
NEW HAMPSHIRE GOV APP	0	0	0	0	0	0	3	168,000	0	0	0	0	0	0	3	\$168,000
NEW JERSEY GOV APP	0	0	0	0	0	0	1	95,000	0	0	0	0	0	0	1	\$95,000
NEW MEXICO GOV APP	2	480,000	5	1,118,495	0	0	40	1,974,672	0	0	20	914,206	7	245,389	74	\$4,732,762
NEW YORK GOV APP	0	0	0	0	0	0	5	239,760	0	0	0	0	0	0	5	\$239,760
OKLAHOMA GOV APP	0	0	0	0	0	0	22	1,048,660	0	0	29	883,340	0	0	51	\$1,932,000
OREGON GOV APP	0	0	0	0	1	56,430	0	2,024	0	0	1	45,834	0	0	2	\$104,288
PENNSYLVANIA GOV APP	0	0	0	0	0	0	0	0	0	0	5	260,000	0	0	5	\$260,000
RHODE ISLAND GOV APP	8	2,791,320	0	0	0	0	7	490,000	0	0	0	0	0	0	15	\$3,281,320
SOUTH CAROLINA GOV APP	0	0	2	1,008,600	0	0	17	960,400	0	0	8	200,000	0	0	27	\$2,169,000
SOUTH DAKOTA GOV APP	0	0	0	0	0	0	0	0	0	0	0	0	1	136,000	\$136,000	
TENNESSEE GOV APP	0	0	0	0	0	0	31	945,558	1	19,460	8	190,955	0	0	40	\$1,155,973
TEXAS GOV APP	0	0	0	0	2	204,500	58	4,102,988	2	50,912	18	662,538	0	0	80	\$5,020,938
VERMONT GOV APP	8	2,264,800	9	1,276,000	0	0	62	3,768,800	0	0	0	0	0	0	79	\$7,309,600
VIRGINIA GOV APP	0	(72,000)	0	0	0	0	0	(15,108)	0	0	2	134,871	0	1	2	\$47,764
WASHINGTON GOV APP	0	0	0	0	0	0	0	0	0	0	4	157,000	0	0	4	\$157,000
WEST VIRGINIA GOV APP	0	0	(1)	(438,842)	0	0	13	806,729	0	0	20	776,453	0	0	32	\$1,144,340
WYOMING GOV APP	0	0	0	0	1	60,400	0	0	0	0	0	0	1	38,260	2	\$98,660
SUB-TOTAL	57	\$17,501,605	21	\$3,265,093	106	\$16,136,610	368	\$22,096,437	3	\$70,372	256	\$9,972,546	12	\$10,918,047	738	\$65,814,609
<b>TOTAL</b>	625	\$222,226,928	187	\$52,619,408	106	\$16,136,610	665	\$47,644,656	8	\$190,372	424	\$18,445,634	151	\$130,475,591	2,166	\$487,739,199

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 quantiv = 0, funds are supplemental to a previous purchase. A negative obligation indicates a budget revision to previously obligated funds.

**Table 30** FY 2011 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	\$0	\$4,043,393	\$0	0	\$0	\$2,000,690	\$0	\$12,653,461	\$18,697,544	1.4	13
Antioch, CA	0	0	0	0	0	3,560,287	0	0	3,560,287	0.3	26
Baltimore, MD	0	0	1,872,792	0	0	0	0	9,711,346	11,584,138	0.9	17
Boston, MA--NH--RI	48,503,517	70,075,315	7,974,904	0	8,503,392	0	0	4,832,235	139,889,383	10.3	4
Bremerton, WA	1,400,000	0	0	1,200,000	0	0	0	0	2,600,000	0.2	29
Buffalo, NY	6,607,802	0	0	0	0	0	0	0	6,607,802	0.5	21
Chattanooga, TN-GA	5,600	201,682	11,200	0	0	0	0	0	218,482	0.0	39
Chicago, IL-IN	(3,948,188)	29,719,332	2,160,000	3,314,325	9,701,157	12,450,000	0	120,240,605	173,637,231	12.8	3
Cleveland, OH	3,178,400	4,030,415	3,770,540	1,420,000	1,051,040	0	12,000	14,794,229	28,256,624	2.1	8
Concord, CA	0	0	0	0	0	18,174,969	0	0	18,174,969	1.3	14
Dallas--Fort Worth--Arlington, TX	0	4,900,000	0	14,702,154	0	0	62,400	0	19,664,554	1.5	11
Denver--Aurora, CO	0	0	0	0	0	0	0	6,784,049	6,784,049	0.5	20
Harrisburg, PA	0	0	0	0	0	0	0	1,013,865	1,013,865	0.1	34
Jacksonville, FL	0	0	125,000	271,717	0	0	0	0	396,717	0.0	37
Lancaster--Palmdale, CA	0	0	0	0	0	0	0	2,887,868	2,887,868	0.2	28
Los Angeles--Long Beach--Santa Ana	750,871	1,849,888	45,935	420,671	0	407,181	0	45,472,132	48,946,678	3.6	7
Milwaukee, WI	0	1,225,385	0	0	0	0	0	0	1,225,385	0.1	31
Minneapolis--St. Paul, MN	16,149,400	0	0	3,388,000	0	0	0	0	19,517,400	1.4	12
Morgantown, WV	0	264,000	0	420,000	252,000	80,000	0	0	1,016,000	0.1	33
New Orleans, LA	0	2,157,308	112,860	0	0	0	0	1,300,000	3,570,168	0.3	25
New York--Newark, NY-NJ-CT	52,050,809	(1,081,500)	3,742,028	0	16,100,000	160,233,854	0	62,633,363	293,678,554	21.7	1
Oxnard, CA	0	547,649	0	0	0	408,754	0	0	956,403	0.1	35
Philadelphia, PA-NJ-DE-MD	20,682,959	20,501,296	5,788,936	2,479,119	1,150,377	11,653,745	0	42,511,456	104,767,888	7.7	5
Pittsburgh, PA	0	10,815,910	114,400	781,600	934,400	0	0	440,000	13,066,310	1.0	16
Portland, OR-WA	0	0	0	0	0	0	0	10,657,773	10,657,773	0.8	18
Providence, RI-MA	0	4,497,024	567,049	0	0	0	0	0	5,064,073	0.4	23
Riverside--San Bernardino, CA	0	4,094,511	0	176,146	0	929,343	0	0	5,200,000	0.4	22
Round Lake Beach--McHenry--Graysville	0	0	0	0	0	0	0	3,089,615	3,089,615	0.2	27
Sacramento, CA	0	0	1,580,040	0	0	0	0	5,582,436	7,162,476	0.5	19
Salt Lake City, UT	0	0	0	0	0	0	0	5,040,324	5,040,324	0.4	24
San Diego, CA	0	0	338,580	0	0	0	0	19,418,844	19,757,424	1.5	10
San Francisco--Oakland, CA	11,115,495	61,480,854	1,390,656	3,200,000	4,264,744	670,400	0	0	82,122,149	6.1	6
Seattle, WA	0	19,637,000	4,188,630	0	0	0	0	2,311,046	26,136,676	1.9	9
South Bend, IN-MI	0	0	0	0	1,127,931	0	0	0	1,127,931	0.1	32
St. Augustine, FL	0	0	0	0	0	0	225,720	0	225,720	0.0	38
St. Louis, MO-IL	0	0	0	0	0	0	0	18,000,000	18,000,000	1.3	15
Stockton, CA	0	0	0	2,097,287	0	0	0	0	2,097,287	0.2	30
Tampa--St. Petersburg, FL	156,568	0	0	0	0	0	0	0	156,568	0.0	40
Thousand Oaks, CA	366,770	40,286	33,412	221,940	0	97,836	0	0	760,244	0.1	36
Washington, DC-VA-MD	76,087,370	45,303,924	43,681,245	29,439,631	14,772,633	16,691,896	0	19,606,941	245,583,440	18.2	2
<b>TOTAL</b>	<b>\$233,107,373</b>	<b>\$284,303,672</b>	<b>\$77,498,207</b>	<b>\$63,492,590</b>	<b>\$57,857,674</b>	<b>\$227,358,755</b>	<b>\$300,120</b>	<b>\$408,981,588</b>	<b>\$1,352,899,979</b>	<b>100.0</b>	
Percent of Total	17.2	21.0	5.7	4.7	4.3	16.8	0.0	30.2	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 2011 New Starts 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
ALASKA GOV APP	\$9,157,397	\$0	\$1,117,000	\$0	\$0	\$0	\$0	\$0	\$10,274,397	5.9	5
Baltimore, MD	0	3,000,000	0	0	0	0	0	0	3,000,000	1.7	10
Charlotte, NC-SC	1,820,000	0	0	0	0	0	0	0	1,820,000	1.1	12
COLORADO GOV APP	4,109,000	0	0	0	0	0	0	0	4,109,000	2.4	9
Denver--Aurora, CO	8,842,984	0	0	0	0	0	0	0	8,842,984	5.1	7
FLORIDA GOV APP	28,718,816	0	0	0	0	0	0	0	28,718,816	16.6	3
Los Angeles--Long Beach--Santa Ana, CA	0	0	(3,017)	0	0	(1,200,000)	0	10,765,568	9,562,551	5.5	6
Minneapolis--St. Paul, MN	6,629,000	0	0	0	0	0	0	0	6,629,000	3.8	8
Orlando, FL	2,392,000	0	0	0	0	0	0	224,000	2,616,000	1.5	11
Salt Lake City, UT	32,069,357	0	0	0	0	0	0	0	32,069,357	18.5	2
San Francisco--Oakland, CA	2	26,000,000	0	0	0	0	0	0	26,000,002	15.0	4
Seattle, WA	39,482,196	0	0	0	0	0	0	0	39,482,196	22.8	1
<b>TOTAL</b>	<b>\$133,220,752</b>	<b>\$29,000,000</b>	<b>\$1,113,983</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$1,200,000)</b>	<b>\$0</b>	<b>\$11,009,568</b>	<b>\$173,144,303</b>	<b>100.0</b>	
Percent of Total	76.9	16.7	0.6	0.0	0.0	(0.7)	0.0	6.4	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. Electrify / Power Dist. includes traction power, AC power lighting, substations, vehicle locator systems.

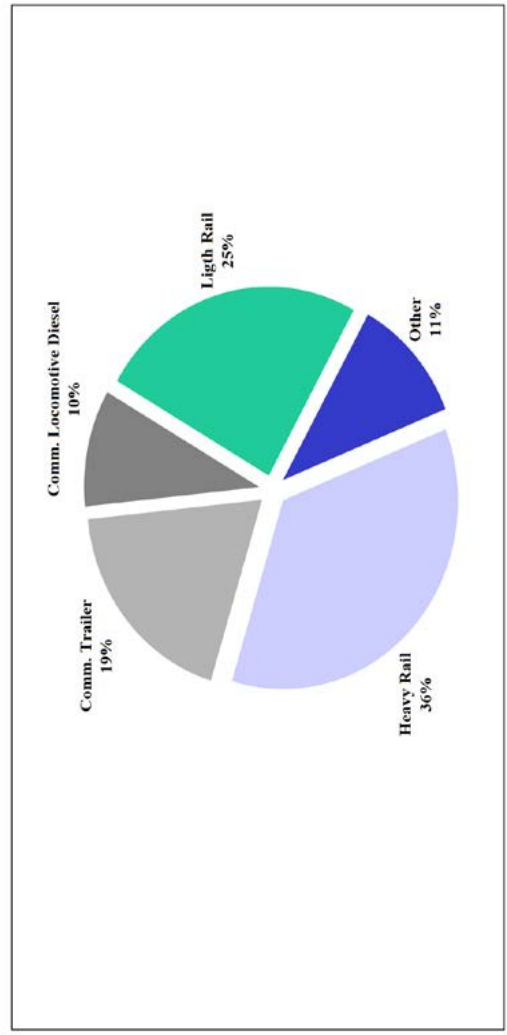
Signal/Communic. includes train control / signal systems, communications systems, radios. Other includes contingencies, real estate, administration, contracts, professional services, systems, sitework and special conditions.

