

# FTA

FEDERAL TRANSIT ADMINISTRATION

## 2013 Statistical Summaries

*FTA Grant Assistance Programs*

FEBRUARY 2015

FTA Report No. 0087  
Federal Transit Administration

**PREPARED BY**  
FTA Office of Program Management



U.S. Department of Transportation  
Federal Transit Administration

## COVER PHOTO

*Courtesy of Edwin Adilson Rodriguez, Federal Transit Administration*

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

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## 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

REPORT DOCUMENTATION PAGE		Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.			
1. AGENCY USE ONLY	2. REPORT DATE February 2015	3. REPORT TYPE AND DATES COVERED 2013	
4. TITLE AND SUBTITLE 2013 Statistical Summaries – FTA Grant Assistance Programs		5. FUNDING NUMBERS	
6. AUTHOR(S) Shapell Randolph, Transportation Data Analyst, FTA			
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Office of Program Management Federal Transit Administration U.S. Department of Transportation 1200 New Jersey Ave, SE Washington DC 20590		8. PERFORMING ORGANIZATION REPORT NUMBER  FTA Report No. 0087	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) U.S. Department of Transportation Federal Transit Administration East Building 1200 New Jersey Avenue, SE Washington, DC 20590		10. SPONSORING/MONITORING AGENCY REPORT NUMBER  FTA Report No. 0087	
11. SUPPLEMENTARY NOTES <a href="http://www.fta.dot.gov/research">http://www.fta.dot.gov/research</a>			
12A. DISTRIBUTION/AVAILABILITY STATEMENT Available from: National Technical Information Service (NTIS), Springfield, VA 22161 Phone 703.605.6000, Fax 703.605.6900, email [orders@ntis.gov]		12B. DISTRIBUTION CODE  TRI-20	
13. ABSTRACT The 2013 Statistical Summaries report provides information about the Federal Transit Administration's (FTA) major financial aid programs for Federal Fiscal Year (FY) 2013. 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.			
14. SUBJECT TERMS Statistical summaries, 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, Bus and Bus Facilities, State of Good Repair Emergency Supplemental funding, and State Infrastructure Banks		15. NUMBER OF PAGES 187	
16. PRICE CODE			
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT None

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## FOREWORD

The 2013 Statistical Summaries report provides information about the Federal Transit Administration's (FTA) major financial aid programs for Federal Fiscal Year (FY) 2013. The FY 2013 Statistical Summaries reflect changes to FTA's Programs as a result of the "Moving Ahead for Progress in the 21st Century" (MAP-21) surface transportation authorization, which was signed into law in July 2012. Under MAP-21, the following programs were repealed: Job Access and Reverse Commute (JARC), New Freedom, Over-the-Road Bus, Clean Fuels, Fixed Guideway Modernization, Bus and Bus Facilities Discretionary Program, Transit in Parks, and Alternative Analysis. However, the report will continue to provide data on these programs since FTA continued to make grants funded by these programs in FY 2013.

A number of FTA programs were reauthorized under MAP-21, including Urbanized Area Formula, Non-urbanized Area Formula, Rural Transit Assistance Program, Special Needs for Elderly Individuals and Individuals with Disabilities, Capital, Interstate Substitution, Metropolitan Transportation Planning, Statewide Transportation Planning, Consolidated Planning Grants, Emergency Supplemental Funding, and State Infrastructure Bank.

MAP-21 also created new programs and restructured some existing programs. New programs include the Section 5337 State of Good Repair Program and the Section 5339 Bus Formula Program.

FY 2013 was the first year that FTA incorporated 2010 Census data into its formula apportionments. In this report, obligations (beginning with FY 2013) are reported according to the urbanized area (UZA) code used to obligate the funds. FY 2013 funds were apportioned and obligated to UZAs as defined by the 2010 Census. For carryover funds prior to FY 2013, (1) if the UZA name associated with the UZA code changed in the 2010 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 2010 census, the obligations are shown under the old name associated with the obsolete UZA code.

The Statistical Summaries report is organized into three main sections. The first section includes appropriations and budget authorities. This is followed by detailed obligation data for the current fiscal year. The final section includes summarized historical data.

The obligation tables include flexible funding from the Federal Highway Administration (FHWA), unless footnoted otherwise.

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



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

1200 New Jersey Avenue S.E.  
Washington DC 20590

Headquarters

Dear Colleague:

I am pleased to provide you with a copy of the Federal Transit Administration's (FTA) Fiscal Year (FY) 2013 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.

FY 2013 marks the beginning of a new surface transportation authorization entitled "Moving Ahead for Progress in the 21st Century" (MAP-21). Many of the key programs have remained the same, and some programs were repealed under this authorization or combined with other programs.

Transit continues to receive significant funding to support projects. For FY 2013, FTA's grant obligations totaled about \$11.7 billion. Of the \$11.7 billion, capital expenses accounted for about 87% (\$10.3 billion) of the obligations.

In FY 2013, funds were obligated for the purchase of 8,934 motor vehicles (buses, vans, sedans, station wagons, ferry boats) and 2,038 rail cars, totaling approximately \$1.5 billion and \$504 million, respectively.

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

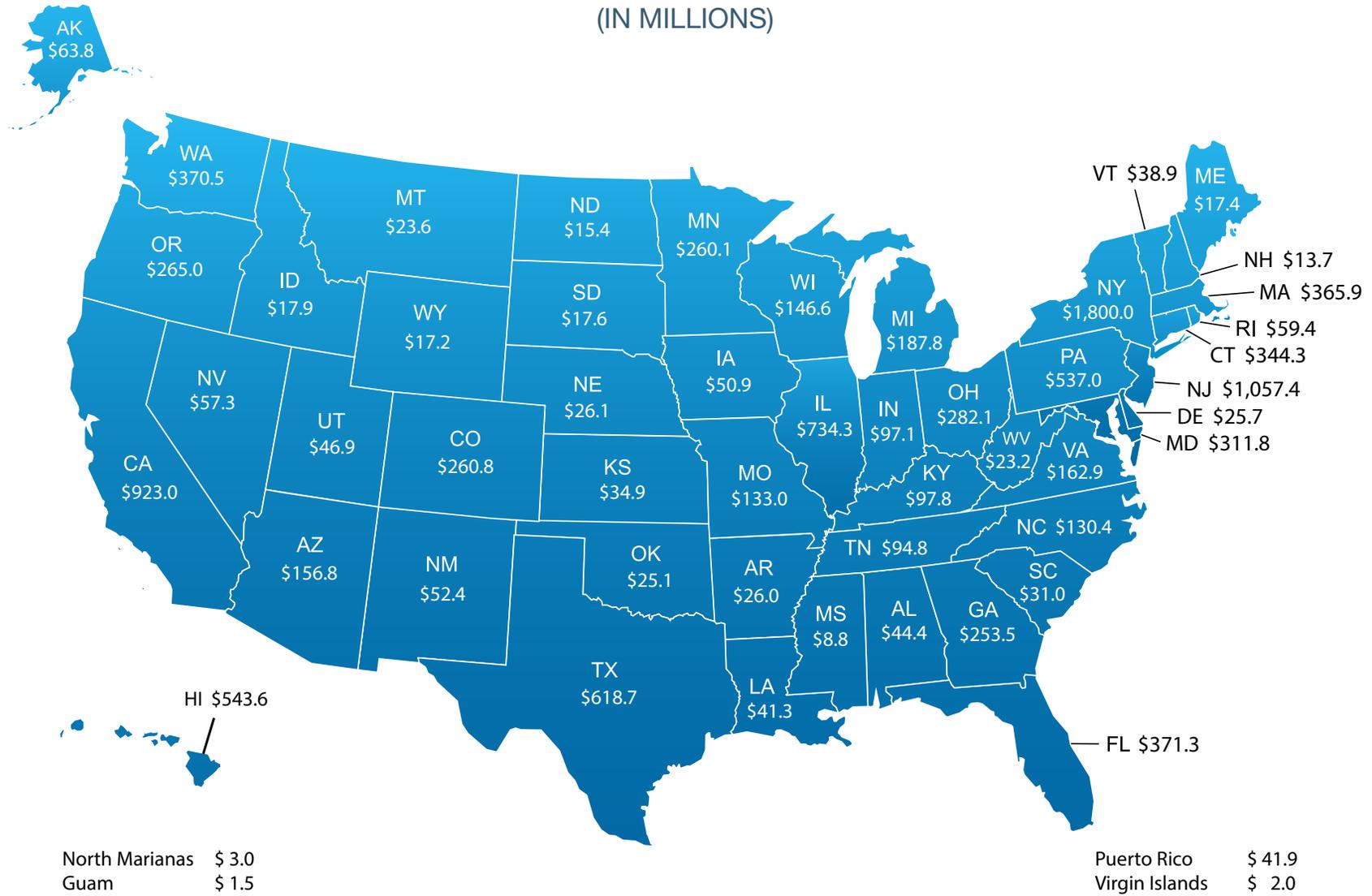
Sincerely,

A handwritten signature in blue ink, appearing to read "Henrika Buchanan-Smith".

Henrika Buchanan-Smith  
Associate Administrator for Program Management

Enclosure

# FY 2013 FTA Funding Awarded by State (IN MILLIONS)



# Introduction, Overview, and Glossary

The Fiscal Year 2013 Statistical Summaries presents selected analyzed data on the distribution and use of the following programs administered by the Federal Transit Administration (FTA):

- **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).
- **Capital Program (49 U.S.C. § 5309)** provides capital funding for fixed guideway modernization, new starts, and bus and bus-related projects.
- **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.
- **State of Good Repair (49 U.S.C. § 5337)** provides funding to State and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least seven years.
- **Bus and Bus Facilities (49 U.S.C. § 5339)** funds capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment and to construct bus-related facilities.
- **Public Transportation Emergency Relief Program (49 U.S.C. § 5324)** helps States and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.

## 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 2013 Statistical Summaries

**Table 1** *FTA Appropriations, FY 2013*

<b>PROGRAM</b>	<b>AMOUNT</b>
Metropolitan Planning	\$104,237,928
Statewide Planning	\$21,775,041
Urbanized Area Formula	\$4,304,349,673
Enhanced Mobility of Seniors and Individuals with Disabilities	\$253,018,948
Rural Areas Formula Program	\$607,906,698
RTAP (Rural Transit Assistance Program)	\$10,171,117
Public Transportation on Indian Reservations	\$24,940,000
Appalachian Development Public Transportation Assistance Program	\$19,960,000
State of Good Repair	\$2,116,492,915
Bus and Bus Facilities Formula	\$355,787,000
Growing States and High Density States Formula	\$443,199,377
New Starts	\$1,836,449,451
Washington Metropolitan Area Transit Authority	\$142,154,100
Research and Transit Cooperative Research	\$41,698,536
<b>Total</b>	<b>\$10,282,140,784</b>