**Table 32** FY 2011 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 \$	Total Purchases #							
Boston, MA--NH--RI	0	0	0	0	75	27079209	24	16,222,775	0	0	0	0	0	0	0	478	48,503,517	15.2
Buffalo, NY	29	6,607,802	0	0	0	0	0	0	0	0	0	0	0	0	0	29	6,607,802	2.1
Chicago, IL-IN	0	0	1	-10,670,188	0	0	14	3,850,000	0	0	0	2,872,000	0	0	0	15	(3,948,188)	(1.2)
Cleveland, OH	0	0	80	3,178,400	0	0	0	0	0	0	0	0	0	0	0	80	3,178,400	1.0
Dallas--Fort Worth--Arlington, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Denver--Aurora, CO	0	8,842,984	0	0	0	0	0	0	44	0	0	0	0	0	0	44	8,842,984	2.8
FLORIDA GOV APP	0	0	0	0	14	20754713	7	7,964,103	0	0	0	0	0	0	0	21	28,718,816	9.0
Los Angeles--Long Beach--Santa Ar	1	0	0	0	1	35432	0	715,439	0	0	0	0	0	0	0	2	750,871	0.2
Minneapolis--St. Paul, MN	37	22,546,400	0	0	0	0	0	0	0	0	0	0	0	0	0	37	22,546,400	7.1
New York--Newark, NY-NJ-CT	0	0	290	52,050,809	0	0	0	0	0	0	0	0	0	0	0	290	52,050,809	16.4
Philadelphia, PA-NJ-DE-MD	0	0	0	0	0	0	0	0	120	0	0	0	0	0	0	120	13,376,000	4.2
Riverside--San Bernardino, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Salt Lake City, UT	0	23,424,871	0	0	0	8644486	0	0	0	0	0	0	0	0	0	0	32,089,357	10.1
San Francisco--Oakland, CA	0	0	0	0	93	12995	0	0	0	0	0	0	1,102,500	12	116	11,115,497	3.5	
Seattle, WA	0	17,849,981	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,849,981	5.6
Tampa--St. Petersburg, FL	36	156,568	0	0	0	25772	0	340,988	0	0	0	0	0	0	0	36	156,568	0.0
Thousand Oaks, CA	0	0	0	0	1	2704000	1	3,622,400	0	0	0	0	0	0	0	1	368,770	0.1
Washington, DC-VA-MD	0	0	1479	69,760,970	61	0	0	0	0	0	0	0	0	0	0	1,541	76,087,370	23.9
<b>TOTAL</b>	<b>103</b>	<b>\$79,428,606</b>	<b>1,850</b>	<b>114,319,991</b>	<b>245</b>	<b>\$59,256,607</b>	<b>46</b>	<b>\$32,715,715</b>	<b>164</b>	<b>\$16,248,000</b>	<b>388</b>	<b>\$15,201,533</b>	<b>2</b>	<b>\$1,102,500</b>	<b>12</b>	<b>\$2</b>	<b>\$318,272,954</b>	<b>100.0</b>
Percent of Total	25.0		18.6	35.9	18.6		5.1	10.3	4.8	0.3	0.0							

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.

Obligations for Rolling Stock Purchases and Rehabilitation



**Table 33** FY 2011 Capital Program Obligations for Ferryboats and Related Expenditures

GRANTEE	PURPOSE	AMOUNT
Alaska DOT	09/11 ENG/DESIGN - FERRY BOAT(09/11)(5309)(80:20)(05)	\$2,000,000
	09/11 REHAB FERRY BOATS (09/11)(5309)(80:20)(05)	\$7,157,397
	CONSTRUCT FERRY TERMINAL (09/10 5309NS)(80:20)(01/02)	\$1,117,000
	REPLACEMENT FERRY BOATS - Amendment	\$451,440
Boston, MA--NH--RI	FERRY BOATS(05 5309)(100.00)(TC)(00)	\$1,400,000
Bremerton, WA	REHAB/REBUILD FERRY BOATS - 80% Federal 20% Local	\$7,573,176
San Francisco--Oakland, CA	REHAB/REBUILD FERRY BOATS (10 5309FG 100:00TC)(04)	\$9,483,208
Seattle, WA		
	<b>TOTAL</b>	<b>\$29,182,221</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 2011, \$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 ADA and 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 2011 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	16	3,080,000	1.5	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Alaska	45	318,400	0.2	2	0.1	0	0	1	50,400	0	0	1	31,617	0	0
American Samoa	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Arizona	7	7,959,023	3.9	182	7.6	2	88,200	0	0	0	0	180	6,238,800	0	0
Arkansas	27	1,489,622	0.7	45	1.9	0	0	16	561,975	0	0	29	778,685	0	0
California	1	57,433,000	28.3	0	0.0	0	0	0	0	0	0	0	0	0	0
Colorado	46	312,408	0.2	0	0.0	0	0	0	0	0	0	0	0	0	0
Connecticut	26	1,645,693	0.8	37	1.5	0	0	30	1,201,124	0	0	7	280,000	0	0
Delaware	41	446,778	0.2	8	0.3	0	0	8	446,778	0	0	0	0	0	0
District of Columbia	42	403,855	0.2	12	0.5	0	0	2	132,000	0	0	10	212,800	0	0
Florida	5	9,082,846	4.5	180	7.5	0	0	91	5,609,504	0	0	89	2,460,770	0	0
Georgia	15	3,398,505	1.7	0	0.0	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	35	926,529	0.5	17	0.7	0	0	0	0	0	0	17	833,876	0	0
Idaho	37	623,826	0.3	6	0.2	0	0	0	0	0	0	6	267,557	0	0
Illinois	8	6,797,392	3.3	143	6.0	0	0	143	6,797,392	0	0	0	0	0	0
Indiana	30	1,169,086	0.6	49	2.0	0	0	0	0	0	0	49	1,332,401	0	0
Iowa	29	1,281,427	0.6	0	0.0	0	0	0	0	0	0	0	0	0	0
Kansas	38	589,831	0.3	23	1.0	0	0	0	0	0	0	23	577,770	0	0
Kentucky	20	2,141,067	1.1	69	2.9	0	0	0	0	0	0	69	2,091,067	0	0
Louisiana	21	2,131,587	1.1	47	2.0	0	0	0	0	0	0	47	1,750,783	0	0
Maine	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Maryland	47	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Massachusetts	N/A	9,118,202	4.5	200	8.3	0	0	73	3,294,462	0	0	127	5,257,930	0	0
Michigan	11	5,043,899	2.5	87	3.6	3	225,216	62	3,693,409	0	0	22	1,095,274	0	0
Minnesota	23	1,995,600	1.0	33	1.4	5	472,000	28	1,473,600	0	0	0	0	0	0
Mississippi	17	2,994,272	1.5	24	1.0	0	0	9	322,458	0	0	15	319,133	0	0
Missouri	47	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Montana	40	518,164	0.3	17	0.7	0	0	1	8,647	0	0	16	462,411	0	0
Nebraska	36	850,660	0.4	20	0.8	0	0	0	0	0	0	20	669,220	0	0
Nevada	28	1,384,463	0.7	3	0.1	0	0	1	35,000	0	0	2	59,920	0	0
New Hampshire	43	339,982	0.2	6	0.2	0	0	6	276,365	0	0	0	0	0	0
New Jersey	N/A	3,915,243	1.9	69	2.9	2	272,000	42	2,238,400	0	0	25	934,400	0	0
New Mexico	N/A	944,451	0.5	39	1.6	0	0	14	367,559	0	0	25	576,892	0	0
New York	3	9,164,702	4.5	183	7.6	22	2,091,317	161	6,120,614	0	0	0	0	0	0
North Carolina	12	4,827,669	2.4	11	0.5	0	0	7	384,400	0	0	4	133,760	0	0
North Dakota	47	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Northern Mariana Islands	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Ohio	13	4,686,023	2.3	94	3.9	0	0	0	0	0	0	94	3,052,548	0	0
Oklahoma	24	1,758,857	0.9	49	2.0	0	0	8	362,443	0	0	41	1,217,625	0	0
Oregon	2	20,600,514	10.2	150	6.2	13	1,285,273	75	4,820,495	0	0	62	2,122,942	0	0
Pennsylvania	9	6,063,618	3.0	120	5.0	0	0	102	5,058,544	0	0	18	628,000	0	0
Puerto Rico	47	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
Rhode Island	N/A	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0
South Carolina	22	2,022,565	1.0	15	0.6	0	0	15	675,000	0	0	0	0	0	0
South Dakota	31	1,132,705	0.6	25	1.0	1	64,000	16	762,305	0	0	8	273,600	0	0
Tennessee	19	2,871,414	1.4	114	4.7	0	0	19	711,645	0	0	95	2,159,769	0	0
Texas	6	8,448,947	4.2	61	2.5	1	5,000	48	2,875,725	0	0	12	477,643	0	0
Utah	25	1,662,831	0.8	34	1.4	0	0	32	1,402,588	0	0	2	42,400	0	0
Vermont	39	532,000	0.3	10	0.4	0	0	10	532,000	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	18	2,979,350	1.5	88	3.7	0	0	0	0	0	0	88	2,979,350	0	0
Washington	10	5,435,406	2.7	79	3.3	0	(250,453)	59	3,820,576	0	0	20	693,712	0	0
West Virginia	32	1,123,999	0.6	20	0.8	0	0	0	0	0	0	20	811,600	0	0
Wisconsin	33	982,582	0.5	18	0.7	0	0	16	686,300	0	0	2	65,200	0	0
Wyoming	44	323,570	0.2	13	0.5	0	0	5	85,179	0	0	8	188,886	0	0
<b>TOTAL</b> (Percent of Vehicles by Type)		<b>\$202,952,563</b>	<b>100.0</b>	<b>2,402</b>	<b>100.0</b>	<b>49</b>	<b>\$4,252,553</b>	<b>1,100</b>	<b>\$54,806,887</b>	<b>0</b>	<b>\$0</b>	<b>1,253</b>	<b>\$41,078,341</b>	<b>0</b>	<b>\$0</b>
				<b>100.0</b>		<b>2.0</b>		<b>45.8</b>		<b>0.0</b>		<b>52.2</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. The 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. In fiscal year 2011, 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.

The 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 2011, \$554.3 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 2 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, which produces training materials and operates a national resource center. FTA obligated \$7.6 million to the states in FY 2011.

**Table 35** Non-urbanized Area Formula Obligations in FY 2011 by State and by Category

STATE	CAPITAL	OPERATING	PROJECT ADMIN.	PLANNING	RTAP	STATE ADMIN.	TOTAL OBLIGATIONS	% OF TOTAL RANK	
Alabama	\$835,374	\$7,606,221	\$3,370,776	\$192,636	\$0	\$1,989,687	\$13,994,694	2.5	14
Alaska	49,000	4,258,574	1,513,921	83,025	0	911,039	\$6,815,559	1.2	33
American Samoa	1,201,668	0	0	0	0	63,551	\$1,265,219	0.2	47
Arizona	3,490,175	4,500,629	1,513,199	128,089	0	946,277	\$10,578,369	1.9	24
Arkansas	239,272	5,049,853	3,343,190	158,548	0	1,523,349	\$10,314,212	1.9	27
California	5,234,761	16,284,473	0	263,795	0	3,366,164	\$25,149,193	4.5	2
Colorado	0	14,584,677	1,825,858	242,846	0	288,560	\$16,941,941	3.1	8
Connecticut	0	2,321,046	0	93,374	84,000	295,162	\$2,793,582	0.5	45
Delaware	895,968	189,147	0	114,729	0	0	\$1,199,844	0.2	48
District of Columb	0	0	0	0	0	0	\$0	0.0	52
Florida	747,477	12,038,336	0	194,654	0	816,116	\$13,796,583	2.5	15
Georgia	6,316,891	12,516,739	0	228,925	0	2,466,701	\$21,529,256	3.9	5
Guam	0	943,317	0	0	0	0	\$943,317	0.2	50
Hawaii	0	1,882,744	0	84,385	0	209,190	\$2,176,319	0.4	46
Idaho	826,579	3,174,863	1,157,774	100,617	0	876,257	\$6,136,090	1.1	38
Illinois	0	0	0	0	0	0	\$0	0.0	52
Indiana	0	13,957,810	56,636	204,040	0	(444,378)	\$13,774,108	2.5	16
Iowa	1,865,148	8,293,407	0	158,490	340,600	0	\$10,657,645	1.9	23
Kansas	1,609,048	6,824,579	546,352	141,410	0	481,000	\$9,602,389	1.7	29
Kentucky	37,000	9,940,149	2,207,067	192,731	0	700,000	\$13,076,947	2.4	18
Louisiana	218,722	9,408,889	0	164,777	0	669,299	\$10,461,687	1.9	26
Maine	2,422,614	2,329,648	1,354,804	114,594	0	353,663	\$6,575,323	1.2	34
Maryland	0	4,964,507	0	117,033	0	0	\$5,081,540	0.9	41
Massachusetts	428,642	2,830,910	0	102,186	200,000	349,526	\$3,911,264	0.7	43
Michigan	6,319,326	15,982,291	0	238,397	0	862,100	\$23,402,114	4.2	4
Minnesota	1,508,400	9,290,250	0	179,987	0	1,905,625	\$12,884,262	2.3	19
Mississippi	2,420,137	4,190,321	2,885,865	176,718	374,517	1,734,517	\$11,782,075	2.1	22
Missouri	1,177,051	10,175,026	2,036,900	194,256	0	496,064	\$14,079,297	2.5	13
Montana	1,418,272	4,034,505	1,800,952	99,474	10,000	1,217,070	\$8,580,273	1.5	31
Nebraska	0	2,793,678	0	0	0	0	\$2,793,678	0.5	44
Nevada	168,000	5,725,833	0	81,398	0	450,000	\$6,425,231	1.2	35
New Hampshire	733,604	1,281,432	1,126,129	200,921	0	1,046,247	\$4,388,333	0.8	42
New Jersey	238,859	4,552,595	313,539	198,494	235,123	647,333	\$6,185,943	1.1	37
New Mexico	750,691	4,230,872	2,523,969	114,374	0	1,231,034	\$8,850,940	1.6	30
New York	114,787	13,831,373	0	241,835	0	2,631,381	\$16,819,376	3.0	9
North Carolina	9,380,760	1,377,426	11,693,905	95,004	0	1,250,000	\$23,797,095	4.3	3
North Dakota	447,396	5,255,181	430,568	86,427	25,000	6,940	\$6,251,512	1.1	36
Northern Mariana	944,122	0	0	0	0	166,609	\$1,110,731	0.2	49
Ohio	6,718,106	12,641,417	50,000	273,592	0	600,000	\$20,283,115	3.7	7
Oklahoma	297,619	11,467,643	1,064,249	166,514	0	750,000	\$13,746,025	2.5	17
Oregon	1,150,761	7,478,289	0	139,588	243,115	1,468,105	\$10,479,858	1.9	25
Pennsylvania	8,591,991	12,326,374	0	275,048	0	100,000	\$21,293,413	3.8	6
Puerto Rico	0	0	0	0	0	0	\$0	0.0	52
Rhode Island	0	664,466	0	0	71,260	0	\$735,726	0.1	51
South Carolina	1,102,470	5,475,450	2,420,375	175,348	0	482,092	\$9,655,735	1.7	28
South Dakota	92,000	3,510,583	1,871,543	93,914	0	10,000	\$5,578,040	1.0	39
Tennessee	624,121	8,981,749	1,479,202	205,610	0	944,833	\$12,235,515	2.2	21
Texas	5,701,221	20,075,065	6,927,349	377,537	0	1,130,000	\$34,211,172	6.2	1
Utah	0	0	0	0	0	0	\$0	0.0	52
Vermont	3,307,852	5,710,778	7,322,517	182,205	0	186,271	\$16,709,623	3.0	10
Virginia	4,479,219	10,390,239	0	187,064	0	810,222	\$15,866,744	2.9	11
Virgin Islands	0	0	0	0	0	0	\$0	0.0	52
Washington	809,230	10,728,933	53,978	147,073	0	959,405	\$12,698,619	2.3	20
West Virginia	1,637,528	4,047,658	0	132,359	0	1,026,625	\$6,844,170	1.2	32
Wisconsin	3,217,455	10,311,419	113,406	195,114	0	850,000	\$14,687,394	2.6	12
Wyoming	700,000	2,809,296	1,093,524	83,985	0	466,980	\$5,153,785	0.9	40
<b>TOTAL</b>	<b>\$90,469,317</b>	<b>\$353,240,660</b>	<b>\$62,097,547</b>	<b>\$7,623,120</b>	<b>\$1,583,615</b>	<b>\$39,290,616</b>	<b>\$554,304,875</b>	<b>100.0</b>	
<i>Percent of Total</i>	<i>16.3</i>	<i>63.7</i>	<i>11.2</i>	<i>1.4</i>	<i>0.3</i>	<i>7.1</i>	<i>100.0</i>		

**Table 36** Non-urbanized Area Formula Funds Obligated in FY 2011 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	0	0	0	0	0	0	0	0.0
Arizona	1,190,400	0	0	0	0	0	1,190,400	31.9
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	0	0	0	0	0	0	0	0.0
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	0	0	0	0	0	0	0	0.0
Maryland	0	0	0	0	0	0	0	0.0
Massachusetts	428,642	0	0	0	0	0	428,642	11.5
Michigan	0	0	0	0	0	0	0	0.0
Minnesota	0	0	0	0	0	0	0	0.0
Mississippi	1,360,000	0	0	0	0	0	1,360,000	36.5
Missouri	559,613	0	0	0	0	0	559,613	15.0
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	189,038	0	0	0	0	0	189,038	5.1
Northern Mariana Islands	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	0	0	0	0	0	0	0	0.0
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>\$3,727,693</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,727,693</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

SECTION 2: FISCAL YEAR 2011 STATISTICAL SUMMARIES

**Table 37** FY 2011 Non-urbanized Area Formula Vehicle Purchases by State

	35' - 40' BUS		30' BUS		<30' BUS		TROLLEY STYLE BUS		INTERCITY BUS		VANS		FERRY BOATS		FY 2011 VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Alabama	0	\$0	0	\$0	15	\$1,070,000	0	\$0	0	\$0	12	\$720,000	0	\$0	27	\$1,790,000
Alaska	0	0	0	0	0	0	0	0	0	0	1	9,000	0	0	1	9,000
American Samoa	0	0	0	0	0	0	0	0	0	0	1	65,526	1	932,142	2	997,668
Arizona	3	358,050	7	511,823	2	173,352	0	0	6	1,190,400	4	173,188	0	0	22	2,406,813
Arkansas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
California	5	135,866	0	0	5	315,751	1	110,663	0	0	0	0	0	0	11	1,785,075
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	1	148,368	0	0	0	0	0	0	0	0	0	0	0	0	1	148,368
District of Columbia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Florida	0	0	0	0	2	146,206	0	0	0	0	0	0	0	0	2	146,206
Georgia	4	2,572,671	0	0	0	0	0	0	0	0	99	3,688,000	0	0	103	6,260,671
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	8	341,500	0	0	8	341,500
Kansas	0	0	0	0	0	0	0	0	0	0	39	1,609,048	0	0	39	1,609,048
Kentucky	0	0	0	0	0	0	0	0	0	0	1	33,000	0	0	1	33,000
Louisiana	0	0	0	0	0	0	0	0	0	0	4	127,200	0	0	4	127,200
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	2	428,642	0	0	0	0	2	428,642
Michigan	9	2,140,501	1	104,000	22	1,550,718	1	260,000	0	0	6	210,997	0	0	39	4,266,216
Minnesota	1	301,600	0	0	19	1,048,000	0	0	0	0	0	0	0	0	20	1,349,600
Mississippi	0	0	0	0	15	185,946	0	0	4	1,360,000	12	305,318	0	0	31	1,851,264
Missouri	0	0	3	360,000	1	40,320	0	0	1	559,613	3	109,228	0	0	8	1,069,161
Montana	0	0	0	0	4	211,662	0	0	0	0	6	191,910	0	0	10	403,572
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	1	48,000	0	0	0	0	0	0	0	0	1	48,000
New Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	4	114,787	0	0	0	0	0	0	0	0	4	114,787
North Carolina	1	600,000	0	0	41	3,531,674	0	0	0	0	50	4,359,453	0	0	92	8,491,127
North Dakota	0	0	0	0	1	45,169	0	0	2	189,038	0	0	0	0	3	234,207
Northern Mariana Islands	0	(54,452)	0	0	0	0	0	0	0	0	6	250,000	0	0	6	195,548
Ohio	0	0	0	0	0	0	0	0	0	0	55	1,990,246	0	0	55	1,990,246
Oklahoma	0	0	0	0	1	81,441	0	0	0	0	0	0	0	0	1	81,441
Oregon	0	0	1	74,400	0	0	0	0	0	0	0	0	0	0	1	74,400
Pennsylvania	15	3,808,000	0	0	0	0	0	0	0	0	0	0	0	0	15	3,808,000
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	1	65,000	0	0	0	0	1	27,000	0	0	2	92,000
Tennessee	0	0	0	0	0	0	4	278,000	0	0	16	332,913	0	0	20	610,913
Texas	0	0	0	0	4	178,830	0	0	0	0	0	0	0	0	4	178,830
Utah	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vermont	7	784,000	5	385,200	16	578,000	0	0	0	0	18	70,080	0	0	46	1,817,280
Virgin Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virginia	0	0	0	0	18	1,064,000	4	508,000	0	0	25	1,242,679	0	0	47	2,814,679
Washington	0	0	0	(500)	16	687,930	0	0	0	0	0	0	0	0	16	687,430
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	1	17,600	0	0	1	17,600
Wyoming	0	0	0	0	6	314,000	0	0	0	0	0	0	0	0	6	314,000
	46	\$12,017,399	17	\$1,434,923	194	\$11,450,786	10	\$1,156,663	15	\$3,727,693	368	\$15,873,886	1	\$932,142	651	\$46,593,492
	7.1		2.6		29.8		1.5		2.3		58.5		0.2	100.0		