**Table 2** FTA Appropriations (includes Loan Authority, Unrestricted Authority, and Contract Authority), FY 1980–2013

FISCAL YEAR	CAPITAL	METROPOLITAN PLANNING	ELDERLY & PERSONS WITH DISABILITIES	INNOV. TECH. TECH. INTRO.	SEC 5	URBANIZED AREA FORMULA	NONURBAN. AREA FORMULA & RTAP	NATIONAL TRANSIT PLANNING & RESEARCH	STATE PLANNING & RESEARCH	INTERSTATE SUBSTITUTE	NATIONAL TRANSIT DATABASE	NEW FREEDOM
1980	1,625,075	55,000	20,000	0	1,405,000	0	85,000	70,300	0	425,000	0	0
1981	2,095,000	45,000	25,000	25,000	1,455,000	0	72,500	56,840	0	615,032	0	0
1982	1,377,500	55,000	25,000	7,000	1,365,250	0	68,500	49,600	0	560,000	0	0
1983	1,606,650	50,000	25,000	10,000	1,200,000	756,175	91,325	58,250	0	412,000	0	0
1984	1,138,900	50,000	26,100	10,000	0	2,318,606	69,986	54,800	0	295,400	0	0
1985	1,018,800	50,000	26,200	5,000	0	2,377,730	71,770	51,000	0	250,000	0	0
1986	970,565	47,850	29,500	4,785	0	1,997,264	60,286	16,652	0	191,400	0	0
1987	915,000	45,000	35,000	7,500	0	1,924,995	75,005	17,400	0	200,000	0	0
1988	980,250	45,000	35,000	0	0	1,732,314	69,389	12,217	0	123,500	0	0
1989	985,000	45,000	35,000	0	0	1,603,596	71,404	10,000	0	200,000	0	0
1990	982,045	44,370	34,510	0	0	1,624,380	70,520	9,970	0	159,520	0	0
1991	1,114,982	45,000	35,000	0	0	1,734,620	70,359	8,000	0	148,998	0	0
1992	1,356,167	43,688	54,884	0	0	1,822,762	106,087	60,427	0	160,000	0	0
1993	1,725,000	38,250	48,636	0	0	1,560,539	95,075	42,500	0	75,000	0	0
1994	1,785,000	41,513	58,726	0	0	2,226,553	129,588	47,428	0	45,000	0	0
1995	1,724,904	41,513	59,152	0	0	2,299,836	137,536	46,953	0	48,030	0	0
1996	1,665,000	39,500	51,609	0	0	1,890,147	114,572	41,500	0	0	0	0
1997	1,900,000	39,500	56,041	0	0	1,978,021	119,623	41,500	0	0	0	0
1998	2,000,000	39,499	62,219	0	0	2,303,703	138,578	48,001	0	0	0	0
1999	2,307,000	43,842	67,036	0	0	2,552,241	183,174	48,908	0	0	0	0
2000	2,492,144	49,632	72,947	0	0	2,777,740	198,863	54,327	0	0	0	0
2001	2,694,560	51,999	77,240	0	0	2,999,814	210,247	52,520	0	0	0	0
2002	2,891,000	55,422	84,605	0	0	3,225,797	229,805	55,328	0	0	0	0
2003	3,111,664	59,993	90,064	0	0	3,428,359	244,260	55,997	0	0	0	0
2004	3,188,576	60,029	90,118	0	0	3,430,430	244,407	60,007	0	0	0	0
2005	3,361,714	59,903	94,527	0	0	3,593,195	256,098	61,865	0	0	0	0
2006	3,656,762	77,798	110,880	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	3,606,175	404,000	54,000	17,107	0	3,500	81,000
2008	3,962,145	88,510	127,000	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	4,160,365	465,000	60,000	19,613	0	3,500	92,500
2010	4,642,986	93,692	133,222	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	4,151,709	464,033	52,606	19,572	0	3,493	92,308
2012	4,547,000	93,887	133,500	0	0	4,160,365	465,000	40,000	19,613	0	3,500	92,500
2013												
<b>Total</b>	<b>\$76,318,703</b>	<b>\$1,864,861</b>	<b>\$2,207,439</b>	<b>\$69,285</b>	<b>\$5,425,250</b>	<b>\$79,731,998</b>	<b>\$6,368,142</b>	<b>\$1,523,447</b>	<b>\$130,217</b>	<b>\$3,908,880</b>	<b>\$24,450</b>	<b>\$615,835</b>

**Table 2 (cont.)** FTA Appropriations (includes Loan Authority, Unrestricted Authority, and Contract Authority), FY 1980–2013

FISCAL YEAR	ALTERNATIVE ANALYSIS	PAUL S. SARBANES TRANSIT IN PARKS	GROWING STATES DENSITY	CLEAN FUELS	OVER THE ROAD BUS	JOB ACCESS/ REVERSE COMMUTE	WASH DC METRO RAIL	ENERGY EFFICIENCY GREENHS. GAS REDUC.	EMERGENCY SUPPLEM.	UNIVERSITY TRANSPORTATION CENTERS	TOTAL	ADMINIST.	TOTAL
1980	0	0	0	0	0	0	0	0	0	0	3,685,375	17,884	3,703,259
1981	0	0	0	0	0	0	0	0	0	0	4,389,372	22,200	4,411,572
1982	0	0	0	0	0	0	0	0	0	0	3,507,850	24,388	3,532,238
1983	0	0	0	0	0	0	240,000	0	0	0	4,449,400	28,407	4,477,807
1984	0	0	0	0	0	0	250,000	0	0	0	4,213,792	29,400	4,243,192
1985	0	0	0	0	0	0	250,000	0	0	0	4,100,500	31,000	4,131,500
1986	0	0	0	0	0	0	217,239	0	0	0	3,535,541	28,710	3,564,251
1987	0	0	0	0	0	0	201,120	0	0	0	3,421,020	31,000	3,452,020
1988	0	0	0	0	0	0	180,500	0	0	5,000	3,183,170	31,882	3,215,052
1989	0	0	0	0	0	0	168,000	0	0	5,000	3,123,000	31,882	3,154,882
1990	0	0	0	0	0	0	84,745	0	0	4,930	3,014,990	31,809	3,046,799
1991	0	0	0	0	0	0	64,099	0	0	5,000	3,226,058	32,583	3,258,641
1992	0	0	0	0	0	0	124,000	0	0	6,985	3,735,000	37,000	3,772,000
1993	0	0	0	0	0	0	170,000	0	0	6,000	3,761,000	38,245	3,799,245
1994	0	0	0	0	0	0	200,000	0	0	6,000	4,539,808	39,457	4,579,265
1995	0	0	0	0	0	0	200,000	0	0	6,000	4,563,924	42,316	4,606,240
1996	0	0	0	0	0	0	200,000	0	0	6,000	4,008,328	40,722	4,049,050
1997	0	0	0	0	0	0	200,000	0	0	6,000	4,340,685	41,826	4,382,511
1998	0	0	0	0	0	0	200,000	0	0	6,000	4,798,000	45,614	4,843,614
1999	0	0	0	0	2,000	75,000	50,000	0	0	6,000	5,335,201	53,338	5,388,539
2000	0	0	0	0	3,700	75,000	0	0	0	6,000	5,730,353	59,562	5,789,915
2001	0	0	0	0	4,690	99,780	0	0	0	5,987	6,196,837	63,859	6,260,696
2002	0	0	0	0	6,950	125,000	0	0	1,923,500	6,000	8,603,407	67,000	8,670,407
2003	0	0	0	0	6,905	104,318	0	0	0	5,961	7,107,521	72,526	7,180,047
2004	0	0	0	0	6,909	104,381	0	0	0	5,965	7,190,822	75,055	7,265,877
2005	0	0	0	0	6,894	124,000	0	0	0	5,952	7,564,148	76,423	7,640,571
2006	24,750	21,780	384,120	17,607	7,425	136,620	0	0	0	6,930	8,425,760	79,200	8,504,960
2007	25,000	23,000	404,000	18,721	7,600	144,000	0	0	0	7,000	8,889,774	85,000	8,974,774
2008	24,691	25,000	438,000	49,000	8,300	156,000	0	0	0	7,000	9,402,341	89,300	9,491,641
2009	25,000	26,900	465,000	51,500	8,800	164,500	0	0	0	7,000	10,136,815	94,413	10,231,228
2010	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
2012	25,000	26,900	465,000	51,500	8,800	164,500	150,000	0	0	4,000	10,451,065	98,713	10,549,778
2013													
<b>Total</b>	<b>\$174,337</b>	<b>\$177,268</b>	<b>\$3,084,185</b>	<b>\$291,114</b>	<b>\$96,536</b>	<b>\$1,801,415</b>	<b>\$3,449,403</b>	<b>\$124,900</b>	<b>\$1,923,500</b>	<b>\$149,986</b>	<b>\$189,461,151</b>	<b>\$1,738,338</b>	<b>\$180,649,711</b>

**Table 3** FY 2013 Obligations

FTA Program	CAPITAL						PLANNING	OPERATING	RTAP	RESEARCH	OVERSIGHT REVIEW	SAFETY/ SECURITY	UNIVERSITY RESEARCH	MANAGEMENT TRAINING	TOTAL	% OF TOTAL
	BUS PURCHASE	BUS OTHER	MAINTENANCE FACILITIES	FIX GUIDEWAY MOD	NEW STARTS	TOTAL CAPITAL										
Alternative Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$5,077,012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,077,012	0.0
Capital - (5309) (Includes New Starts, Bus and Bus Facilities and Fixed Guideway Modernization Programs) (5339) Bus and Bus Facilities, (5337) State of Good Repair	440,711,674	249,569,259	276,311,210	1,656,151,658	1,693,758,534	\$4,316,502,335	-716,714	0	0	10,485,978	0	0	0	0	\$4,326,271,599	37.3
Clean Fuels	26,512,067	5,983,858	7,406,148	0	0	\$39,902,073	0	0	0	0	0	0	0	0	\$39,902,073	0.3
Elderly and Individuals with Disabilities	71,121,446	103,236,040	1,567,755	0	0	\$175,925,241	0	4,567,896	0	0	0	0	0	0	\$180,493,137	1.6
Emergency Supplementals	0	0	0	0	0	\$0	0	0	0	7,669,013	0	-3,455,519	0	0	\$4,213,494	0.0
Hurricane Sandy	0	15,121,323	1,447,241	304,274,668	0	320,843,232	0	255,774,333	0	10,623,230	0	0	0	0	\$587,240,795	5.1
JARC	13,659,123	23,742,581	550,379	0	0	\$37,952,083	870,776	92,925,075	0	0	0	0	0	0	\$131,747,934	1.1
Metropolitan and State Planning	0	77,863	0	0	0	\$77,863	187,833,831	0	-259,115	0	0	0	0	157,219	\$187,809,798	1.6
Miscellaneous FHWA Transfers	1,652,748	1,037,209	347,252	1,556,462	0	\$4,593,671	0	0	0	0	0	0	0	0	\$4,593,671	0.0
National Research	0	399,357	50,000	100,000	0	\$549,357	502,383	1,104,223	0	24,946,930	0	2,571,987	350,000	458,877	\$30,483,757	0.3
New Freedom	7,186,707	29,277,520	5,357,225	3,369,425	480,000	\$45,670,877	39,464	32,443,460	0	0	0	0	0	0	\$78,153,801	0.7
Non-Urbanized Area	70,972,492	160,341,006	11,831,677	255,813	106,966	\$243,507,954	1,789,160	359,004,740	8,846,134	2,637,463	0	0	0	149,635	\$615,935,086	5.3
Over-the-Road-Bus		23,322	6,879,336	0	0	\$6,902,658	0	0	0	0	0	0	0	0	\$6,902,658	0.1
Paul S. Sarbanes Transit in Parks Program	1,962,941	4,155,691	1,383,483	0	-200,000	\$7,302,115	8,680,164	0	0	1,586,083	0	0	0	44,749	\$17,613,111	0.2
Project Management Oversight	0	0	0	0	0	0	542,869	0	0	43,514,781	13,688,304	0	0	0	\$57,745,954	0.5
TIGER	1,350,000	48,994,480	1,000,000	138,986,089	0	190,330,569	0	0	0	2,170,935	0	0	0	0	\$192,501,504	1.7
TIGGER	1,537,000	3,369,434	4,177,940	5,404,710	0	14,489,084	0	0	0	0	0	0	0	0	\$14,489,084	0.1
Urbanized Area	866,541,153	1,633,834,568	267,427,136	1,840,702,901	112,139,259	\$4,720,645,017	42,856,991	358,631,914	0	615,489	-32,484	0	0	19,200	\$5,122,736,127	44.1
<b>Total</b>	<b>1,503,207,351</b>	<b>2,279,163,511</b>	<b>585,736,782</b>	<b>3,950,801,726</b>	<b>1,806,284,759</b>	<b>10,125,194,129</b>	<b>247,475,936</b>	<b>1,104,451,641</b>	<b>8,587,019</b>	<b>104,249,902</b>	<b>13,655,820</b>	<b>-883,532</b>	<b>350,000</b>	<b>829,680</b>	<b>11,603,910,595</b>	<b>100.0</b>
<b>Percent of Total</b>	<b>13.0</b>	<b>19.6</b>	<b>5.0</b>	<b>34.0</b>	<b>15.6</b>	<b>87.3</b>	<b>2.1</b>	<b>9.5</b>	<b>0.1</b>	<b>0.9</b>	<b>0.1</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>	

Bus Other: This category includes everything not considered a bus purchase such as, Preventive Maintenance, Rehabilitation/Rebuild, Bus Shelters, Engineering and Design, etc.