**Table 38** FY 2011 Rural Transit Assistance Programs Obligations by State and by Activity

	TRAINING	TECHNICAL ASSISTANCE	TRANSIT RESEARCH	SUPPORT SERVICES	PROGRAM RESERVE	TOTAL	% OF TOTAL	RANK
Alabama	100,000	50,000	30,000	12,636	0	\$192,636	2.5	17
Alaska	66,420	8,303	0	8,302	0	\$83,025	1.1	45
American Samoa	0	0	0	0	0	\$0	0.0	47
Arizona	100,089	20,000	4,000	0	4,000	\$128,089	1.7	31
Arkansas	158,548	0	0	0	0	\$158,548	2.1	25
California	0	263,795	0	0	0	\$263,795	3.5	4
Colorado	242,846	0	0	0	0	\$242,846	3.2	5
Connecticut	75,000	18,374	0	0	0	\$93,374	1.2	41
Delaware	114,729	0	0	0	0	\$114,729	1.5	33
District of Columbia	0	0	0	0	0	\$0	0.0	47
Florida	194,654	0	0	0	0	\$194,654	2.6	14
Georgia	114,462	114,463	0	0	0	\$228,925	3.0	8
Guam	0	0	0	0	0	\$0	0.0	47
Hawaii	84,385	0	0	0	0	\$84,385	1.1	43
Idaho	51,117	49,500	0	0	0	\$100,617	1.3	37
Illinois	0	0	0	0	0	\$0	0.0	47
Indiana	0	204,040	0	0	0	\$204,040	2.7	10
Iowa	158,490	0	0	0	0	\$158,490	2.1	26
Kansas	21,000	6,000	17,115	97,295	0	\$141,410	1.9	28
Kentucky	182,731	5,000	0	5,000	0	\$192,731	2.5	16
Louisiana	79,777	55,000	0	30,000	0	\$164,777	2.2	24
Maine	114,594	0	0	0	0	\$114,594	1.5	34
Maryland	45,544	10,000	0	61,489	0	\$117,033	1.5	32
Massachusetts	72,186	10,000	0	20,000	0	\$102,186	1.3	36
Michigan	238,397	0	0	0	0	\$238,397	3.1	7
Minnesota	179,987	0	0	0	0	\$179,987	2.4	20
Mississippi	141,000	35,718	0	0	0	\$176,718	2.3	21
Missouri	0	194,256	0	0	0	\$194,256	2.5	15
Montana	36,226	63,248	0	0	0	\$99,474	1.3	38
Nebraska	0	0	0	0	0	\$0	0.0	47
Nevada	41,398	40,000	0	0	0	\$81,398	1.1	46
New Hampshire	172,921	8,000	0	20,000	0	\$200,921	2.6	11
New Jersey	86,000	112,494	0	0	0	\$198,494	2.6	12
New Mexico	40,000	0	0	74,374	0	\$114,374	1.5	35
New York	216,835	20,000	0	5,000	0	\$241,835	3.2	6
North Carolina	95,004	0	0	0	0	\$95,004	1.2	39
North Dakota	66,427	0	0	20,000	0	\$86,427	1.1	42
Northern Mariana Islands	0	0	0	0	0	\$0	0.0	47
Ohio	20,000	253,592	0	0	0	\$273,592	3.6	3
Oklahoma	126,514	40,000	0	0	0	\$166,514	2.2	23
Oregon	124,500	15,088	0	0	0	\$139,588	1.8	29
Pennsylvania	185,048	0	0	90,000	0	\$275,048	3.6	2
Puerto Rico	0	0	0	0	0	\$0	0.0	47
Rhode Island	0	0	0	0	0	\$0	0.0	47
South Carolina	124,496	43,838	0	7,014	0	\$175,348	2.3	22
South Dakota	93,914	0	0	0	0	\$93,914	1.2	40
Tennessee	19,000	186,610	0	0	0	\$205,610	2.7	9
Texas	377,537	0	0	0	0	\$377,537	5.0	1
Utah	0	0	0	0	0	\$0	0.0	47
Vermont	104,000	50,999	0	27,206	0	\$182,205	2.4	19
Virginia	152,064	35,000	0	0	0	\$187,064	2.5	18
Virgin Islands	0	0	0	0	0	\$0	0.0	47
Washington	49,024	49,024	0	49,025	0	\$147,073	1.9	27
West Virginia	63,464	64,895	0	4,000	0	\$132,359	1.7	30
Wisconsin	109,000	52,400	0	31,000	2,714	\$195,114	2.6	13
Wyoming	32,579	20,078	0	31,328	0	\$83,985	1.1	44
<b>TOTAL</b>	\$4,871,907	\$2,099,715	\$51,115	\$593,669	\$6,714	\$7,623,120	100.0	
<b>Percent by Type</b>	63.9	27.5	0.7	7.8	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 TANF and WIA.

In FY 2011, \$164.1 million was made available for the JARC program. During FY 2011, funds totaling \$149 million were obligated under the 5316 program.



**Table 39** FY 2011 Job Access/Reverse Commute Obligations

Population Group	Operating			Planning			Total		
	Capital	Operating	%	Planning	Total	%	Planning	Total	%
Over 1,000,000	23,587,331	\$39,820,852	43.8	\$1,854,965	\$65,263,148	43.8	\$1,854,965	\$65,263,148	43.8
200,000 - 1,000,000	5,715,389	24,999,675	20.8	205,233	30,920,297	20.8	205,233	30,920,297	20.8
50,000 - 200,000	5,794,135	12,252,562	12.2	86,500	18,133,197	12.2	86,500	18,133,197	12.2
Under 50,000	10,462,124	24,100,439	23.3	112,734	34,675,297	23.3	112,734	34,675,297	23.3
<b>TOTAL</b>	<b>\$45,558,979</b>	<b>\$101,173,528</b>	<b>100.0</b>	<b>\$2,259,432</b>	<b>\$148,991,939</b>	<b>100.0</b>	<b>\$2,259,432</b>	<b>\$148,991,939</b>	<b>100.0</b>
<b>% of Total</b>	<b>30.6</b>	<b>67.9</b>		<b>1.5</b>	<b>100.0</b>		<b>1.5</b>	<b>100.0</b>	

**Table 40** FY 2011 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	0	0	0	0	0	0	0	0	0	0	0	0
35 ft bus	0	0	0	0	303,600	1	0	0	303,600	1	0	1
30 ft bus	0	0	0	0	649,327	3	460,150	5	1,109,477	8	0	8
< 30 ft bus	112,000	2	186,880	3	208,954	7	1,115,832	17	1,623,666	29	0	29
vans	0	0	0	0	0	0	0	0	0	0	0	0
sedan / station wago	322,640	10	510,370	13	868,596	57	1,705,574	58	3,407,180	138	0	138
bus trolley	484,430	192	0	0	0	0	25,600	1	510,030	193	0	193
<b>Total</b>	<b>\$919,070</b>	<b>204</b>	<b>\$697,250</b>	<b>16</b>	<b>\$2,030,477</b>	<b>68</b>	<b>\$3,307,156</b>	<b>81</b>	<b>\$6,953,953</b>	<b>369</b>	<b>\$6,953,953</b>	<b>369</b>
<b>% of Total (dollars)</b>	<b>13.2</b>	<b>55.3</b>	<b>10.0</b>	<b>4.3</b>	<b>29.2</b>	<b>18.4</b>	<b>47.6</b>	<b>22.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table 41** Job Access/Reverse Commute Obligations in FY 2011 by State and by Category

STATE	CAPITAL	PLANNING	OPERATING	TOTAL	% OF TOTAL	RANK	% Cap.	% Pla.	% Op.
Alabama	\$225,330	\$0	\$1,916,543	\$2,141,873	1.4	26	10.5	0.0	89.5
Alaska	256,267	0	84,858	341,125	0.2	40	75.1	0.0	24.9
American Samoa	0	0	0	0	0.0	49	0.0	0.0	0.0
Arizona	951,004	0	1,605,651	2,556,655	1.7	22	37.2	0.0	62.8
Arkansas	596,424	0	1,997,752	2,594,176	1.7	20	23.0	0.0	77.0
California	5,379,947	1,790,081	12,910,267	20,080,295	13.5	1	26.8	8.9	64.3
Colorado	45,078	32,740	1,323,160	1,400,978	0.9	29	3.2	2.3	94.4
Connecticut	0	0	0	0	0.0	49	0.0	0.0	0.0
Delaware	0	0	338,210	338,210	0.2	41	0.0	0.0	100.0
District of Columbia	2,146,959	0	1,823,336	3,970,295	2.7	11	54.1	0.0	45.9
Florida	762,250	0	6,888,801	7,651,051	5.1	5	10.0	0.0	90.0
Georgia	1,339,531	0	3,525,753	4,865,284	3.3	9	27.5	0.0	72.5
Guam	0	0	0	0	0.0	49	0.0	0.0	0.0
Hawaii	436,988	0	105,536	542,524	0.4	36	80.5	0.0	19.5
Idaho	130,355	0	0	130,355	0.1	48	100.0	0.0	0.0
Illinois	1,303,231	0	2,054,787	3,358,018	2.3	15	38.8	0.0	61.2
Indiana	849,879	0	1,776,613	2,626,492	1.8	18	32.4	0.0	67.6
Iowa	0	0	256,161	256,161	0.2	45	0.0	0.0	100.0
Kansas	686,821	0	329,741	1,016,562	0.7	31	67.6	0.0	32.4
Kentucky	749,356	61,710	2,699,943	3,511,009	2.4	13	21.3	1.8	76.9
Louisiana	297,990	0	3,066,773	3,364,763	2.3	14	8.9	0.0	91.1
Maine	0	0	647,074	647,074	0.4	34	0.0	0.0	100.0
Maryland	2,072,236	0	1,467,287	3,539,523	2.4	12	58.5	0.0	41.5
Massachusetts	860,986	0	3,702,557	4,563,543	3.1	10	18.9	0.0	81.1
Michigan	0	0	577,504	577,504	0.4	35	0.0	0.0	100.0
Minnesota	260,947	0	2,352,726	2,613,673	1.8	19	10.0	0.0	90.0
Mississippi	129,884	0	544,334	674,218	0.5	33	19.3	0.0	80.7
Missouri	0	0	341,153	341,153	0.2	39	0.0	0.0	100.0
Montana	27,683	0	276,826	304,509	0.2	42	9.1	0.0	90.9
Nebraska	292,039	0	450,774	742,813	0.5	32	39.3	0.0	60.7
Nevada	29,384	0	1,856,145	1,885,529	1.3	27	1.6	0.0	98.4
New Hampshire	0	0	0	0	0.0	49	0.0	0.0	0.0
New Jersey	0	0	0	0	0.0	49	0.0	0.0	0.0
New Mexico	102,096	0	1,164,752	1,266,848	0.9	30	8.1	0.0	91.9
New York	6,177,044	0	1,496,076	7,673,120	5.2	4	80.5	0.0	19.5
North Carolina	1,702,521	0	4,214,926	5,917,447	4.0	7	28.8	0.0	71.2
North Dakota	60,000	0	478,750	538,750	0.4	37	11.1	0.0	88.9
Northern Mariana Islands	0	0	0	0	0.0	49	0.0	0.0	0.0
Ohio	1,715,602	3,830	6,326,131	8,045,563	5.4	3	21.3	0.0	78.6
Oklahoma	388,959	0	2,877,373	3,266,332	2.2	16	11.9	0.0	88.1
Oregon	321,091	0	1,925,735	2,246,826	1.5	24	14.3	0.0	85.7
Pennsylvania	1,874,279	0	3,985,621	5,859,900	3.9	8	32.0	0.0	68.0
Puerto Rico	185,737	0	205,200	390,937	0.3	38	0.0	0.0	0.0
Rhode Island	0	0	0	0	0.0	49	0.0	0.0	0.0
South Carolina	518,041	0	968,707	1,486,748	1.0	28	34.8	0.0	65.2
South Dakota	0	0	167,773	167,773	0.1	47	0.0	0.0	0.0
Tennessee	114,880	0	2,044,192	2,159,072	1.4	25	5.3	0.0	94.7
Texas	8,343,732	260,429	9,409,126	18,013,287	12.1	2	46.3	1.4	52.2
Utah	970,093	0	1,364,390	2,334,483	1.6	23	41.6	0.0	58.4
Vermont	0	0	239,456	239,456	0.2	46	0.0	0.0	100.0
Virginia	625,132	110,642	1,823,196	2,558,970	1.7	21	24.4	4.3	71.2
Virgin Islands	0	0	0	0	0.0	49	0.0	0.0	0.0
Washington	1,116,832	0	5,577,293	6,694,125	4.5	6	16.7	0.0	83.3
West Virginia	0	0	289,200	289,200	0.2	44	0.0	0.0	100.0
Wisconsin	1,363,594	0	1,545,906	2,909,500	2.0	17	46.9	0.0	53.1
Wyoming	148,777	0	149,460	298,237	0.2	43	49.9	0.0	50.1
<b>TOTAL</b>	<b>\$45,558,979</b>	<b>\$2,259,432</b>	<b>\$101,173,528</b>	<b>\$148,991,939</b>	<b>100.0</b>		<b>30.6</b>	<b>1.5</b>	<b>67.9</b>
<i>Percent of Total</i>	<i>30.6</i>	<i>1.5</i>	<i>67.9</i>	<i>100.0</i>					

**Table 42** FY 2011 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS						TOTAL	% of Total
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %		
<b>OVER 1,000,000</b>								
Atlanta, GA	\$29,704	2.7	0	0.0	\$1,050,790	97.3	\$1,080,494	0.7
Baltimore, MD	1,280,239	56.0	0	0.0	1,006,997	44.0	2,287,236	1.5
Boston, MA--NH--RI	860,986	30.6	0	0.0	1,953,237	69.4	2,814,223	1.9
Chicago, IL-IN	1,335,231	37.0	0	0.0	2,276,432	63.0	3,611,663	2.4
Cincinnati, OH-KY-IN	0	0.0	61,710	0.0	232,144	0.0	293,854	0.2
Cleveland, OH	0	0.0	3,830	0.0	2,034,466	0.0	2,038,296	1.4
Columbus, OH	0	0.0	0	0.0	653,898	100.0	653,898	0.4
Dallas--Fort Worth--Arlington, TX	0	0.0	0	0.0	1,297,390	100.0	1,297,390	0.9
Denver--Aurora, CO	0	0.0	0	0.0	893,771	100.0	893,771	0.6
Houston, TX	4,637,624	91.5	0	0.0	431,611	8.5	5,069,235	3.4
Indianapolis, IN	682,847	55.0	0	0.0	559,821	45.0	1,242,668	0.8
Las Vegas, NV	0	0.0	0	0.0	1,565,014	100.0	1,565,014	1.1
Los Angeles--Long Beach--Santa Ana, CA	2,299,015	0.0	1,582,417	0.0	2,299,588	0.0	6,181,020	4.1
Milwaukee, WI	877,165	42.7	0	0.0	1,175,470	57.3	2,052,635	1.4
Minneapolis--St. Paul, MN	0	0.0	0	0.0	1,716,226	100.0	1,716,226	1.2
New Orleans, LA	0	0.0	0	0.0	1,099,988	100.0	1,099,988	0.7
New York--Newark, NY-NJ-CT	5,948,062	100.0	0	0.0	0	0.0	5,948,062	4.0
Orlando, FL	144,038	10.0	0	0.0	1,296,339	90.0	1,440,377	1.0
Philadelphia, PA-NJ-DE-MD	87,145	3.5	0	0.0	2,419,129	96.5	2,506,274	1.7
Pittsburgh, PA	155,316	11.6	0	0.0	1,180,096	88.4	1,335,412	0.9
Portland, OR-WA	9,435	0.0	0	0.0	1,507,833	0.0	1,517,268	1.0
Providence, RI-MA	0	0.0	0	0.0	66,229	100.0	66,229	0.0
Riverside--San Bernardino, CA	890,008	0.0	96,366	0.0	406,024	0.0	1,392,398	0.9
Sacramento, CA	29,581	3.0	0	0.0	956,458	97.0	986,039	0.7
San Antonio, TX	0	0.0	0	0.0	2,204,636	100.0	2,204,636	1.5
San Diego, CA	524,139	35.9	0	0.0	935,307	64.1	1,459,446	1.0
San Francisco--Oakland, CA	0	0.0	0	0.0	1,762,120	100.0	1,762,120	1.2
San Jose, CA	88,541	11.5	0	0.0	683,189	88.5	771,730	0.5
San Juan, PR	185,737	47.5	0	0.0	205,200	52.5	390,937	0.3
Seattle, WA	770,782	30.6	0	0.0	1,750,804	69.4	2,521,586	1.7
Tampa--St. Petersburg, FL	338,137	20.4	0	0.0	1,316,243	79.6	1,654,380	1.1
Virginia Beach, VA	266,640	18.5	110,642	7.7	1,061,066	73.8	1,438,348	1.0
Washington, DC-VA-MD	2,146,959	54.1	0	0.0	1,823,336	45.9	3,970,295	2.7
<b>SUBTOTAL</b>	<b>23,587,331</b>	<b>36.1</b>	<b>1,854,965</b>	<b>2.8</b>	<b>39,820,852</b>	<b>61.0</b>	<b>65,263,148</b>	<b>43.8</b>
<b>200,000 - 1,000,000</b>								
Akron, OH	280,206	43.5	0	0.0	364,000	56.5	644,206	0.4
Allentown--Bethlehem, PA-NJ	68,193	27.1	0	0.0	183,442	72.9	251,635	0.2
Anchorage, AK	107,598	100.0	0	0.0	0	0.0	107,598	0.1
Ann Arbor, MI	0	0.0	0	0.0	312,367	100.0	312,367	0.2
Antioch, CA	0	0.0	0	0.0	125,397	0.0	125,397	0.1
Asheville, NC	23,432	9.1	0	0.0	234,324	90.9	257,756	0.2
Austin, TX	359,779	60.8	0	0.0	231,686	39.2	591,465	0.4
Bakersfield, CA	0	0.0	0	0.0	363,443	100.0	363,443	0.2
Barnstable Town, MA	0	0.0	0	0.0	117,711	0.0	117,711	0.1
Baton Rouge, LA	77,262	10.0	0	0.0	695,362	90.0	772,624	0.5
Birmingham, AL	225,330	47.2	0	0.0	251,977	52.8	477,307	0.3
Boise City, ID	130,355	100.0	0	0.0	0	0.0	130,355	0.1
Buffalo, NY	228,982	35.3	0	0.0	420,572	64.7	649,554	0.4
Canton, OH	0	0.0	0	0.0	79,612	100.0	79,612	0.1
Charleston--North Charleston, SC	25,724	0.0	0	0.0	255,841	0.0	281,565	0.2
Charlotte, NC-SC	0	0.0	0	0.0	782,736	100.0	782,736	0.5
Chattanooga, TN-GA	0	0.0	0	0.0	442,787	0.0	442,787	0.3
Colorado Springs, CO	34,087	8.6	32,740	8.2	330,468	83.2	397,295	0.3
Concord, CA	0	0.0	0	0.0	148,919	0.0	148,919	0.1
Corpus Christi, TX	0	0.0	0	0.0	268,754	100.0	268,754	0.2
Dayton, OH	67,426	0.0	0	0.0	604,620	0.0	672,046	0.5
Denton--Lewisville, TX	0	0.0	61,195	0.0	0	0.0	61,195	0.0
Des Moines, IA	0	0.0	0	0.0	163,048	100.0	163,048	0.1
Durham, NC	72,320	0.0	0	0.0	266,484	0.0	338,804	0.2
Eugene, OR	291,656	163.6	0	0.0	(113,384)	(63.6)	178,272	0.1
Evansville, IN-KY	79,714	38.2	0	0.0	129,136	61.8	208,850	0.1
Flint, MI	0	0.0	0	0.0	265,137	100.0	265,137	0.2
Fort Collins, CO	10,991	0.0	0	0.0	98,921	0.0	109,912	0.1
Fort Wayne, IN	55,318	0.0	0	0.0	553,174	0.0	608,492	0.4
Fresno, CA	0	0.0	0	0.0	882,062	100.0	882,062	0.6

**Table 42 (cont.)** FY 2011 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS						TOTAL	% of Total
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %		
Greensboro, NC	14,808	6.8	0	0.0	203,655	93.2	218,463	0.1
Gulfport--Biloxi, MS	15,000	4.9	0	0.0	291,021	95.1	306,021	0.2
Honolulu, HI	396,817	100.0	0	0.0	0	0.0	396,817	0.3
Indio--Cathedral City--Palm Springs, CA	14,496	3.3	33,499	7.7	386,343	88.9	434,338	0.3
Jacksonville, FL	103,729	0.0	0	0.0	1,023,370	0.0	1,127,099	0.8
Knoxville, TN	53,899	10.0	0	0.0	485,092	90.0	538,991	0.4
Lancaster--Palmdale, CA	0	0.0	41,938	100.0	0	0.0	41,938	0.0
Lexington-Fayette, KY	0	0.0	0	0.0	327,945	100.0	327,945	0.2
Lincoln, NE	12,039	2.6	0	0.0	450,774	97.4	462,813	0.3
Little Rock, AR	111,096	23.4	0	0.0	362,939	76.6	474,035	0.3
Lubbock, TX	0	0.0	0	0.0	183,165	0.0	183,165	0.1
Madison, WI	150,172	0.0	0	0.0	36,846	0.0	187,018	0.1
McAllen, TX	372,517	18.9	0	0.0	1,593,615	81.1	1,966,132	1.3
Memphis, TN-MS-AR	0	0.0	0	0.0	1,100,000	100.0	1,100,000	0.7
Mission Viejo, CA	148,457	100.0	0	0.0	0	0.0	148,457	0.1
Modesto, CA	361,253	130.5	27,674	10.0	(112,194)	(40.5)	276,733	0.2
Nashville-Davidson, TN	60,981	14.3	0	0.0	366,313	85.7	427,294	0.3
Ogden-Layton, UT	102,103	31.7	0	0.0	219,805	68.3	321,908	0.2
Oklahoma City, OK	56,969	0.0	0	0.0	512,725	0.0	569,694	0.4
Omaha, NE-IA	280,000	100.0	0	0.0	0	0.0	280,000	0.2
Oxnard, CA	34,738	10.5	0	0.0	296,201	89.5	330,939	0.2
Palm Bay--Melbourne, FL	0	0.0	0	0.0	506,979	100.0	506,979	0.3
Port St. Lucie, FL	21,351	16.7	0	0.0	106,756	83.3	128,107	0.1
Provo--Orem, UT	156,872	40.1	0	0.0	234,081	59.9	390,953	0.3
Raleigh, NC	117,400	43.9	0	0.0	150,000	56.1	267,400	0.2
Reno, NV	29,384	10.8	0	0.0	242,883	89.2	272,267	0.2
Richmond, VA	85,226	0.0	0	0.0	0	0.0	85,226	0.1
Rochester, NY	0	0.0	0	0.0	792,708	100.0	792,708	0.5
Rockford, IL	0	0.0	0	0.0	199,208	0.0	199,208	0.1
Round Lake Beach--McHenry--Grayslake, IL	0	0.0	0	0.0	113,629	100.0	113,629	0.1
Salt Lake City, UT	117,103	15.2	0	0.0	651,549	84.8	768,652	0.5
Santa Rosa, CA	0	0.0	0	0.0	155,048	0.0	155,048	0.1
Sarasota--Bradenton, FL	58,780	10.0	0	0.0	529,021	90.0	587,801	0.4
Scranton, PA	25,840	0.0	0	0.0	232,607	0.0	258,447	0.2
Shreveport, LA	0	0.0	0	0.0	255,741	100.0	255,741	0.2
Spokane, WA-ID	8,009	1.7	0	0.0	460,532	98.3	468,541	0.3
Springfield, MA-CT	0	0.0	0	0.0	643,452	0.0	643,452	0.4
Springfield, MO	0	0.0	0	0.0	151,803	100.0	151,803	0.1
Stockton, CA	69,006	10.0	0	0.0	621,063	90.0	690,069	0.5
Tallahassee, FL	17,771	10.0	0	0.0	159,937	90.0	177,708	0.1
Temecula--Murrieta, CA	0	0.0	8,187	3.6	221,582	96.4	229,769	0.2
Thousand Oaks, CA	47,762	79.3	0	0.0	12,499	20.7	60,261	0.0
Toledo, OH-MI	182,320	56.4	0	0.0	140,860	43.6	323,180	0.2
Tucson, AZ	167,164	28.3	0	0.0	424,477	71.7	591,641	0.4
Tulsa, OK	25,408	6.4	0	0.0	373,787	93.6	399,195	0.3
Victorville--Hesperia--Apple Valley, CA	76,759	22.4	0	0.0	266,140	77.6	342,899	0.2
Wichita, KS	24,382	10.0	0	0.0	219,435	90.0	243,817	0.2
Winston-Salem, NC	0	0.0	0	0.0	129,000	100.0	129,000	0.1
Worcester, MA-CT	0	0.0	0	0.0	302,040	100.0	302,040	0.2
Youngstown, OH-PA	57,405	0.0	0	0.0	516,647	0.0	574,052	0.4
<b>SUBTOTAL</b>	<b>5,715,389</b>	<b>18.5</b>	<b>205,233</b>	<b>0.7</b>	<b>24,999,675</b>	<b>80.9</b>	<b>30,920,297</b>	<b>20.8</b>
<b>50,000 - 200,000</b>								
Aberdeen--Havre de Grace--Bel Air, MD	0	0.0	0	0.0	116,590	0.0	116,590	0.1
Anderson, SC	270,764	100.0	0	0.0	0	0.0	270,764	0.2
Anniston, AL	0	0.0	0	0.0	45,000	100.0	45,000	0.0
Atascadero--El Paso De Robles, CA	0	0.0	0	0.0	70,500	100.0	70,500	0.0
Avondale, AZ	0	0.0	0	0.0	181,000	0.0	181,000	0.1
Bangor, ME	0	0.0	0	0.0	35,000	100.0	35,000	0.0
Bend, OR	0	0.0	0	0.0	100,000	100.0	100,000	0.1
Bowling Green, KY	0	0.0	0	0.0	336,937	0.0	336,937	0.2
Brownsville, TX	338,868	0.0	64,000	0.0	715,990	0.0	1,118,858	0.8
Burlington, VT	0	0.0	0	0.0	239,456	100.0	239,456	0.2
Casper, WY	134,456	65.9	0	0.0	69,500	34.1	203,956	0.1
Concord, NC	166,302	63.6	0	0.0	95,085	36.4	261,387	0.2
Corvallis, OR	0	0.0	0	0.0	167,447	100.0	167,447	0.1
Dothan, AL	0	0.0	0	0.0	546,006	100.0	546,006	0.4
Dover, DE	0	0.0	0	0.0	60,263	0.0	60,263	0.0
Dubuque, IA-IL	0	0.0	0	0.0	20,057	0.0	20,057	0.0
Duluth, MN-WI	61,837	22.1	0	0.0	218,415	77.9	280,252	0.2
Eau Claire, WI	0	0.0	0	0.0	53,000	100.0	53,000	0.0
Erie, PA	122,234	71.0	0	0.0	50,000	29.0	172,234	0.1
Fargo, ND-MN	0	0.0	0	0.0	187,500	0.0	187,500	0.1