Bus Purchasing category includes Spare Parts/Associated Capital Maintenance Items.

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

(5339) Bus and Bus Facilities and (5337) State of Good Repair are included in the Capital Section.

**Table 3A** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
GA	Augusta Richmond Co																		5,276,800	5,276,800
IL	IL DOT		81,778	1,126,556	3,607,191			1,835,954				1,542,396	33,570,172							41,764,047
MD	MD DOT-MD Transit Admin		81,480,899	3,468,786	4,157,522			3,464,397				1,865,907	10,215,489						194,814,621	299,467,621
OH	Absentee Shawnee Tribe of OK												25,000							25,000
NJ	Academy Exp LLC													1,000,000						1,000,000
CA	Access Svcs				59,400,000			7,450,092												66,850,092
VA	Actionet Inc															2,745,445				2,745,445
NY	Adirondack Transit Lines Inc													266,795						266,795
VA	Advanced Sys Tech & Mgt Inc															15,155				15,155
VA	Aecom Consulting Transp Grp Inc															135,000				135,000
AL	AL DOT				2,323,674			2,604,632				1,241,313	12,404,982						3,873,906	22,448,507
AL	AL A&M Univ		620,000																	620,000
AK	AK DOT & Public Facilities		7,500,000									79,287	9,227,086							16,806,373
AK	AK Railroad Assoc		18,275,577																11,546,553	29,822,130
OH	Allen Co RTA																		2,422,241	2,422,241
LA	Amer Intl Travel Inc dba Dixieland Tours													45,000						45,000
DC	Amer Public Transp Assoc (APTA)										200,000									200,000
IO	Ames City of dba Ames Transit Agency																		1,901,771	1,901,771
DC	Anil Verma Assoc Inc															921,939				921,939
MI	Ann Arbor Transp Auth		693,590					311,760				151,724							8,023,130	9,180,204
VA	Appian Corp															321,931				321,931
CA	Applied Engr Mgt Corp										400,000									400,000
AZ	AZ DOT				3,240,042			991,145	3,512,021			462,708	14,901,455							23,107,371
AK	AR State Highway & Transp Dept				2,445,807			819,311	2,086,373				12,048,196							17,399,687
VA	Arlington Co																		1,200,000	1,200,000
WA	Asotin Co PTBA																		481,944	481,944
FL	Astro Travel & Tours Inc													34,350						34,350
DC	Atkins NA Inc															500,000				500,000
GA	Atlanta Reg Comm							529,135			50,000	781,608							320,000	1,680,743
GA	Axiom Corp										173,415									173,415
ME	Bangor City of																		739,713	739,713
MI	Battle Creek Transit Sys																		1,238,168	1,238,168
MI	Bay Metro Transp Auth																		1,531,604	1,531,604
FL	Bay Co Transp Planning Org																		3,044,645	3,044,645
MT	Bch Transp Corp													45,000						45,000
PA	Beaver Co Transit Auth																		635,622	635,622
WA	Ben Franklin Transit		1,000,000																11,436,240	12,436,240
SC	Berkeley-Charleston-Dorchester COG							283,827				161,326								445,153
PA	Berks Area RTA							27,905											2,041,986	2,069,891
MA	Berkshire RTA		2,000,000																2,312,814	4,312,814
ME	Biddeford-Saco-Old Orchard Bch Transit Com																		498,720	498,720
AL	Birmingham-Jefferson Co Transit Auth				3,080,000														4,161,624	7,241,624

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
MI	Bi-State Dev Agency		19,141,643																44,254,424	63,396,067
IN	Bloomington Public Transp Corp		24,900					198,114				45,000							2,133,073	2,401,087
IL	Bloomington-Normal Public Transit Sys		347,520																6,948,162	7,295,682
MA	Blooms Bus Lines Inc													75,600						75,600
CA	Blue Lake Rancheria												269,966							269,966
MI	Blue Water Area Transp Comm		6,939,000																2,278,004	9,217,004
MN	Bois Forte Reserv Tribal Council												348,950							348,950
ID	Boise City of	375,000																		375,000
ID	Boise State Univ																		39,844	39,844
MD	Booth Mgt Consulting LLC															290,765				290,765
VA	Booz Allen & Hamilton Inc Applied Research									545,845										545,845
PA	Borough of Pottstown																		740,000	740,000
VA	Boyd Caton & Grant Transp Grp Inc									4,015,461						5,936,579				9,952,040
TX	Brazos Transit Dist																		2,115,019	2,115,019
FL	Brevard BOCC - Space Coast Area Transit											317,327								317,327
AK	Bristol Bay Native Assoc												75,000							75,000
MA	Brockton Area Transit Auth																		6,358,900	6,358,900
NY	Broome Co		2,240,000																174,624	2,414,624
FL	Broward Co BOCC - Broward Co Mass Transit Div		401,440																26,544,495	26,945,935
FL	Broward MPO		539,937																	539,937
DC	Burns Engineering Inc						2,210,884									3,350,000				5,560,884
TX	Buses by Bill Inc													45,000						45,000
GA	Business Intelligent Application Solutions									48,678										48,678
OH	Butler Co RTA							335,794				65,106							957,405	1,358,305
CA	Butte Co Assoc of Govts (BCAG)																		3,535,027	3,535,027
UT	Cache Valley Transit Dist																		1,307,973	1,307,973
MA	Cahill Swift LLC															1,280,585				1,280,585
CA	CA state DOT (Caltrans) Div of Mass Transp								91,367,986			1,228,084	29,865,122							122,461,192
CA	Calstart Inc		2,970,000																	2,970,000
MA	Calyptus Consulting Grp															1,058,871				1,058,871
PA	Cambria Co Transit Auth		16,000,000																1,842,813	17,842,813
MA	Cambridge Systematics Inc															335,000				335,000
MA	Cape Ann Transp Auth																		501,622	501,622
MA	Cape Cod RTA							193,148				195,035							5,834,453	6,222,636
NC	Cape Fear Public Transp Auth																		5,563,431	5,563,431
MI	Capital Area Transp Auth		6,943,465					387,614				97,321							7,144,068	14,572,468
TX	Capital Area Rural Transp Sys																		795,254	795,254
LA	Capital Area Transit Sys		5,715,388					757,757				346,729							4,960,052	11,779,926
NY	Capital Dist Transp Auth		1,026,492					333,981				222,872							9,987,452	11,570,797
TX	Capital Metro Transp Auth							232,130				340,297							40,435,133	41,007,560

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
AL	Capital Motor Lines Inc													170,000						170,000
ME	Casco Bay Island Transit Dist		191,964																946,154	1,138,118
VA	Castro & Co LLC															100,000				100,000
CA	CDI/DCI Joint Venture															1,172,067				1,172,067
NV	Celebrity Coaches of Amer Inc													31,285						31,285
GA	Center for Transp & Environment fm So Coalition for		1,915,978																	1,915,978
AR	Central AR Transit Auth		111,157																4,268,229	4,379,386
IN	Central IN RTA										20,000									20,000
MA	Central MA RPC							460,802				239,801								700,603
SC	Central Midlands COG							40,423				48,025							1,736,624	1,825,072
SC	Central Midlands RTA																		3,184,119	3,184,119
NY	Central NY RTA		4,095,000					402,542				142,866							7,066,928	11,707,336
OH	Central OH Transit Auth		3,000,000	1,023,000				1,254,489				710,216							17,930,795	23,918,500
OH	Central OK Transp & Parking Auth											459,120							7,557,614	8,016,734
OR	Central Or Intergov Council																		176,025	176,025
WA	Central Puget Sound RTA		118,094,489																63,624,981	181,719,470
PA	Centre Area Transp Auth																		512,461	512,461
DC	CH2M Hill Inc															500,000				500,000
IL	Champaign-Urbana Mass Transit Dist																		205,600	205,600
SC	Champion Coach Inc													25,834						25,834
SC	Charleston Area RTA																		3,160,243	3,160,243
FL	Charlotte Co FL																		1,441,093	1,441,093
GA	Chatham Area Transit Auth							173,812				174,659							6,564,259	6,912,730
TN	Chattanooga Area RTA		661,374					434,268				282,839							5,895,263	7,273,744
WA	Cheilan-Douglas PTBA dba Link																	2,500,000		2,500,000
NY	Chemung Co Transit Sys																		1,719,231	1,719,231
OH	Cherokee Nation												350,000							350,000
OH	Cheyenne & Arapaho Tribes												450,000							450,000
SD	Cheyenne River Sioux Tribe												350,000							350,000
WY	Cheyenne City of																		1,110,189	1,110,189
IL	Chicago Transit Auth		211,444,790	4,725,000								43,230					38,194,670		125,837,366	380,245,056
AK	Chickaloon Native Village												198,000							198,000
OH	Chickasaw Nation												300,000							300,000
MT	Chippewa Cree Tribe												692,246							692,246
VT	Chittenden Co Transp Auth		2,338,068																5,716,017	8,054,085
OH	Choctaw Nation of OK		174,400										350,000							524,400
OH	Citizen Potawatomi Nation												756,110							756,110
CO	City of Pueblo																		1,932,667	1,932,667
TX	City of Abilene																		1,555,311	1,555,311
OR	City of Albany																		1,010,546	1,010,546
NM	City of Albuquerque																		25,536,891	25,536,891
LA	City of Alexandria																		494,207	494,207

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
TX	City of Amarillo																		3,329,184	3,329,184
IN	City of Anderson							177,831											983,494	1,161,325
WI	City of Appleton																		2,464,569	2,464,569
NC	City of Asheville							35,847				43,666							2,128,392	2,207,905
TX	City of Beaumont																		2,124,174	2,124,174
WI	City of Beloit		660,000																606,009	1,266,009
IO	City of Bettendorf																		483,268	483,268
MT	City of Billings		38,112																390,000	428,112
ND	City of Bismarck		519,333																742,570	1,261,903
KY	City of Bowling Green																		720,000	720,000
VA	City of Bristol																		665,231	665,231
TX	City of Brownsville																		3,154,384	3,154,384
VT	City of Burlington		-2,338,068																	-2,338,068
WY	City of Casper																		970,046	970,046
IO	City of Cedar Rapids dba Cedar Rapids Transit																		3,232,742	3,232,742
NC	City of Charlotte		4,214,638					355,674											20,589,120	25,159,432
VA	City of Charlottesville																		2,761,472	2,761,472
IL	City of Chicago											1,771,689								1,771,689
WI	City of Chippewa Falls																		149,052	149,052
TN	City of Clarksville Clarksville Transit Sys																		3,288,999	3,288,999
CO	City of Co Springs							435,745				38,843							5,638,468	6,113,056
MO	City of Columbia Dept of Public Works		2,047,644																2,161,123	4,208,767
IN	City of Columbus/Columbus Transit											47,689							776,806	824,495
NC	City of Concord																		4,100,000	4,100,000
IO	City of Coralville																		299,392	299,392
OR	City of Corvallis																		2,103,702	2,103,702
VA	City of Danville																		421,346	421,346
IO	City of Davenport - Davenport City Hall																		899,458	899,458
CA	City of Davis		1,656,000																	1,656,000
IL	City of Decatur																		1,023,276	1,023,276
IL	City of Dekalb																		689,500	689,500
MI	City of Detroit DOT		320,000					639,592				433,310							3,267,888	4,660,790
NC	City of Durham							124,321				54,076							6,337,689	6,516,086
WI	City of Eau Claire		292,812																1,761,599	2,054,411
TX	City of El Paso - Sun Metro		5,000,000	1,225,246				1,647,637			31,000	500,579							15,394,365	23,798,827
CA	City of Elk Grove Dev Svcs Transit Svcs																		1,070,000	1,070,000
IN	City of Evansville							115,496											1,743,477	1,858,973
WA	City of Everett																		815,188	815,188
ND	City of Fargo		514,000								200,000								3,207,243	3,921,243