**Table 42 (cont.)** FY 2011 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS						TOTAL	% of Total
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %		
Fayetteville--Springdale, AR	84,116	0.0	0	0.0	502,007	0.0	586,123	0.4
Flagstaff, AZ	0	0.0	0	0.0	95,000	0.0	95,000	0.1
Florence, AL	0	0.0	0	0.0	152,553	100.0	152,553	0.1
Florence, SC	0	0.0	0	0.0	80,000	100.0	80,000	0.1
Fort Smith, AR-OK	33,156	8.7	0	0.0	347,719	91.3	380,875	0.3
Gilroy--Morgan Hill, CA	0	0.0	0	0.0	65,000	100.0	65,000	0.0
Grand Forks, ND-MN	0	0.0	0	0.0	160,000	0.0	160,000	0.1
Green Bay, WI	68,100	58.3	0	0.0	48,623	41.7	116,723	0.1
Hagerstown, MD-WV-PA	33,078	15.6	0	0.0	179,438	84.4	212,516	0.1
Hickory, NC	166,302	63.6	0	0.0	95,085	36.4	261,387	0.2
Janesville, WI	33,200	32.4	0	0.0	69,279	67.6	102,479	0.1
Jonesboro, AR	44,000	23.4	0	0.0	144,000	76.6	188,000	0.1
Kennewick--Richland, WA	0	0.0	0	0.0	427,678	100.0	427,678	0.3
La Crosse, WI-MN	105,020	100.0	0	0.0	0	0.0	105,020	0.1
Lake Charles, LA	0	0.0	0	0.0	100,543	0.0	100,543	0.1
Lawrence, KS	247,850	100.0	0	0.0	0	0.0	247,850	0.2
Lawton, OK	281,477	100.0	0	0.0	0	0.0	281,477	0.2
Leominster--Fitchburg, MA	0	0.0	0	0.0	150,000	100.0	150,000	0.1
Livermore, CA	0	0.0	0	0.0	150,000	100.0	150,000	0.1
Logan, UT	51,877	23.5	0	0.0	169,084	76.5	220,961	0.1
Macon, GA	0	0.0	0	0.0	622,978	100.0	622,978	0.4
Medford, OR	0	0.0	0	0.0	20,055	100.0	20,055	0.0
Midland, TX	678,749	45.8	22,500	0.0	780,225	52.7	1,481,474	1.0
Monessen, PA	680,000	0.0	0	0.0	0	0.0	680,000	0.5
Montgomery, AL	0	0.0	0	0.0	94,714	100.0	94,714	0.1
Mount Vernon, WA	0	0.0	0	0.0	230,000	0.0	230,000	0.2
Myrtle Beach, SC	0	0.0	0	0.0	204,686	100.0	204,686	0.1
Norman, OK	25,105	21.7	0	0.0	90,594	78.3	115,699	0.1
North Port--Punta Gorda, FL	0	0.0	0	0.0	31,200	0.0	31,200	0.0
Olympia--Lacey, WA	0	0.0	0	0.0	300,000	100.0	300,000	0.2
Pine Bluff, AR	34,880	80.1	0	0.0	8,679	19.9	43,559	0.0
Pittsfield, MA	0	0.0	0	0.0	326,306	0.0	326,306	0.2
Portland, ME	0	0.0	0	0.0	80,000	100.0	80,000	0.1
Portsmouth, NH-ME	0	0.0	0	0.0	48,490	100.0	48,490	0.0
Prescott, AZ	136,260	79.4	0	0.0	35,373	20.6	171,633	0.1
Rapid City, SD	0	0.0	0	0.0	59,646	0.0	59,646	0.0
Redding, CA	159,500	100.0	0	0.0	0	0.0	159,500	0.1
Roanoke, VA	0	0.0	0	0.0	145,996	0.0	145,996	0.1
Rochester, MN	0	0.0	0	0.0	75,000	100.0	75,000	0.1
Rock Hill, SC	0	0.0	0	0.0	28,800	0.0	28,800	0.0
Rocky Mount, NC	166,302	63.6	0	0.0	95,087	36.4	261,389	0.2
Salisbury, MD-DE	320,433	99.8	0	0.0	652	0.2	321,085	0.2
Sandusky, OH	657,028	0.0	0	0.0	157,684	0.0	814,712	0.5
Santa Cruz, CA	0	0.0	0	0.0	100,000	100.0	100,000	0.1
Santa Maria, CA	0	0.0	0	0.0	100,000	100.0	100,000	0.1
Seaside--Monterey--Marina, CA	0	0.0	0	0.0	340,000	100.0	340,000	0.2
Sioux City, IA-NE-SD	0	0.0	0	0.0	39,618	100.0	39,618	0.0
Springfield, OH	0	0.0	0	0.0	72,650	100.0	72,650	0.0
St. Charles, MD	56,806	100.0	0	0.0	0	0.0	56,806	0.0
St. George, UT	58,834	72.0	0	0.0	22,879	28.0	81,713	0.1
State College, PA	292,800	0.0	0	0.0	0	0.0	292,800	0.2
Sumter, SC	35,778	0.0	0	0.0	37,174	0.0	72,952	0.0
Tuscaloosa, AL	0	0.0	0	0.0	84,000	0.0	84,000	0.1
Tyler, TX	105,750	100.0	0	0.0	0	0.0	105,750	0.1
Vero Beach--Sebastian, FL	0	0.0	0	0.0	84,537	0.0	84,537	0.1
Wausau, WI	68,100	0.0	0	0.0	48,623	0.0	116,723	0.1
Weirton, WV--Steubenville, OH-PA	0	0.0	0	0.0	144,200	0.0	144,200	0.1
Wenatchee, WA	0	0.0	0	0.0	1,079,090	100.0	1,079,090	0.7
Williamsport, PA	0	0.0	0	0.0	99,222	0.0	99,222	0.1
Yakima, WA	0	0.0	0	0.0	137,649	0.0	137,649	0.1
Yuma, AZ-CA	75,173	0.0	0	0.0	183,000	0.0	258,173	0.2
SUBTOTAL	5,794,135	32.0	0	0.0	12,252,562	67.6	18,133,197	12.2

**Table 42 (cont.)** FY 2011 Job Access/Reverse Commute Obligations by Population and UZA

AREA	JOB ACCESS						TOTAL	% of Total
	CAPITAL	Cap %	PLANNING	PL %	OPERATING	Op %		
<b>Under 50,000</b>								
ALABAMA GOV APP	0	0.0	0	0.0	742,293	100.0	742,293	0.5
ALASKA GOV APP	148,669	63.7	0	0.0	84,858	36.3	233,527	0.2
ARIZONA GOV APP	572,407	45.5	0	0.0	686,801	54.5	1,259,208	0.8
ARKANSAS GOV APP	289,176	50.6	0	0.0	282,408	49.4	571,584	0.4
CALIFORNIA GOV APP	636,692	27.5	0	0.0	1,675,578	72.5	2,312,270	1.6
DELAWARE GOV APP	0	0.0	0	0.0	77,822	100.0	77,822	0.1
FLORIDA GOV APP	78,444	4.1	0	0.0	1,834,419	95.9	1,912,863	1.3
GEORGIA GOV APP	1,309,827	41.4	0	0.0	1,851,985	58.6	3,161,812	2.1
HAWAII GOV APP	40,171	27.6	0	0.0	105,536	72.4	145,707	0.1
IOWA GOV APP	0	0.0	0	0.0	33,438	100.0	33,438	0.0
KANSAS GOV APP	414,589	79.0	0	0.0	110,306	21.0	524,895	0.4
KENTUCKY GOV APP	749,356	29.4	0	0.0	1,802,917	70.6	2,552,273	1.7
LOUISIANA GOV APP	220,728	0.0	0	0.0	915,139	0.0	1,135,867	0.8
MAINE GOV APP	0	0.0	0	0.0	483,584	100.0	483,584	0.3
MARYLAND GOV APP	362,199	68.9	0	0.0	163,610	31.1	525,809	0.4
MASSACHUSETTS GOV APP	0	0.0	0	0.0	143,582	100.0	143,582	0.1
MINNESOTA GOV APP	260,947	41.4	0	0.0	370,000	58.6	630,947	0.4
MISSISSIPPI GOV APP	114,884	31.2	0	0.0	253,313	68.8	368,197	0.2
MISSOURI GOV APP	0	0.0	0	0.0	189,350	100.0	189,350	0.1
MONTANA GOV APP	27,683	9.1	0	0.0	276,826	90.9	304,509	0.2
NEVADA GOV APP	0	0.0	0	0.0	48,248	100.0	48,248	0.0
NEW MEXICO GOV APP	102,096	8.1	0	0.0	1,164,752	91.9	1,266,848	0.9
NEW YORK GOV APP	0	0.0	0	0.0	282,796	100.0	282,796	0.2
NORTH CAROLINA GOV APP	975,655	0.0	0	0.0	2,163,470	0.0	3,139,125	2.1
NORTH DAKOTA GOV APP	60,000	31.4	0	0.0	131,250	68.6	191,250	0.1
OHIO GOV APP	471,217	21.7	0	0.0	1,701,694	78.3	2,172,911	1.5
OKLAHOMA GOV APP	0	0.0	0	0.0	1,900,267	100.0	1,900,267	1.3
OREGON GOV APP	20,000	4.8	0	0.0	396,505	95.2	416,505	0.3
PENNSYLVANIA GOV APP	462,232	95.6	0	0.0	21,250	4.4	483,482	0.3
SOUTH CAROLINA GOV APP	185,775	33.9	0	0.0	362,206	66.1	547,981	0.4
SOUTH DAKOTA GOV APP	0	0.0	0	0.0	108,127	100.0	108,127	0.1
TEXAS GOV APP	1,850,445	50.5	112,734	3.1	1,702,054	46.4	3,665,233	2.5
UTAH GOV APP	483,304	0.0	0	0.0	66,992	0.0	550,296	0.4
VIRGINIA GOV APP	273,266	30.7	0	0.0	616,134	69.3	889,400	0.6
WASHINGTON GOV APP	338,041	24.6	0	0.0	1,038,819	75.4	1,376,860	0.9
WEST VIRGINIA GOV APP	0	0.0	0	0.0	145,000	0.0	145,000	0.1
WISCONSIN GOV APP	0	0.0	0	0.0	87,150	100.0	87,150	0.1
WYOMING GOV APP	14,321	0.0	0	0.0	79,960	0.0	94,281	0.1
<b>SUBTOTAL</b>	<b>10,462,124</b>	<b>30.2</b>	<b>\$112,734</b>	<b>0.3</b>	<b>24,100,439</b>	<b>69.5</b>	<b>34,675,297</b>	<b>23.3</b>
<b>TOTAL</b>	<b>\$45,558,979</b>		<b>\$2,172,932</b>		<b>\$101,173,528</b>		<b>\$148,991,939</b>	<b>100.0</b>