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
NC	City of Fayetteville		8,046,120					353,505			15,560	95,616							1,350,660	9,861,461
CO	City of Fort Collins		1,065,720																2,124,511	3,190,231
VA	City of Fredericksburg																		1,552,879	1,552,879
AL	City of Gadsden																		647,926	647,926
FL	City of Gainesville		15,878,500																4,335,791	20,214,291
TX	City of Galveston		5,015,740																	5,015,740
NC	City of Gastonia Transit																		1,460,000	1,460,000
ND	City of Grand Forks		1,726,120								50,000								1,029,018	2,805,138
CO	City of Greeley																		2,051,971	2,051,971
WI	City of Green Bay Transit Sys		312,722																2,148,235	2,460,957
NC	City of Greensboro							149,503				93,768							2,734,989	2,978,260
NC	City of Greenville																		1,656,041	1,656,041
VA	City of Harrisonburg																		1,939,375	1,939,375
KY	City of Henderson Transit											61,011							649,109	710,120
AR	City of Hot Springs Natl Park																		943,885	943,885
AL	City of Huntsville Dept of Parking & Public Transit		224,553																2,383,490	2,608,043
MS	City of Jackson - Transp Planning Div																		5,436,913	5,436,913
NC	City of Jacksonville																		993,000	993,000
MO	City of Jefferson																		726,288	726,288
TN	City of Johnson City		213,249																2,552,927	2,766,176
TN	City of Kingsport																		610,400	610,400
NY	City of Kingston																		1,035,000	1,035,000
TN	City of Knoxville																		6,490,779	6,490,779
IN	City of Kokomo																		1,869,500	1,869,500
LA	City of Lafayette		676,406																2,124,085	2,800,491
LA	City of Lake Charles																		312,552	312,552
KS	City of Lawrence																		2,069,479	2,069,479
OH	City of Lawton-City Transit Trust																		1,420,921	1,420,921
ID	City of Lewiston																		802,000	802,000
NE	City of Lincoln							436,778				68,614							2,576,066	3,081,458
NY	City of Long Bch						518,364													518,364
WA	City of Longview		373,500																1,082,840	1,456,340
TX	City of Lubbock		875,000					42,661				16,991							1,476,824	2,411,476
WI	City of Madison/ Madison Metro Transit		5,087,071																6,937,153	12,024,224
CA	City of Manteca																		1,800,000	1,800,000
TX	City of Mcallen / Mcallen Exp Transit																		3,701,400	3,701,400
TX	City of Mesquite																		210,000	210,000
AL	City of Mobile							523,758											5,805,249	6,329,007
AL	City of Montgomery-Montgomery Area Transit																		2,612,318	2,612,318
MN	City of Moorhead																		1,263,853	1,263,853
TN	City of Murfreesboro																		730,054	730,054
NH	City of Nashua																		337,942	337,942
MI	City of Niles																		225,000	225,000

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
FL	City of Ocala																		2,369,091	2,369,091
TX	City of Odessa																		2,996,143	2,996,143
WI	City of Onak																		265,527	265,527
KY	City of Owensboro																		114,846	114,846
VA	City of Petersburg																		1,115,320	1,115,320
ID	City of Pocatello		1,410,000																1,287,747	2,697,747
TX	City of Port Arthur																		3,515,435	3,515,435
WI	City of Racine																		2,702,910	2,702,910
NC	City of Raleigh		601,661					180,730				142,802							9,049,683	9,974,876
VA	City of Richmond																		2,000,000	2,000,000
MN	City of Rochester																		2,565,800	2,565,800
SC	City of Rock Hill																		193,300	193,300
NC	City of Rocky Mount																		877,441	877,441
NY	City of Rome VIP Transp		-1,111,701																	-1,111,701
TX	City of Round Rock																		916,000	916,000
TX	City of San Antonio Ofc of Env Policy														619,774					619,774
NM	City of Santa fe		1,920,000																3,052,768	4,972,768
WA	City of Seattle																		1,105,000	1,105,000
PA	City of Sharon							156,342				69,174							504,092	729,608
WI	City of Sheboygan																		1,277,528	1,277,528
LA	City of Shreveport											110,852							2,839,596	2,950,448
IO	City of Sioux City																		1,736,752	1,736,752
SD	City of Sioux Falls		1,463,657																2,164,845	3,628,502
OH	City of Springfield																		1,036,164	1,036,164
MO	City of Springfield City Utilities		632,863																2,680,886	3,313,749
FL	City of St Augustine														150,000					150,000
MO	City of St Joseph							24,994											1,825,701	1,850,695
CT	City of Stamford																		1,600,000	1,600,000
WI	City of Superior																		434,841	434,841
FL	City of Tallahassee - Taltran							340,930			50,000	105,395							2,811,454	3,307,779
IN	City of Terre Haute																		1,723,285	1,723,285
TX	City of Tyler		38,400																	38,400
TX	City of Waco Transit Sys																		2,199,615	2,199,615
WI	City of Waukesha Metro		1,117,605																1,071,910	2,189,515
WI	City of Wausau																		1,035,072	1,035,072
WV	City of Weirton																		361,258	361,258
TX	City of Wichita Falls																		1,997,997	1,997,997
KS	City of Wichita		1,080,000																10,145,690	11,225,690
OR	City of Wilsonville			1,058,250				9,254				6,789							531,711	1,606,004
VA	City of Winchester																		956,000	956,000
NC	City of Winston-Salem							221,158				104,092							799,853	1,125,103
WA	City of Yakima																		169,540	169,540
CA	Claremont City of																		288,000	288,000
WA	Clark Co Public Transp Benefit Area Auth		1,142,200					153,948				193,441							6,199,804	7,689,393

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
OH	Clermont BOCC/Clermont Transp Conn																		2,031,000	2,031,000
MS	Coast Transit Auth																		2,651,168	2,651,168
GA	Cobb Community Transit																		4,632,911	4,632,911
AZ	Cocopah Indian Tribe												300,000							300,000
ID	Coeur d'Alene Tribe of Coeur D'Alene Reserv												92,867							92,867
FL	Collier Co BOCC																		2,880,429	2,880,429
AL	Colonial Trailways													236,610						236,610
CO	Co DOT		1,347,500		940,656			931,142	308,741		164,500	465,475	10,793,443							14,951,457
NMII	Commonwealth Ofc of Transit Auth		1,029,600								50,000		1,930,911							3,010,511
CA	Community Career Dev Inc										443,289									443,289
DC	Community Transp Asso of Amer										500,000									500,000
IL	Commuter Rail Div of RTA		100,850,924									300,000							112,445,072	213,595,996
MT	Confed Salish-Kootenai Tribe Dept of HR Devel										255,668									255,668
WA	Confed Tribes & Bands of Yakama Nation												150,000							150,000
OR	Confed Tribes of Grand Ronde Community of OR												496,000							496,000
OR	Confed Tribes of Siletz Indians												374,199							374,199
OR	Confed Tribes of Umatilla Indian Reserv												1,004,135							1,004,135
DC	Conf of Minority Transp Officials Dba COMTO										200,000									200,000
CT	CT DOT		177,599,626				53,073	2,884,593				1,339,448					10,500,000		132,458,400	324,835,140
TX	Conroe City of		2,101,800																	2,101,800
GA	Consolidated Govt of Columbus																		1,391,472	1,391,472
NH	Cooperative Alliance for Seacoast Transp		112,050																4,033,687	4,145,737
FL	Corp to Develop Communities of Tampa Inc										234,281									234,281
TX	Corpus Christi RTA		848,480					256,574				114,086								1,219,140
PA	Co of Fayette																		998,505	998,505
UT	Co of Grand														900,000					900,000
PA	Co of Lackawanna Transit Sys			2,500,000				246,734											1,653,623	4,400,357
PA	Co of Lebanon Transit Auth																		1,889,780	1,889,780
OH	Co of Lorain																		1,257,658	1,257,658
MI	Co of Muskegon - Muskegon Area Transit Sys																1,350,000		3,589,735	4,939,735
NY	Co of Schuyler		93,750								36,000									129,750
WA	Cowlitz Indian Tribe												175,000							175,000
MT	Crow Tribe of Indians												357,647							357,647
SC	CRPTA - Waccamaw RTA																		1,370,726	1,370,726
CA	Culver City City of																		2,000,000	2,000,000
PA	Cumberland-Dauphin-Harrisburg Transit Auth							152,890				114,596							11,025,715	11,293,201
OR	Cusa Raz LLC dba Raz Transp													89,100						89,100
TX	Dallas Area Rapid Transit		83,493,515					516,664			50,000	750,000							3,373,035	88,183,214
IL	Danville Mass Transit																		914,326	914,326

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
DC	David Evans & Assoc					4,261,119	2,676,295									783,219				7,720,633
MD	Deander Assoc LLC dba Deander Acctg Svcs															681,124				681,124
DE	De DOT		5,000,000									499,931	2,196,067				10,000,000		8,069,351	25,765,349
VA	Deloitte Consulting LLP																		215,489	215,489
DC	Delon Hampton & Assoc						2,454,417									1,700,000	438,008			4,592,425
TX	Denton Co Transp Auth																		1,019,781	1,019,781
DC	DOT Working Capital Fund									119,979										119,979
OH	DOT Research & Innovative Tech Admin									1,742,000										1,742,000
DC	DOT OSTI/Accounting Ops					-75,000														-75,000
IO	Des Moines RTA		3,766,984		333,563														6,820,088	10,920,635
MI	Detroit Transp Corp (DTC)		1,805,649																413,815	2,219,464
CA	Disability Rights Educ & Defense Fund																			0
DC	Dist DOT Dept of Public Works				402,551				472,980											875,531
MD	DMS/RMW Assoc JV LLC															526,940				526,940
GA	Douglas Co																		2,110,130	2,110,130
NV	Duckwater Shoshone Tribe												75,000							75,000
MN	Duluth Transit Auth		16,000,000																3,527,748	19,527,748
NY	Dutchess Co		220,000									225,000							2,271,840	2,716,840
MN	E Grand Forks City of																		255,613	255,613
NC	E Band of Cherokee Indians												774,552							774,552
WV	E OH/OH Valley Reg Transp Auth																		2,497,936	2,497,936
WV	E Panhandle Transit Auth																		558,776	558,776
VA	Ec Ame4 Inc															162,490				162,490
PA	Erie Metro Transit Auth		3,660,000																3,325,001	6,985,001
FL	Escambia Co BOCC																		6,198,636	6,198,636
IN	Evansville MPO							12,711				8,422								21,133
AK	Fairbanks North Star Burrough																		3,948,092	3,948,092
CA	Fairfield City of																		1,072,531	1,072,531
DC	Fed Aviation Admin															1,197,857				1,197,857
DC	Fed Emerg Mgt Agency																			0
VA	Fed Highway Admin									23,945										23,945
DC	Fed Transit Admin					27,375	100,000			-30,309										97,066
PA	Financial Business Solutions LLC															292,479				292,479
MI	Flint Mass Transp Auth		4,000,000									150,713							6,344,038	10,494,751
FL	FL DOT		89,212,000					2,534,170	7,413,434			1,743,645								100,903,249
FL	FL Trails Inc Dba Annett Bus Lines													75,533						75,533
MN	Fond du Lac Reserv												295,000							295,000
WI	Fond du Lac City of - Fond Du Lac Area Transit																		521,843	521,843
CA	Foothill Transit																		26,406,593	26,406,593
MT	Ft Belknap Indian Community												158,002							158,002
TX	Ft Bend Co																		1,767,701	1,767,701
AR	Ft Smith Transit																		2,042,799	2,042,799
IN	Ft Wayne Public Transp Corp																		3,581,786	3,581,786
TX	Ft Worth Transp Auth		2,810,675									600,000							5,534,640	8,945,315
PA	Frank Martz Coach Co Inc													331,523						331,523



**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
TX	Hill Country Transit Dist																		5,158,743	5,158,743
DC	Hill Intl Inc															3,389,872				3,389,872
FL	Hillsborough Area RTA		714,459	2,320,000															17,060,727	20,095,186
WI	Ho-Chunk Nation												25,000							25,000
HI	Honolulu City & Co of		493,165,015																37,929,400	531,094,415
CA	Hot Dogger Tours Inc dba Gold Coast Tours													35,468						35,468
LA	Houma Terrebonne Parish Consol Govt																		1,120,111	1,120,111
CT	Housatonic Area Reg Transit Dist																		492,302	492,302
VA	ICF Inc LLC																			0
ID	ID Transp Dept		1,052,634		410,121			728,124	98,570		50,000	542,963	6,163,912							9,046,324
IL	IL DOT - Springfield								7,248,198											7,248,198
CA	Imperial Co Transp Comm																		4,462,527	4,462,527
OH	Indian Nations COG		460,896								50,000									510,896
FL	Indian River Co BOCC																		1,180,999	1,180,999
IN	IN DOT							711,865				568,881	13,851,050							15,131,796
IN	Indianapolis Public Transp Corp		11,391,372									213,774							14,189,107	25,794,253
NY	Interactive Elements Inc															3,983,373				3,983,373
WA	Intercity Transit			1,500,000																1,500,000
MD	Intl Transp Learning Ctr										1,147,500									1,147,500
MI	Interurban Transit Partnership	600,000	24,859,436																8,429,274	33,888,710
IO	IO City Transit																		1,043,854	1,043,854
IO	IO DOT		2,228,923		2,084,476			825,768	6,271,702			470,065	13,826,770						1,686,372	27,394,076
ME	Isherwood Ent Inc dba Custom Coach & Limo													37,250						37,250
MD	Jack Faucett Assoc															10,519				10,519
TN	Jackson Transit Auth		557,411																3,211,016	3,768,427
FL	Jacksonville Transp Auth		1,668,316					1,017,342			297,197	674,826							5,439,645	9,097,326
DC	Jacobs Engr Grp Inc															585,175	310,119			895,294
NH	Jalbert Leasing Inc dba C & J trailways													46,583						46,583
WI	Janesville Transit Sys		3,779,605																1,019,350	4,798,955
AL	Jat Inc dba Thrasher Bros Trailways													26,770						26,770
LA	Jefferson Parish							130,498				331,222								461,720
KS	Johnson Co Transit																		2,302,086	2,302,086
DC	Kal Krishnan Consulting Svc Inc															1,858,876				1,858,876
MI	Kalamazoo Metro Transit																		5,002,980	5,002,980
WA	Kalispel Indian Community of Kalispel Reserv												171,876							171,876
WV	Kanawha Valley RTA		2,000,000																5,906,614	7,906,614
MO	Ks City Area Transp Auth		3,802,562	1,394,400															21,374,908	26,571,870
KS	Ks DOT				1,267,605			448,583	3,580,034				10,473,696							15,769,918
WI	Kenosha City of Inc																		2,120,294	2,120,294
KY	Ky Transp Cabinet		6,947,923		3,866,920			324,739	764,098		50,000	194,112	18,452,657						1,348,041	31,948,490
DC	Kimley-Horn & Assoc															1,050,000				3,659,429
WA	King Co DOT		25,050,872	3,150,000				70,573											33,239,921	61,511,366

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
WA	King Co Ferry Dist		969,417																2,966,530	3,935,947
AL	Kingdom Coach LLC													45,000						45,000
CA	Kings Co Area Public Transit Agency		913,200																1,200,000	2,113,200
OH	Kio Tribe												207,160							207,160
WA	Kitsap Transit		114,443																1,659,000	1,773,443
TN	Knoxville-Knox Co Community Action Com																		230,200	230,200
WI	Lacrosse Municipal Transit Utility																		1,908,534	1,908,534
FL	Lake Co BOCC																		1,687,901	1,687,901
FL	Lakeland Area Mass Transit Dist																		2,530,153	2,530,153
OH	Laketran																		5,627,504	5,627,504
TN	Lakeway Area MPO/City of Morristown																		225,257	225,257
OR	Lane Transit Dist	750,000										77,621							6,358,611	7,186,232
OH	Lawrence Co Port Auth																		748,172	748,172
PA	Lawrence Co Social Svcs Inc dba Lawrence Co Social Svc										187,850									187,850
TN	LCL Inc dba Grayline Nashville														191,691					191,691
DC	League of Amer Bicyclists										5,000									5,000
FL	Lee Co Transit		6,309,200				19,056				50,000	104,481							6,527,494	13,010,231
MN	Leech Lake Band of Ojibwe												330,101							330,101
PA	Lehigh & northAMPTon Transp Auth						504,912					349,326							8,367,907	9,222,145
OH	Licking Co Transit Board																		1,699,074	1,699,074
AR	Little Rock tours													30,082						30,082
MI	Livingston Co Essential Transp Service		658,107																1,507,667	2,165,774
CA	Lodi City of																		1,360,000	1,360,000
CA	Lompoc City of																		1,476,443	1,476,443
TX	Lone Star Coaches Inc													31,543						31,543
CA	Lopez & Co LLP															100,000				100,000
CA	Los Angeles Co Metro Transp Auth		18,990,990																2,072,718	21,063,708
LA	LA Coaches													45,000						45,000
LA	LA DOT & Dev							1,258,840	1,034,000				8,909,343						3,104,850	14,307,033
MA	Lowell RTA																		6,286,126	6,286,126
SD	Lower Brule Sioux Tribe												350,000							350,000
TX	Lower Rio Grande Valley Dev Council							625,768				404,587							2,671,840	3,702,195
SC	Lower Savannah COG																		189,480	189,480
WA	Lummi Tribe of Lummi Reserv		426,000										315,000							741,000
PA	Luzerne Co Transp Auth																		2,306,590	2,306,590
FL	LYNX / Central FL RTA		1,294,819					1,412,661				868,092								3,575,572
MI	Macatawa Area Exp																		1,456,000	1,456,000
CA	Madera City of																		1,133,000	1,133,000
IL	Madison Co Transit Dist																		2,448,500	2,448,500
FL	Magic Carpet Ride													65,106						65,106
ME	ME DOT		2,915,160					652,272	209,506			872,913	753,243						2,375,869	7,778,963
FL	Manatee Co BOCC																		3,693,935	3,693,935
NH	Manchester Transit Auth																		1,900,190	1,900,190
AK	Manley Village Council												188,656							188,656

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
CA	Marin Co Transit Dist dba Marin Transit							94,245							1,738,000					1,832,245
FL	Martin Co BOCC											70,000							885,078	955,078
MD	MD DOT								8,635,555											8,635,555
CT	Mashantucket Pequot Tribal Nation dba Foxwoods Resort & Casino												25,000							25,000
MA	MA Bay Transp Auth		28,995,690				344,311				352,500						10,000,000		161,300,808	200,993,309
MA	MA DOT		42,033,045		3,007,354			688,637	6,653,587			1,891,844	9,168,837							63,443,304
CO	Meeting the Challenge Inc															13,929				13,929
TN	Memphis Area Transit Auth		8,909,272									407,648							12,101,721	21,418,641
WI	Menominee Indian Tribe of wi												1,062,486							1,062,486
CA	Merced Co Assoc of Govts														383,941				281,547	665,488
MA	Merrimack Valley RTA																		4,874,000	4,874,000
CO	Mesa Co		1,831,428																1,663,478	3,494,906
OR	Metro																		4,821,472	4,821,472
OH	Metro RTA		1,472,000					289,865											14,431,223	16,193,088
GA	Metro Atlanta Rapid Transit Auth		132,388,000					1,395,633				664,755							56,877,580	191,325,968
MN	Metro Council		110,897,073					922,151				1,182,338					10,000,000		79,491,380	202,492,942
TN	Metro Transit Auth		2,284,251	3,043,200															14,313,712	19,641,163
IO	Metro Transit Auth of Black Hawk Co																		1,569,661	1,569,661
TX	Metro Transit Auth of Harris Co		200,164,374					2,848,286				1,443,595							66,428,269	270,884,524
CA	Metro Transit Sys/ Metro Transit Dev Board		20,623,845									200,000							16,463,635	37,287,480
OH	Metro Tulsa Transit Auth		663,427																6,534,345	7,197,772
DC	Metro WA COG							1,587,944				1,548,121								3,136,065
MA	Metrowest RTA		1,024,000																2,526,645	3,550,645
OH	Miami Tribe of OK												350,000							350,000
OH	Miami Valley RPC							39,209				25,117								64,326
FL	Miami-Dade Transit agency		25,238,396	2,512,500															50,331,794	78,082,690
IN	Michiana Area COG																		5,443,900	5,443,900
IN	MI City Transit																		608,605	608,605
MI	MI DOT		13,050,035		613,802				3,966,241		50,000	860,672	21,210,777						327,352	40,078,879
MO	Mid Amer Coaches Inc													35,000						35,000
PA	Mid Mon Valley Transit Auth		3,986,990																1,717,396	5,704,386
MO	Mid-Amer Reg Council																		756,000	756,000
OH	Middletown City of																		551,711	551,711
WV	Mid-OH Valley Transit Auth		3,000,000																1,150,528	4,150,528
NM	Mid-Region COG		282,500									120,001								402,501
CT	Milford Transit Dist						5,352													5,352
PA	Milligan & Co LLC															1,351,503				1,351,503
WI	Milwaukee City of																		52,692,803	52,692,803
WI	Milwaukee Co		3,240,000																25,867,055	29,107,055
MN	Minneapolis Community & Tech College										427,444									427,444
MN	MN DOT Ofc of Transit		1,939,325		1,895,520			943,156	4,775,319			587,691	15,406,907							25,547,918
MS	MS Band of Choctaw Indians												200,000							200,000
MS	MS DOT							548,671												548,671
MT	Missoula urban Transp Dist																		1,944,723	1,944,723

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
MO	MO DOT		434,300					1,406,640	11,163,089			1,539,937	17,619,707							32,163,673
CA	Modesto City of																		5,890,340	5,890,340
WV	Monongalia Co Urban Mass Transit Auth		560,000																2,946,184	3,506,184
MA	Montachusett Reg Transit Auth		3,229,064																2,943,173	6,172,237
MT	MT DOT		914,090		478,762			307,418	483,346			129,627	12,564,917							14,878,160
CA	Monterey-Salinas Transit																		6,477,979	6,477,979
CA	Moore Iacofano Goltsman Inc dba MIG										26,403									26,403
CA	Morongo Band of Mission Indians												158,999							158,999
IN	Muncie Public Transp Corp		1,500,000																1,866,111	3,366,111
CA	Municipal Transp Agency/City & Co of San Francisco		280,644,444					289,196									10,000,000		79,508,500	370,442,140
PR	Municipality of Aguada																		60,646	60,646
AK	Municipality of Anchorage		4,328,859																7,667,532	11,996,391
PR	Municipality of Ciales																		204,000	204,000
PR	Municipality of Dorado																		102,231	102,231
PR	Municipality of Hormigueros																		346,915	346,915
PR	Municipality of Humacao																		308,000	308,000
PR	Municipality of Manati																		640,000	640,000
PR	Municipality of Mayaguez																		290,214	290,214
PR	Municipality of Vega Alta																		627,000	627,000
OH	Muscogee (Creek) Nation												350,000							350,000
CA	Napa Co Transp Planning Agency																		1,878,550	1,878,550
NY	Nassau Co		446,521																42,268,448	42,714,969
DC	Natl Academy of Sciences - Transp Research Bd										3,750,000									3,750,000
CO	Natl Conf of State Legislatures										150,000									150,000
DC	Natl Easter Seal Society Inc Ofc of Govt Affairs										4,350,000									4,350,000
CO	Natl Renewable Energy Lab										200,000									200,000
AZ	Navajo Nation												475,000							475,000
NE	NE Dept of Roads												6,493,216							6,493,216
MA	Neponset Valley Transp Mgt Assoc												2,787,098							2,787,098
NV	NV DOT				688,855								11,424,415							12,113,270
NH	NH DOT				2,511,091								3,027,485						659,056	6,197,632
NJ	NJ Transit Corp		220,357,179		7,446,734		144,416,559												525,051,882	897,272,354
NM	NM DOT		364,000		1,486,520			346,191	473,108		50,000	76,427	9,216,466							12,012,712
NY	NY City DOT		30,398,554				21,889,326					1,105,957							34,995,632	88,389,469
NY	NY Metro Transp Auth		582,496,501				193,893,898												663,700,601	1,440,091,000
NY	NY State DOT				9,139,530			2,473,356	9,769,089			912,003	16,442,404							38,736,382
ID	Nez Perce Tribe												300,000							300,000
NY	Niagara Frontier Transp Auth	1,200,000						620,116				371,030							20,444,964	22,636,110
AK	Noatak Native Village of												175,000							175,000
AK	Noorvik Native Community												25,000							25,000
NC	NC DOT		517,009		6,505,535			3,240,454	723,792			1,207,747	24,385,612							36,580,149
TX	North Central TX COG							2,050,813				358,089							264,300	2,673,202