**Table 43** FY 2011 Job Access/Reverse Commute Obligations for Vehicles

TABLE 43 FY 2011 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 2011 VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Alabama	0	0	0	0	0	0	0	0	0	0	3	177,600	0	0	0	0	3	177,600
Alaska	0	0	0	0	0	0	0	0	0	0	1	26,509	0	0	0	0	1	26,509
Arizona	0	0	0	0	0	0	1	108,000	0	0	13	314,800	0	0	0	0	14	422,800
Arkansas	0	0	0	0	0	0	5	216,391	0	0	7	330,816	0	0	0	0	13	547,207
California	0	0	0	0	3	150,150	2	311,040	0	0	2	52,500	0	0	0	0	7	513,690
Colorado	0	0	0	0	0	0	0	0	0	0	1	34,087	0	0	0	0	1	34,087
District of Columbia	0	0	0	0	0	0	0	0	0	0	0	0	192	484,430	0	0	192	484,430
Florida	0	0	0	0	0	0	0	0	0	0	0	56,000	0	0	0	0	0	56,000
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	1	25,600	0	0	1	25,600
Indiana	0	0	0	0	0	0	0	0	0	0	1	66,400	0	0	0	0	1	66,400
Kansas	0	0	0	0	1	247,850	0	0	0	0	5	224,212	0	0	0	0	6	472,062
Kentucky	0	0	0	0	0	0	1	54,947	0	0	19	576,809	0	0	0	0	20	631,756
Maryland	0	0	0	0	0	0	0	0	0	0	2	64,000	0	0	0	0	2	64,000
Mississippi	0	0	0	0	0	0	1	51,516	0	0	2	38,280	0	0	0	0	3	89,796
North Carolina	0	0	0	0	0	0	4	141,600	0	0	47	517,520	0	0	0	0	51	659,120
North Dakota	0	0	0	0	0	0	1	48,000	0	0	0	0	0	0	0	0	1	48,000
Ohio	0	0	0	0	0	0	2	84,960	0	0	3	71,360	0	0	0	0	6	459,920
Oklahoma	0	0	0	0	1	281,477	0	0	0	0	0	0	0	0	0	0	1	281,477
Pennsylvania	0	0	0	0	0	0	2	122,234	0	0	18	458,000	0	0	0	0	20	580,234
Puerto Rico	0	0	0	0	0	0	2	112,000	0	0	0	0	0	0	0	0	2	112,000
South Carolina	0	0	0	0	0	0	1	35,778	0	0	0	0	0	0	0	0	1	35,778
Texas	0	0	0	0	2	310,000	6	337,200	0	0	3	106,047	0	0	0	0	11	753,247
Virginia	0	0	0	0	0	0	0	0	0	0	10	266,640	0	0	0	0	10	266,640
Washington	0	0	0	0	0	0	0	0	0	0	1	25,600	0	0	0	0	1	25,600
Wyoming	0	0	0	0	1	120,000	0	0	0	0	0	0	0	0	0	0	1	120,000
<b>TOTAL</b>	<b>0</b>	<b>\$0</b>	<b>1</b>	<b>\$303,600</b>	<b>8</b>	<b>\$1,109,477</b>	<b>29</b>	<b>\$1,623,666</b>	<b>0</b>	<b>\$0</b>	<b>138</b>	<b>\$3,407,180</b>	<b>193</b>	<b>\$510,030</b>	<b>0</b>	<b>\$0</b>	<b>369</b>	<b>6,953,953</b>
% of Vehicles by Type	0.0		0.3		2.2		7.9		0.0		37.4		52.3		0.0		100.0	

## 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 2011, 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 \$15.4 million 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 \$15.2 million 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 2011 Over-the-Road Bus Program Obligations

State	Recipient Name	Acquire ADA Vehicle Equipment (\$)	Rehab/Renovate ADA Vehicle Equipment (\$)	Training (\$)	Other (\$)	Total
Arkansas	MHCS	26,500	0	0	0	26,500
California	AMERICANSTAGE	45,000	0	0	0	45,000
California	EL CAMINO	28,800	0	6,328	0	35,128
California	SSI	163,890	0	0	0	163,890
California	SSL	45,000	0	0	0	45,000
Connecticut	DATTCO	90,000	0	0	0	90,000
Illinois	CCLI	45,000	0	0	0	45,000
Illinois	MEGABUS	420,000	0	0	0	420,000
Illinois	PCLI	315,650	315,650	2,000	0	633,300
Illinois	VBLI	55,840	0	4,500	0	60,340
Louisiana	CALCO	45,000	0	0	0	45,000
Louisiana	HCI	45,000	0	0	0	45,000
Maine	CYR BUS	32,928	0	0	0	32,928
Maryland	BJS	45,000	0	0	0	45,000
Maryland	BKCI	33,000	0	550	0	33,550
Massachusetts	BBC	45,000	0	0	0	45,000
Massachusetts	CCC	45,000	0	0	0	45,000
Massachusetts	FOX	45,000	0	0	0	45,000
Massachusetts	PB	50,400	0	0	0	50,400
Massachusetts	PPBL	609,480	0	4,500	0	613,980
Michigan	ITI	45,000	0	0	0	45,000
Nebraska	BIASL	76,731	0	4,500	0	81,231
Nevada	RE	135,000	0	0	0	135,000
New Hampshire	C & J	56,448	0	0	0	56,448
New Hampshire	DTCI	232,592	0	2,500	0	235,092
New Jersey	DBL	75,600	0	4,500	0	80,100
New Jersey	ROSSMEYER & WEBER	45,000	0	0	0	45,000
New Jersey	SCSI	45,000	0	0	0	45,000
New Mexico	IBL/ABA	204,964	0	2,250	0	207,214
New York	ADIRONDACK TRAILWAYS	567,000	0	0	0	567,000
New York	BBTI	45,000	0	0	0	45,000
New York	BCI	45,000	0	0	0	45,000
New York	HJI	0	308,321	3,096	0	311,417
New York	LEPRECHAUN	45,000	0	0	0	45,000
New York	OCC	45,000	0	0	0	45,000
New York	PT	45,000	0	0	0	45,000
New York	SKYLINERBUS	45,000	0	0	0	45,000
New York	UPSTATE TOURS	45,000	0	0	0	45,000
New York	WADE	45,000	0	0	0	45,000
New York	YANKEE	45,000	0	0	0	45,000
Oklahoma	RED CARPET	90,000	0	0	0	90,000
Oklahoma Total		90,000	0	0	0	90,000
Pennsylvania	ECC	0	45,000	0	0	45,000
Pennsylvania	ECI	16,650	0	4,500	0	21,150
Pennsylvania	FABCO	0	228,060	4,500	0	232,560
Pennsylvania	ODAIACT	45,000	0	0	0	45,000
Pennsylvania	STC	0	187,110	0	0	187,110
Pennsylvania	SUN COACH	45,000	0	0	0	45,000
Rhode Island	BONANZA LINES	341,320	0	9,000	0	350,320
Texas	ALLIANCE	45,000	0	1,985	0	46,985
Texas	AMERICANOS USA	2,744,794	0	0	0	2,744,794
Texas	AUTOBUSES	90,000	0	0	0	90,000
Texas	CBCI	45,000	0	0	0	45,000
Texas	EL EXPRESO	45,000	0	0	0	45,000
Texas	GCTI	90,000	0	0	0	90,000
Texas	GREYHOUND	5,250,000	0	0	0	5,250,000
Texas	KERRVILLE	76,950	0	0	0	76,950
Texas	SS&C	45,000	0	0	0	45,000
Texas	VTCI	776,740	0	0	0	776,740
Virginia	FUN TOURS	45,000	0	0	0	45,000
Virginia	HTI	0	45,000	0	0	45,000
Virginia	VTI	0	45,000	0	0	45,000
Washington	NWSL	0	25,200	0	69,300	94,500
Washington	STARLINE	0	0	0	45,000	45,000
<b>Grand Total</b>		<b>14,001,277</b>	<b>1,199,341</b>	<b>54,709</b>	<b>114,300</b>	<b>15,369,627</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 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 MPO to support the costs of preparing LRTPs and financially-feasible TIPs, required as a condition of obtaining Federal transit funding.

In FY 2011, FTA obligated almost \$ 168 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 2011, FTA obligated almost \$90.5 million for statewide planning.

**Table 45** FY 2011 Obligations for Metropolitan/Statewide Planning and Research

STATE	METROPOLITAN PLANNING PROGRAM Section 5303	STATEWIDE PLANNING PROGRAM SECTION 5304	Total
Alabama	\$0	\$0	\$0
Alaska	474,035	0	\$474,035
American Samoa	0	0	\$0
Arizona	2,084,681	160,000	\$2,244,681
Arkansas	0	2,124,562	\$2,124,562
California	17,519,065	65,406,919	\$82,925,984
Colorado	344,960	190,213	\$535,173
Connecticut	0	0	\$0
Delaware	0	0	\$0
District of Columbia	0	0	\$0
Florida	7,409,137	0	\$7,409,137
Georgia	2,708,193	0	\$2,708,193
Guam	0	0	\$0
Hawaii	572,398	0	\$572,398
Idaho	99,255	0	\$99,255
Illinois	6,123,567	0	\$6,123,567
Indiana	0	0	\$0
Iowa	0	3,882,556	\$3,882,556
Kansas	0	2,343,712	\$2,343,712
Kentucky	665,548	0	\$665,548
Louisiana	1,171,306	0	\$1,171,306
Maine	0	0	\$0
Maryland	0	0	\$0
Massachusetts	3,296,912	0	\$3,296,912
Michigan	2,969,547	0	\$2,969,547
Minnesota	0	5,594,016	\$5,594,016
Mississippi	897,741	0	\$897,741
Missouri	299,048	6,764,845	\$7,063,893
Montana	414,961	0	\$414,961
Nebraska	496,615	0	\$496,615
Nevada	2,546,066	0	\$2,546,066
New Hampshire	0	0	\$0
New Jersey	0	0	\$0
New Mexico	947,015	0	\$947,015
New York	9,665,435	0	\$9,665,435
North Carolina	0	0	\$0
North Dakota	0	2,264,565	\$2,264,565
Northern Mariana Islands	0	0	\$0
Ohio	1,833,756	0	\$1,833,756
Oklahoma	684,087	0	\$684,087
Oregon	1,022,710	0	\$1,022,710
Pennsylvania	0	0	\$0
Puerto Rico	1,890,996	0	\$1,890,996
Rhode Island	0	0	\$0
South Carolina	0	0	\$0
South Dakota	0	0	\$0
Tennessee	0	0	\$0
Texas	8,350,310	0	\$8,350,310
Utah	0	0	\$0
Vermont	160,000	0	\$160,000
Virginia	2,440,032	0	\$2,440,032
Virgin Islands	0	0	\$0
Washington	0	0	\$0
West Virginia	0	0	\$0
Wisconsin	270,800	0	\$270,800
Wyoming	0	1,770,423	\$1,770,423
<b>Total</b>	<b>\$77,358,176</b>	<b>\$90,501,811</b>	<b>\$167,859,987</b>
<b>Percent</b>	<b>46.1</b>	<b>53.9</b>	<b>100.0</b>

## 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 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 2011, \$28.1 million was obligated for Alternative Analysis projects.

**Table 46** FY 2011 Obligations for Alternative Analysis

STATE	TOTAL OBLIGATION AMOUNT	% of Total
Alabama	0	0.0
Alaska	0	0.0
American Samoa	0	0.0
Arizona	2,350,000	8.3
Arkansas	0	0.0
California	2,427,500	8.6
Colorado	2,000,000	7.1
Connecticut	0	0.0
Delaware	0	0.0
District of Columbia	0	0.0
Florida	825,000	2.9
Georgia	1,960,000	7.0
Guam	0	0.0
Hawaii	0	0.0
Idaho	0	0.0
Illinois	1,600,000	5.7
Indiana	0	0.0
Iowa	0	0.0
Kansas	0	0.0
Kentucky	0	0.0
Louisiana	0	0.0
Maine	0	0.0
Maryland	0	0.0
Massachusetts	0	0.0
Michigan	0	0.0
Minnesota	2,080,000	7.4
Mississippi	1,140,000	4.0
Missouri	1,800,000	6.4
Montana	0	0.0
Nebraska	0	0.0
Nevada	0	0.0
New Hampshire	1,900,000	6.7
New Jersey	0	0.0
New Mexico	0	0.0
New York	2,500,000	8.9
North Carolina	0	0.0
North Dakota	0	0.0
Northern Mariana Islands	0	0.0
Ohio	300,000	1.1
Oklahoma	0	0.0
Oregon	0	0.0
Pennsylvania	360,000	1.3
Puerto Rico	0	0.0
Rhode Island	160,000	0.6
South Carolina	0	0.0
South Dakota	0	0.0
Tennessee	1,180,000	4.2
Texas	3,575,000	12.7
Utah	0	0.0
Vermont	0	0.0
Virginia	0	0.0
Virgin Islands	0	0.0
Washington	2,000,000	7.1
West Virginia	0	0.0
Wisconsin	0	0.0
Wyoming	0	0.0
<b>TOTAL</b>	<b>\$28,157,500</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 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 with 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 2011, \$ 16.6 million was obligated under this program in grants.