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
ND	ND DOT				365,156			173,772	1,955,397			72,750	4,879,747							7,446,822
CO	N Front Range MPO							123,464				60,827								184,291
CA	N San Diego Co Transit Dev Board		8,639,740					63,463				200,000							5,704,329	14,607,532
OH	NE Oh Areawide Coordinating Agency							199,906				279,065								478,971
AZ	N Az Intergov Public Transp Auth														150,000				2,061,097	2,211,097
MT	N Cheyenne Tribe												398,007							398,007
IN	N IN Commuter Transp Dist		14,661,941																3,600,000	18,261,941
ME	N New England Passenger Rail Auth		1,150,441																2,500,000	3,650,441
VA	N Va Transp Comm																		1,131,950	1,131,950
CA	Northfork Rnchria Mono Indians dba No Fork Rancheria												305,026							305,026
IN	NW IN RPC											231,693							487,748	719,441
CA	Norwalk City of																		2,722,843	2,722,843
SD	Oglala Sioux Tribe DOT												1,186,142							1,186,142
OH	OH DOT		834,750		4,736,237			2,099,182	1,726,333			1,123,658	24,224,114							34,744,274
OH	OH-KY-IN Reg COG							74,820				435,247								510,067
OH	OK DOT		703,375						777,637											1,481,012
NE	Omaha Metro Area Transit		4,200,000					169,080				373,685							10,194,725	14,937,490
NE	Omaha triBe of NE												192,297							192,297
NE	Omaha-Council Bluffs Metro Area Planning Agency							267,390												267,390
CA	Omnitrans		231,780								340,000									571,780
NY	Orange Co							355,482												355,482
CA	Orange Co Transp Auth							2,168,517				1,014,950								3,183,467
OR	OR DOT		2,000,000		17,033,354			268,771	1,023,199			482,026	17,778,201		460,400				9,327,330	48,373,281
WI	Oshkosh Transit Sys																		1,490,963	1,490,963
AR	Ozark Reg Transit																		1,214,404	1,214,404
WI	Ozaukee Co Transit																		480,726	480,726
CA	Pacific Coachways Charter Svcs Inc													35,000						35,000
FL	Pasco Co BOCC																			0
SC	Pee Dee RTA Inc																		808,000	808,000
PA	PA DOT		9,742,889		4,180,438			2,370,930				1,868,000	22,905,969		446,758				6,163,596	47,678,580
DC	PGH Wong Engr Inc																		1,664,142	1,664,142
AZ	Phoenix City of		38,062,189					1,856,800				1,141,706							4,064,715	66,752,918
NC	Piedmont Auth for Reg Transp (PART)																		1,175,000	1,175,000
WA	Pierce Co Public Transp Benefit Area Auth		2,070,434																9,465,505	11,535,939
FL	Pinellas Co MPO							1,263,443			50,000	932,641								2,246,084
FL	Pinellas Suncoast Transit Auth		2,600,000																2,923,959	5,523,959
MA	Pioneer Valley Transit Auth		4,754,464									376,873							12,548,909	17,680,246
DC	Planit Now LLC																		14,790	14,790
MA	Planners Collaborative Inc																		323,426	323,426
MA	Plymouth & Brockton													93,167						93,167
DC	Pmo Partnership JV LLC																		1,521,046	150,000
FL	Polk Co BOCC		200,000																	200,000
NE	Ponca Tribe of NE												439,808							439,808
OH	Ponca Tribe of OK												277,203							277,203

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

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PA	Port Auth of Allegheny Co		50,905,656																34,146,336	85,051,992
NY	Port Auth of NY & NJ						54,243,826													54,243,826
NJ	Port Auth Trans-Hudson Corp		-1,216,714				159,720,171													158,503,457
OH	Portage Area RTA		784,650					350,000			50,000	401,976							1,137,400	2,724,026
CA	Porterville City of																		687,426	687,426
CT	Post Road Stages Inc													33,000						33,000
VA	Potomac & Rappahannock Transp Comm		2,600,000																63,790,350	66,390,350
KS	Prairie Band of Potawatomi Nation												200,000							200,000
VT	Premier Coach Co Inc													87,060						87,060
CA	Presidio Trust																			0
VA	Price Waterhouse Coopers LLP									1,089,602										1,089,602
DC	PSAV Presentation Svcs									960										960
PR	PR Highway & Transp Auth				2,047,368			8,337,487	1,887,797			0							24,166,085	36,438,737
PR	PR Ports Auth Dev Dept		2,977,398																	2,977,398
WA	Puget Sound Reg Council							14,452				12,489							346,252	373,193
NY	Putnam Co																		4,333,548	4,333,548
VA	Qi Tech LLC															1,698,212				1,698,212
CA	Quartz Valley Indian Reserv												25,000							25,000
MN	Red Lake Band of Chippewa Indians												750,000							750,000
PA	Red Rose Transit Auth																		6,863,008	6,863,008
CA	Redding Area Bus auth																		1,425,200	1,425,200
LA	RPC							49,984												49,984
LA	RTA		1,482,706					758,644											2,859,433	5,100,783
TN	RTA							2,312,525				1,080,860							5,312,000	8,705,385
NV	Reg Transp Comm of Washoe Co		612,232					56,041				113,558							10,470,989	11,252,820
CO	Reg Transp Dist		158,712,361					902,309				631,507							63,194,986	223,441,163
VT	Resource Sys Grps Inc									249,883										249,883
RI	RI DOT		3,509,086																6,200,000	9,709,086
RI	RI Public Transit Auth				635,708		1,179	1,150,847				680,218	651,622						46,617,218	49,736,792
OH	Richland Co Transit Bd																		1,367,836	1,367,836
NM	Rio Metro Reg Transit Dist		340,000																7,784,168	8,124,168
LA	River Parishes Transit Auth							25,990											236,692	262,682
IL	River Valley Metro Mass Transit Dist			935,078															1,776,765	2,711,843
PA	River Valley Transit (fm Williamsport Bureau of Transp)																		1,200,000	1,200,000
CA	Riverside Transit agency											699,580								699,580
CA	Riverside City of																		674,250	674,250
CO	Roaring Fork Transp Auth		1,600,000																	1,600,000
NY	Rochester-Genesee RTA		7,927,420									167,257						352,140	32,043,700	40,490,517
IL	Rock Island Co Metro Mass Transit Dist		2,160,000	1,001,644															1,558,195	4,719,839
IL	Rockford Mass Transit Dist							143,942				96,522							1,566,035	1,806,499
NY	Rockland Co Dept of Public Transp																		4,997,000	4,997,000
OR	Rogue Valley transp Dist																		3,094,033	3,094,033
NJ	Rutgers the State Univ										659,784									659,784

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

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CA	Sacramento Area COG											1,045,258							360,000	1,405,258
CA	Sacramento Reg Transit Dist		40,249,000																	40,249,000
MI	Saginaw Transit Auth reg svcs (stars)																		1,994,652	1,994,652
OR	Salem Area Mass Transit Dist		3,389,300					526,466											5,037,309	8,953,075
CA	San Diego Assoc of Govts		2,000,000					511,358			50,000								36,180,000	38,741,358
CA	San Francisco Bay Area Rapid Transit Dist																			0
CA	San Francisco Bay Area water Emerg Transp Auth		5,180,000							856,462									22,856,411	28,892,873
CA	San Joaquin Reg Rail Comm		3,140,113																5,477,889	8,618,002
CA	San Joaquin Reg Transit Dist											133,497								133,497
CA	San Luis Obispo RTA		2,280,000																3,230,575	5,510,575
CA	San Luis Obispo City of																		1,424,563	1,424,563
OH	Sandusky Transit Sys																		349,622	349,622
NM	Santa Ana Pueblo												241,832							241,832
CA	Santa Clara Valley Transp Auth		2,000,000								50,000									2,050,000
CA	Santa Cruz Metro Transit Dist																		4,753,073	4,753,073
CA	Santa Maria Area Transit City of																		2,887,858	2,887,858
NE	Santee Sioux Nation												245,463							245,463
FL	Sarasota Co Transp Auth																		3,740,771	3,740,771
WA	Sauk-Suiattle Indian Tribe												25,000							25,000
VA	Science Applications Intl Corp										74,884									74,884
OH	Seminole Nation of OK												977,056							977,056
DC	Shaw Infrastructure Inc															1,800,000	364,271			2,164,271
ID	Shoshone-Bannock Tribes												241,666							241,666
CA	Silverado Stages Inc													32,778						32,778
CA	Simi Valley City of																		400,000	400,000
AK	Sitka Tribe of AK												239,100							239,100
WA	Skagit Transit Sys																		2,397,926	2,397,926
WA	Skokomish Indian Tribe of Skokomish Reserv												88,788							88,788
WA	Snohomish Co Public Trans Benefit Area Corp		2,169,690					53,450											7,128,406	9,351,546
IN	South Bend Public Transp Corp		240,000																2,008,342	2,248,342
SC	SC DOT		1,830,500					1,918,140	361,368		49,714	1,036,503	10,748,740							15,944,965
SD	SD DOT		1,235,600		645,548				198,673				8,832,823							10,912,644
ME	South Portland City of																		339,743	339,743
MI	Southeast MI COG	1,000,000	213,594								25,000									1,238,594
PA	SE Pa Transp Auth		133,991,162				1,192,568	2,172,257				1,329,119					12,862,699		156,762,546	308,310,351
MA	SE RTA							127,051				42,528							10,586,076	10,755,655
GA	SE Stages Inc													64,513						64,513
CA	So CA Assoc of govts											28,505								28,505
CA	So CA Reg Rail Auth		14,308,319																2,667,000	16,975,319
CA	So CA Reg Transit Training Consort										673,713									673,713
NV	So NV Reg Transp Comm of		5,000,000									530,672							27,542,007	33,862,066
CO	So Ute Indian Tribe							789,387					236,000							236,000

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
OH	SW OH RTA		2,500,000					715,021			206,973						15,920,000		28,307,018	47,649,012
PA	SW PA Comm																		260,000	260,000
AL	Spirit Coach LLC													29,738						29,738
WA	Spokane Transit Auth		2,947,002					389,524				252,396							16,811,162	20,400,084
IL	Springfield Mass Transit Dist		3,075,000																3,200,051	6,275,051
MN	St Cloud Metro Transit comm			3,354,335															2,816,640	6,170,975
FL	St Johns Co																		649,755	649,755
FL	St Lucie Co BOCC		404,000					212,219			50,000	12,000								678,219
LA	St Tammany Parish Govt																		1,655,166	1,655,166
DC	Stantec Consulting Inc															1,100,000				1,100,000
OH	Stark Area RTA		1,744,643							50,000									7,785,056	9,579,699
HI	State of HI DOT		11,725,000		813,567															12,538,567
IL	Stalene Mass Transit Dist																		156,225	156,225
OH	Steel Valley Reg Transit Auth																		554,976	554,976
WA	Stillaguamish Tribe of Indians												101,538							101,538
NJ	Stouts Charter Service Inc													37,250						37,250
DC	STV Inc															1,928,133	544,158			2,472,291
IL	Suburban Bus Div - RTA							3,515,718				1,242,124							48,562,693	53,320,535
MI	Suburban Mobility Auth for Reg Transp		11,136,531					1,516,406				1,030,913							26,912,684	40,596,534
CA	Sunline Transit Agency											214,230								214,230
CA	Susanville Indian Rancheria		113,600										590,527							704,127
NC	T R Y Inc dba Young Transp													30,075						30,075
ID	Targhee Reg Public Transp Auth																		374,300	374,300
TN	TN DOT				3,654,042			1,886,078				897,518	15,301,992							21,739,630
AK	Tetlin Village Council												288,240							288,240
TX	Texarkana Urban Transit Dist																		1,229,879	1,229,879
TX	TX A&M Transp Institute									30,665										30,665
TX	TX DOT		14,162,999		8,120,427			8,056,034	1,731,508				41,487,434							73,558,402
TX	TX Transp Institute									-30,665										-30,665
TX	Texoma Area Paratransit-Sys Inc																		2,281,617	2,281,617
IO	City of Dubuque																		999,662	999,662
TX	Gulf Coast Center		235,200																	235,200
WA	Tulalip Tribes of WA												175,000							175,000
OH	Toledo Area RTA																		6,319,459	6,319,459
NY	Tompkins Co																		1,914,239	1,914,239
AL	Top of AL Reg Council of Govt							6,000				43,162								49,162
KS	Topeka Metro Transit Auth							236,617				140,440							2,609,453	2,986,510
CA	Torrance City of																		7,093,073	7,093,073
TOT																				10,641,657,002
NY	Town of Babylon	360,000																		360,000
CO	Town of Berthoud																		50,000	50,000
VA	Town of Blacksburg																	1,858,680	3,171,619	5,030,299
NC	Town of Cary																		1,155,652	1,155,652
NC	Town of Chapel Hill	560,000	7,436,423																3,975,281	11,971,704
CO	Town of Estes Park														3,200,000					3,200,000

**Table 3A cont'd.** FY 2013 Summary of Obligations for FTA Programs by Grant Recipient

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
KY	Transit Auth of Lexington-Fayette Urban Co Govt		8,814,000																4,383,366	13,197,366
KY	Transit Auth of Northern Ky		1,200,054																9,079,314	10,279,368
KY	Transit Auth of River City		4,000,000					515,627				332,260							36,029,865	40,877,752
CA	Transit Joint Powers Auth for Merced Co																		2,843,934	2,843,934
PA	Transp & Motor Buses for Public Use Auth		200,000																290,933	490,933
VA	Transp Dist Comm of Hampton Rds											691,179							24,138,881	24,830,060
FL	FDOT dba So FL Reg Tr		9,623,843					1,605,635				4,052,411					18,000,000	5,713,549	13,797,091	52,792,529
DC	Treasury Agency Svcs																		-32,484	-32,484
NC	Triangle Transit Auth																		2,838,854	2,838,854
OR	Tri-Co metro Transp Dist of OR		121,627,255		1,167,080			683,512			49,643	423,779							54,875,074	178,826,343
IL	Tri-Co MPO/Transition Linkage Partnership							33,050				33,050								66,100
WV	Tri-State Transit Auth		2,929,400																	2,929,400
OH	Trumbull Co Transit board																		688,725	688,725
AZ	Tucson City of		1,449,798					1,135,051				277,535							12,768,237	15,630,621
CA	Turlock City of																		1,176,000	1,176,000
AL	Tuscaloosa Co Parking & Transit Auth																		1,415,375	1,415,375
MI	Twin cities Area Transp Auth																		1,117,400	1,117,400
NM	US Dept of Agriculture / forest Svc														1,184,500					1,184,500
VA	US Dept of Interior / Natl Park Svc														4,035,738					4,035,738
VA	US Dept of Interior / Fish & Wildlife Svc														2,594,000					2,594,000
NY	Ulster Co																		1,377,800	1,377,800
OH	United Keetoowah Band of Cherokee Indians in OK												216,000							216,000
IO	Univ of IO																		442,035	442,035
DE	Univ of DE																			0
MA	Univ of MA-Amherst																			0
NH	Univ of NH		156,500																403,527	560,027
FL	Univ of So FL										2,306,250									2,306,250
TN	Univ of TN										225,442									225,442
DC	Urban Engineers						572,205									6,000,000				6,572,205
PA	Urban Redevel auth of Pittsburgh																15,000,000			15,000,000
MD	US Dept of Commerce										265,000									265,000
DC	US Ofc of Personnel Mgt										-3									-3
UT	UT DOT				831,100			1,139,217				588,564								2,558,881
UT	UT Transit Auth		1,580,000																40,604,545	42,184,545
CA	Vacaville City of																		2,190,061	2,190,061
ID	Valley Reg Transit		80,858					134,845											3,811,263	4,026,966
CA	Ventura Co Transp Comm							129,741				272,672							8,936,648	9,339,061

**Table 3A cont'd. FY 2013 Summary of Obligations for FTA Programs by Grant Recipient**

	Recip Name	ALT. ANAL.	CAPITAL	CLEAN FUELS	ELDERLY & INDIV. WITH DIS.	EMGCY. SUPP.	HURCN SANDY	JARC	METRO. & STATE PLG	MISC. FHWA TRANSF.	NAT'L. RES.	NEW FREEDOM	NON-URB. AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	PROJECT MGT. OVERSIGHT	TIGER	TIGGER	URB. AREA	TOTAL
VT	VT Agency of Transp		7,563,571		118,400			285,205	234,391			77,000	24,668,268							32,946,835
TX	Via Metro Transit Auth		4,727,120								50,000	349,358					15,000,000		29,794,924	49,921,402
CA	Victor Valley Transit Auth		182,346					336,301				156,428							3,996,619	4,671,694
VI	VI Dept of Public Works									2,000,000										2,000,000
VA	VA Dept of Rail & Public Transp		700,000					480,551	3,119,177			648,632	856,841							5,805,201
VA	VA Polytechnic Inst & State Univ/ Ctr for Org										350,000									350,000
CA	Visalia City of																		1,012,500	1,012,500
MS	Vision Tours LLC													37,250						37,250
DC	Volpe Natl Transp Sys Center										737,129					1,138,136			400,000	2,275,266
FL	Volusia Transp Auth							351,099				238,808								589,907
OH	WA Co																		161,413	161,413
WI	WA Co Transit Svcs																		1,060,471	1,060,471
DC	WA Metro Area Transit Auth (WMATA)		247,305,877																140,740,229	388,046,106
WA	WA State DOT		13,115,487		6,872,474			2,671,240	1,309,299	703,209		1,191,315	17,309,061							43,172,085
WI	West Bend City of																		238,667	238,667
WV	WV DOT				1,121,217							237,871								1,359,088
WV	WV Univ Research Corp																			0
NY	Westchester Co DOT						317,200												26,631,877	26,949,077
CA	W Contra Costa Transit Auth							37,007											3,648,561	3,685,568
NC	W Piedmont RTA																		755,562	755,562
OH	W Reserve Transit Auth							123,823			50,000	94,866							3,295,503	3,564,192
MT	W Transp Inst/MT State Univ														1,750,000					1,750,000
WA	Whatcom Transp Auth		4,455,632																	4,455,632
MN	White Earth Band of Mn Chippewas/ White Earth Reserv Tribal												95,000							95,000
MO	White Knight Limousine Inc													45,000						45,000
KS	Wichita Area MPO							234,990				146,988								381,978
VA	Williamsburg Area Transit Auth (fm JCCT)																		3,032,121	3,032,121
NE	Winnebago Tribe of NE												450,000							450,000
WI	WI Center Dist																		-731,107	-731,107
WI	WI DOT/Bureau of Transit				2,766,798			2,151,341			1,104,223	1,142,826	16,502,950							23,668,138
WI	WI State - SE RPC		-36,915																	-36,915
MA	Worcester RTA		1,501,536	4,464,000															13,317,409	19,282,945
WY	WY DOT		6,000,000		645,661			21,132	2,249,410				6,261,523							15,177,726
SD	Yankton Sioux Tribe dba Fort Randall Casino												209,456				1,000,000			1,209,456
CA	Yolo Co Transp Dist																		1,879,000	1,879,000
PA	York Co TRANSP Auth																		360,000	360,000
CA	Yuba-Sutter Transit Auth																		2,322,718	2,322,718
AZ	Yuma Co Intergov Public Transp Auth																		3,230,180	3,230,180
CA	Yurok Tribe												265,000							265,000

**Table 4** FY 2013 Capital, Operating, and Planning Obligations

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY/SEC TRAINING/ADMIN	OTHER	OTHER	% OF TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW STARTS								
<b>OVER A MILLION POPULATION</b>											
Alternative Analysis	\$0	\$0	\$0	\$1,052,012	\$0	\$1,052,012	\$0	\$0	\$0	\$1,052,012	0.0
Capital	\$465,544,179	\$1,328,486,944	\$947,770,029	\$500,000	\$0	\$2,742,301,152	\$0	\$0	\$7,515,978	\$2,749,817,130	42.7
Clean Fuels	\$15,160,150	\$0	\$0	\$0	\$0	\$15,160,150	\$0	\$0	\$0	\$15,160,150	0.2
Elderly and Individuals with Disabilities	\$3,838,454	\$0	\$0	\$0	\$0	\$3,838,454	\$1,167,080	\$0	\$0	\$5,005,534	0.1
Emergency Supplementals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$3,455,519	\$7,669,013	\$4,213,494	0.1
Hurricane Sandy	\$16,371,218	\$167,597,119	\$0	\$0	\$0	\$183,968,337	\$87,912,792	\$0	\$8,013,801	\$279,894,930	4.3
JARC	\$10,297,658	\$0	\$0	\$888,543	\$0	\$11,186,201	\$25,499,456	\$0	\$0	\$36,685,657	0.6
Metropolitan and State Planning	\$0	\$0	\$0	\$6,653,587	\$0	\$6,653,587	\$0	\$0	\$0	\$6,653,587	0.1
Miscellaneous FHWA Transfers	\$0	\$856,462	\$0	\$0	\$0	\$856,462	\$0	\$0	\$0	\$856,462	0.0
National Research	\$99,643	\$100,000	\$0	\$252,500	\$0	\$452,143	\$0	\$2,571,987	\$15,718,611	\$18,742,741	0.3
New Freedom	\$16,861,930	\$3,249,424	\$0	\$91,945	\$0	\$20,203,299	\$11,928,214	\$0	\$0	\$32,131,513	0.5
Non-Urbanized Area	\$1,834,000	\$0	\$0	\$0	\$0	\$1,834,000	\$0	\$0	\$0	\$1,834,000	0.0
Over-the-Road-Bus	365,853	0	0	0	\$0	365,853	\$0	\$0	\$0	\$365,853	0.0
Paul S. Sarbanes Transit in Parks Program	1,519,774	0	0	4,154,906	\$0	5,674,680	\$0	\$0	-\$119,168	\$5,555,512	0.1
Project Management Oversight	0	0	0	407,869	\$0	407,869	\$0	\$0	\$33,924,541	\$34,332,410	0.5
Rail Safety Improvement	12,626,200	137,373,800	0	0	\$0	150,000,000	\$0	\$0	\$0	\$150,000,000	2.3
TIGER	38,994,480	118,486,089	0	0	\$0	157,480,569	\$0	\$0	\$1,806,664	\$159,287,233	2.5
TIGGER	308,839	5,404,710	0	0	\$0	5,713,549	\$0	\$0	\$0	\$5,713,549	0.1
Urbanized Area	1,492,223,035	1,339,883,364	32,466,819	20,620,850	\$0	2,885,194,068	\$47,965,587	\$0	\$583,005	\$2,933,742,660	45.5
SUB-TOTAL	\$2,076,045,413	\$3,101,437,912	\$980,236,848	\$34,622,212	\$0	\$6,192,342,385	\$174,473,129	-\$883,532	\$75,112,445	\$6,441,044,428	54.8
<b>200,000 - 1 MILLION</b>											
Alternative Analysis	\$0	\$0	\$0	\$2,505,000	\$0	\$2,505,000	\$0	\$0	\$0	\$2,505,000	0.2
Capital	\$175,369,886	\$61,948,635	\$40,000,000	\$0	\$0	\$277,318,521	\$0	\$0	\$0	\$277,318,521	23.2
Clean Fuels	\$17,660,954	\$0	\$0	\$0	\$0	\$17,660,954	\$0	\$0	\$0	\$17,660,954	1.5
Elderly and Individuals with Disabilities	\$7,456,085	\$0	\$0	\$0	\$0	\$7,456,085	\$115,000	\$0	\$0	\$7,571,085	0.6
Hurricane Sandy	\$0	\$0	\$0	\$0	\$0	\$0	\$21,738	\$0	\$2,609,429	\$2,631,167	0.2
JARC	\$4,141,506	\$0	\$0	-\$32,740	\$0	\$4,108,766	\$14,911,169	\$0	\$0	\$19,019,935	1.6
Metropolitan and State Planning	\$0	\$0	\$0	\$1,955,397	\$0	\$1,955,397	\$0	\$0	\$0	\$1,955,397	0.2
National Research	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,769	\$2,373,769	0.2
New Freedom	\$6,116,248	\$120,001	\$480,000	-\$80,470	\$0	\$6,635,779	\$5,153,402	\$0	\$0	\$11,789,181	1.0
Non-Urbanized Area	\$3,473,769	\$0	\$0	\$0	\$234,154	\$3,707,923	\$6,507,566	\$0	\$0	\$10,215,489	0.9