**Table 47** FY 2011 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	325,000	0	325,000	2.0
American Samoa	0	0	0	0.0
Arizona	492,900	0	492,900	3.0
Arkansas	0	0	0	0.0
California	5,060,000	120,000	5,180,000	31.1
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	900,000	900,000	5.4
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	1,000,000	0	1,000,000	6.0
Maryland	1,164,000	0	1,164,000	7.0
Massachusetts	650,000	200,000	850,000	5.1
Michigan	0	0	0	0.0
Minnesota	0	0	0	0.0
Mississippi	0	0	0	0.0
Missouri	1,000,000	0	1,000,000	6.0
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	849,000	0	849,000	5.1
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	0	0	0	0.0
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	600,000	0	600,000	3.6
Texas	0	0	0	0.0
Utah	4,020,000	220,000	4,240,000	25.5
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	55,000	55,000	0.3
Wyoming	0	0	0	0.0
<b>TOTAL</b>	<b>\$15,160,900</b>	<b>\$1,495,000</b>	<b>\$16,655,900</b>	<b>100.0</b>

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

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 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 with 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 2011, \$16.6 million was obligated under this program in grants.



**Table 48** FY 2011 Obligations for New Freedom Program

STATE	PROGRAM						TOTAL OBLIGATION AMOUNT	% of Total
	BUSES	BUS OTHER	OPERATING	PLANNING	MAINTENANCE FACILITY	OTHER		
Alabama	\$88,800	\$230,567	\$372,420	\$0	\$0	\$0	691,787	0.9
Alaska	73,939	35,993	50,000	0	0	0	159,932	0.2
American Samoa	0	0	0	0	0	0	0	0.0
Arizona	45,600	543,184	1,817,984	0	149,223	0	2,555,991	3.2
Arkansas	208,192	0	751,782	0	19,200	0	979,174	1.2
California	79,810	2,294,509	829,838	798,635	0	443,239	4,446,031	5.6
Colorado	0	277,660	149,290	0	336,451	0	763,401	1.0
Connecticut	269,675	394,165	551,361	0	72,019	0	1,287,220	1.6
Delaware	44,000	0	219,650	0	0	0	263,650	0.3
District of Columbia	379,067	498,594	134,468	0	0	0	1,012,129	1.3
Florida	20,149	1,629,456	4,617,146	0	28,243	0	6,294,994	7.9
Georgia	131,200	1,313,378	809,759	0	59,839	0	2,314,176	2.9
Guam	0	0	0	0	0	0	0	0.0
Hawaii	0	95,809	249,181	0	38,023	0	383,013	0.5
Idaho	0	79,626	0	0	0	0	79,626	0.1
Illinois	20,088	2,986,401	880,838	0	88,810	0	3,976,137	5.0
Indiana	120,805	821,054	1,356,599	0	0	0	2,298,458	2.9
Iowa	174,964	701,118	295,075	0	0	0	1,171,157	1.5
Kansas	0	51,474	500,012	0	0	0	551,486	0.7
Kentucky	633,826	49,687	533,281	0	191,040	0	1,407,834	1.8
Louisiana	0	224,367	969,075	0	0	0	1,193,442	1.5
Maine	0	377,368	62,500	0	0	0	439,868	0.5
Maryland	78,848	1,506,239	772,337	0	5,960	0	2,363,384	3.0
Massachusetts	99,510	1,576,776	998,632	0	367,942	0	3,042,860	3.8
Michigan	368,000	478,969	584,733	0	216,912	0	1,648,614	2.1
Minnesota	48,000	733,683	527,453	0	36,000	0	1,345,136	1.7
Mississippi	81,328	33,600	124,717	0	400	0	240,045	0.3
Missouri	0	75,876	0	0	0	0	75,876	0.1
Montana	(36,580)	11,649	153,069	0	0	0	128,138	0.2
Nebraska	0	91,350	29,237	0	0	0	120,587	0.2
Nevada	56,148	67,072	1,034,910	0	0	0	1,158,130	1.4
New Hampshire	0	222,641	4,046	0	0	0	226,687	0.3
New Jersey	285,630	709,486	1,929,353	0	0	0	2,924,469	3.7
New Mexico	33,256	22,446	475,793	0	160,827	0	692,322	0.9
New York	51,478	1,545,883	464,014	0	22,080	195,925	2,279,380	2.8
North Carolina	25,840	597,052	268,527	0	0	0	891,419	1.1
North Dakota	27,476	155,167	13,663	0	0	0	196,306	0.2
Northern Mariana Islands	0	0	0	0	0	0	0	0.0
Ohio	436,842	1,520,555	2,982,958	115,322	406,818	0	5,462,495	6.8
Oklahoma	593,782	316,847	758,897	0	0	0	1,669,526	2.1
Oregon	0	464,488	506,261	0	0	0	970,749	1.2
Pennsylvania	1,204,352	279,148	335,680	0	419,036	0	2,238,216	2.8
Puerto Rico	548,000	142,225	236,888	0	89,558	0	1,016,671	1.3
Rhode Island	0	0	0	0	0	0	0	0.0
South Carolina	294,440	241,446	483,611	0	15,000	0	1,034,497	1.3
South Dakota	0	0	174,884	0	0	0	174,884	0.2
Tennessee	547,200	1,866,691	737,334	0	240	0	3,151,465	3.9
Texas	(160,479)	3,681,948	1,987,438	0	0	0	5,508,907	6.9
Utah	0	683,487	498,668	0	0	0	1,182,155	1.5
Vermont	0	68,000	95,000	0	0	0	163,000	0.2
Virginia	144,000	1,265,044	777,800	0	0	0	2,186,844	2.7
Virgin Islands	0	0	0	0	0	0	0	0.0
Washington	0	775,017	2,821,204	0	160,739	0	3,756,960	4.7
West Virginia	28,400	0	150,518	0	6,600	0	185,518	0.2
Wisconsin	21,688	1,230,940	272,386	0	7,740	0	1,532,754	1.9
Wyoming	0	0	145,618	0	0	0	145,618	0.2
<b>TOTAL</b>	<b>\$7,067,274</b>	<b>\$32,968,135</b>	<b>\$35,495,888</b>	<b>\$913,957</b>	<b>\$2,898,700</b>	<b>\$639,164</b>	<b>\$79,983,118</b>	<b>100.0</b>

Note: "Bus Other " includes Support Facilities & Equipment, Other Capital Program Items and State or Program Administration.

## 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.

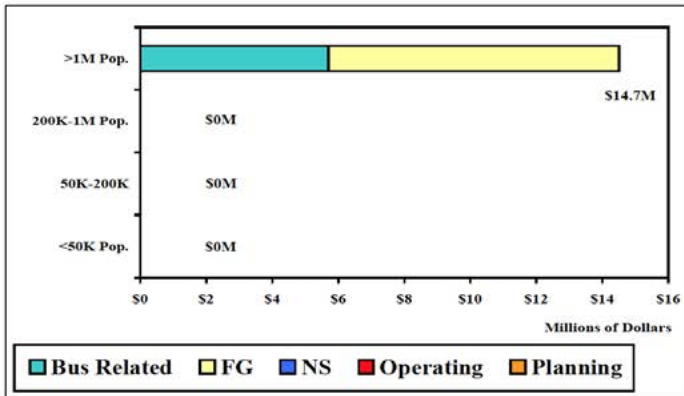
FHWA is responsible for managing the funds, but has allotted FTA an amount sufficient to cover funds designated for surface transportation projects that have been determined to be transit in nature. Funds for these transit projects are in addition to the amounts guaranteed under Chapter 53 of Title 49, 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 2011, \$14.6 million was obligated to grantees.

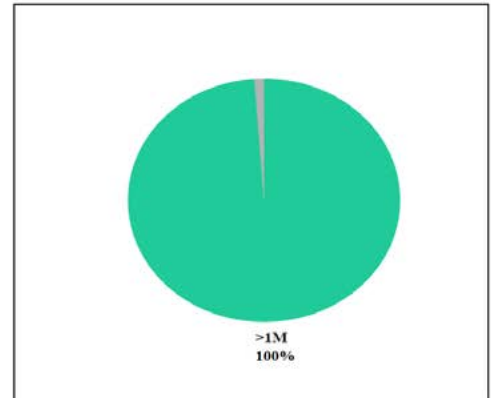
**Table 49** FY 2011 Obligations of Misc. Federal Highway Administration Transfers

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	3,375,375	189,402	0	0	0	3,564,777	24.3
New York-Newark, NY-NJ-CT	0	6,370,000	0	0	0	6,370,000	43.4
Portland, OR-WA	0	1,812,351	0	0	0	1,812,351	12.3
San Francisco-Oakland, CA	2,490,000	0	0	0	0	2,490,000	17.0
Seattle, WA	0	452,500	0	0	0	452,500	3.1
SUBTOTAL	5,865,375	8,824,253	0	0	0	14,689,628	100.0
<b>200,000 - 1,000,000 POPULATION</b>							
SUBTOTAL	0	0	0	0	0	0	0.0
<b>50,000 - 200,000 POPULATION</b>							
SUBTOTAL	0	0	0	0	0	0	0.0
<b>RURAL / STATE</b>							
SUBTOTAL	0	0	0	0	0	0	0.0
<b>TOTAL</b>	<b>\$5,865,375</b>	<b>\$8,824,253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,689,628</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, and 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 2000–2011, these earmarks were transferred to FTA's formula programs only.

**Table 50** FY 2011 Flexible Fund Transfers

TYPE	PROGRAM									
	Urbanized Area Formula		Capital		Elderly / Persons with Disabilities		Non-urbanized Area Formula		TOTAL	
	\$	%	\$	%	\$	%	\$	%		%
CMAQ	1,059,526,368	62.3	0	---	7,469,001	0.0	14,834,914	0.0	1,081,830,283	57.2
STP	628,122,849	37.0	0	---	81,227,517	0.0	11,479,128	0.0	720,829,494	38.1
Other	12,172,935	0.7	75,391,299	---	0	0.0	0	0.0	87,564,233	4.6
<b>TOTAL</b>	<b>1,699,822,152</b>	<b>89.9</b>	<b>75,391,299</b>	<b>4.0</b>	<b>88,696,518</b>	<b>4.7</b>	<b>26,314,042</b>	<b>1.4</b>	<b>1,890,224,010</b>	<b>100.0</b>

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

**Table 51** FY 2011 Flexible Fund Obligation

TYPE	PROGRAM									
	Urbanized Area Formula		Capital		Elderly / Persons with Disabilities		Non-urbanized Area Formula		TOTAL	
	\$	%	\$	%	\$	%	\$	%		%
CMAQ	508,266,145	64.0	0	---	3,504,000	4.2	13,553,100	56.9	525,323,245	55.7
STP	285,186,460	35.9	0	---	79,418,529	95.8	10,280,750	43.1	374,885,739	39.8
Other	475,000	0.1	41,678,665	---	0	0.0	0	0.0	42,153,665	4.5
<b>TOTAL</b>	<b>793,927,605</b>	<b>84.2</b>	<b>41,678,665</b>	<b>4.4</b>	<b>82,922,529</b>	<b>8.8</b>	<b>23,833,850</b>	<b>2.5</b>	<b>942,362,649</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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