**Table 4 cont'd.** FY 2013 Capital, Operating, and Planning Obligations

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY/SEC TRAINING/ADMIN	OTHER	OTHER	% OF TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW STARTS								
Over-the-Road-Bus	\$549,214	\$0	\$0	\$0	\$0	\$549,214	\$0	\$0	\$0	\$549,214	0.0
Paul S. Sarbanes Transit in Parks Program	\$0	\$0	\$0	\$1,184,500	\$0	\$1,184,500	\$0	\$0	\$0	\$1,184,500	0.1
Project Management Oversight	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,573,277	\$2,573,277	0.2
TIGGER	\$352,140	\$0	\$0	\$0	\$0	\$352,140	\$0	\$0	\$0	\$352,140	0.0
Urbanized Area	\$660,814,903	\$76,948,047	\$4,012,440	\$14,689,573	\$0	\$756,464,963	\$83,286,586	\$0	\$19,200	\$839,770,749	70.1
SUB-TOTAL	\$875,934,705	\$139,016,683	\$44,492,440	\$20,221,260	\$234,154	\$1,079,899,242	\$109,995,461	\$0	\$7,575,675	\$1,197,470,378	10.2
<b>50,000-200,000</b>											
Alternative Analysis	\$0	\$0	\$0	\$1,160,000	\$0	\$1,160,000	\$0	\$0	\$0	\$1,160,000	0.1
Capital	\$144,917,680	\$281,827	\$24,859,436	\$0	\$0	\$170,058,943	\$0	\$0	\$0	\$170,058,943	21.8
Clean Fuels	\$5,954,413	\$0	\$0	\$0	\$0	\$5,954,413	\$0	\$0	\$0	\$5,954,413	0.8
Elderly and Individuals with Disabilities	\$15,590,000	\$0	\$0	\$0	\$0	\$15,590,000	\$51,389	\$0	\$0	\$15,641,389	2.0
JARC	\$5,339,833	\$0	\$0	\$15,000	\$0	\$5,354,833	\$11,321,198	\$0	\$0	\$16,676,031	2.1
Metropolitan and State Planning	\$0	\$0	\$0	\$14,436,332	\$0	\$14,436,332	\$0	\$0	\$0	\$14,436,332	1.9
Miscellaneous FHWA Transfers	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	0.3
National Research	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$851,502	\$1,051,502	0.1
New Freedom	\$4,629,602	\$0	\$0	\$0	\$0	\$4,629,602	\$2,195,465	\$0	\$0	\$6,825,067	0.9
Non-Urbanized Area	\$28,904,911	\$0	\$0	\$79,568	\$1,336,213	\$30,320,692	\$62,716,098	\$0	\$0	\$93,036,790	11.9
Over-the-Road-Bus	\$3,362,111	\$0	\$0	\$0	\$0	\$3,362,111	\$0	\$0	\$0	\$3,362,111	0.4
Paul S. Sarbanes Transit in Parks Program	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000	0.0
TIGER	\$11,350,000	\$0	\$0	\$0	\$0	\$11,350,000	\$0	\$0	\$0	\$11,350,000	1.5
TIGGER	\$4,358,680	\$0	\$0	\$0	\$0	\$4,358,680	\$0	\$0	\$0	\$4,358,680	0.6
Urbanized Area	\$237,269,457	\$12,000	\$0	\$5,425,168	\$0	\$242,706,625	\$190,503,069	\$0	\$0	\$433,209,694	55.6
SUB-TOTAL	\$463,876,687	\$293,827	\$24,859,436	\$21,416,068	\$1,336,213	\$511,782,231	\$266,787,219	\$0	\$851,502	\$779,420,952	6.6
<b>RURAL AND UNDER 50,000</b>											
Alternative Analysis	\$0	\$0	\$0	\$360,000	\$0	\$360,000	\$0	\$0	\$0	\$360,000	0.0
Capital	\$180,760,398	\$265,434,252	\$681,129,069	-\$1,216,714	\$0	\$1,126,107,005	\$0	\$0	\$2,970,000	\$1,129,077,005	33.8
Clean Fuels	\$1,126,556	\$0	\$0	\$0	\$0	\$1,126,556	\$0	\$0	\$0	\$1,126,556	0.0
Elderly and Individuals with Disabilities	\$149,040,702	\$0	\$0	\$0	\$0	\$149,040,702	\$3,234,427	\$0	\$0	\$152,275,129	4.6
Hurricane Sandy	\$197,346	\$136,677,549	\$0	\$0	\$0	\$136,874,895	\$167,839,803	\$0	\$0	\$304,714,698	9.1
JARC	\$18,173,086	\$0	\$0	-\$27	\$0	\$18,173,059	\$41,193,252	\$0	\$0	\$59,366,311	1.8
Metropolitan and State Planning	\$77,863	\$0	\$0	\$164,788,515	-\$259,115	\$164,607,263	\$0	\$0	\$157,219	\$164,764,482	4.9
Miscellaneous FHWA Transfers	\$1,037,209	\$700,000	\$0	\$0	\$0	\$1,737,209	\$0	\$0	\$0	\$1,737,209	0.1
National Research	\$149,714	\$0	\$0	\$249,883	\$0	\$399,597	\$1,104,223	\$0	\$6,811,925	\$8,315,745	0.2
New Freedom	\$14,213,672	\$0	\$0	\$27,989	\$0	\$14,241,661	\$13,166,379	\$0	\$0	\$27,408,040	0.8

**Table 4 cont'd.** FY 2013 Capital, Operating, and Planning Obligations

FTA PROGRAM BY URBANIZED AREA GROUPING	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY/SEC TRAINING/ADMIN	OTHER	OTHER	% OF TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW STARTS								
Non-Urbanized Area	\$208,932,495	\$255,813	\$106,966	\$1,709,592	\$7,275,767	\$218,280,634	\$289,781,076	\$0	\$2,787,098	\$510,848,808	15.3
Over-the-Road-Bus	\$2,625,480	\$0	\$0	\$0	\$0	\$2,625,480	\$0	\$0	\$0	\$2,625,480	0.1
Paul S. Sarbanes Transit in Parks Program	\$5,982,341	\$0	-\$200,000	\$3,040,758	\$0	\$8,823,099	\$0	\$0	\$1,750,000	\$10,573,099	0.3
Project Management Oversight	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0	\$0	\$20,705,267	\$20,840,267	0.6
TIGER	\$1,000,000	\$20,500,000	\$0	\$0	\$0	\$21,500,000	\$0	\$0	\$364,271	\$21,864,271	0.3
TIGGER	\$4,064,715	\$0	\$0	\$0	\$0	\$4,064,715	\$0	\$0	\$0	\$4,064,715	0.1
Urbanized Area	\$377,495,462	\$423,859,490	\$75,660,000	\$2,121,400	\$0	\$879,136,352	\$36,876,672	\$0	\$0	\$916,013,024	
SUB-TOTAL	\$964,877,039	\$847,427,104	\$756,696,035	\$171,216,396	\$7,016,652	\$2,747,233,227	\$553,195,832	\$0	\$35,545,780	\$3,335,974,839	28.4
<b>TOTAL</b>	<b>\$4,380,733,844</b>	<b>\$4,088,175,526</b>	<b>\$1,806,284,759</b>	<b>\$247,475,936</b>	<b>\$8,587,019</b>	<b>\$10,531,257,085</b>	<b>\$1,104,451,641</b>	<b>-\$883,532</b>	<b>\$119,085,402</b>	<b>\$11,753,910,597</b>	<b>100</b>

Other includes Research, Oversight Reviews and University Research.

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. Urbanized Area Formula operating obligations for areas >1M population are from carryover funds and CMAQ.

Other includes Research and Management Training.

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

**Table 5** FY 2013 Capital, Operating, and Planning Obligations by Program and State

STATE	ALTERNATIVE ANALYSIS	%	CAPITAL	%	CLEAN FUELS	%	ELDERLY & INDIVIDUALS WITH DISABILITIES	%	EMERGENCY SUPPLEMENTALS	%	HURRICANE SANDY	%	JOB ACCESS/ REVERSE COMMUTE	%
AL		0.0	\$844,553	1.9		0.0	\$5,403,674	12.1		0.0		0.0	\$3,134,390	7.0
AK		0.0	\$30,104,436	47.1		0.0		0.0		0.0		0.0		0.0
AMER SAMOA		0.0	\$0	0.0		0.0		0.0		0.0		0.0		0.0
AZ		0.0	\$39,511,987	25.2		0.0	\$3,240,042	2.1		0.0		0.0	\$3,982,996	2.5
AK		0.0	\$111,157	0.4		0.0	\$2,445,807	9.4		0.0		0.0	\$819,311	3.1
CA		0.0	\$404,123,377	43.8		0.0	\$59,400,000	6.4		0.0		0.0	\$11,489,515	1.2
CO		0.0	\$164,557,009	63.1		0.0	\$940,656	0.4		0.0		0.0	\$2,392,660	0.9
CT	\$180,000	0.1	\$179,599,626	52.2	\$165,000	0.0		0.0		0.0	80,163.0	0.0	\$2,884,593	0.8
DE		0.0	\$5,000,000	19.4	\$0	0.0		0.0		0.0		0.0		0.0
DC		0.0	\$247,305,877	56.0		0.0	\$402,551	0.1	-\$47,625	0.0	2,554,417.0	0.6	\$1,587,944	0.4
FK		0.0	\$154,084,910	41.5	\$4,832,500	1.3		0.0		0.0		0.0	\$8,756,555	2.4
GA		0.0	\$134,601,578	53.1		0.0	\$3,404,731	1.3		0.0		0.0	\$5,967,421	2.4
GUAM		0.0	\$0	0.0		0.0		0.0		0.0		0.0		0.0
HI		0.0	\$504,890,015	92.9		0.0	\$813,567	0.1		0.0		0.0		0.0
ID	\$375,000	2.1	\$2,543,492	14.1		0.0	\$410,121	2.3		0.0		0.0	\$862,969	4.8
IL		0.0	\$317,960,012	43.3	\$8,723,356	1.2	\$3,607,191	0.5		0.0		0.0	\$7,841,189	1.1
IN		0.0	\$27,818,213	28.6		0.0		0.0		0.0		0.0	\$1,574,767	1.6
IO		0.0	\$5,995,907	11.8		0.0	\$2,418,039	4.7		0.0		0.0	\$825,768	1.6
KS		0.0	\$1,080,000	3.1		0.0	\$1,267,605	3.6		0.0		0.0	\$920,190	2.6
KY		0.0	\$20,961,977	21.4		0.0	\$3,866,920	4.0		0.0		0.0	\$840,366	0.9
LA		0.0	\$7,874,500	19.0		0.0		0.0		0.0		0.0	\$1,722,873	4.2
ME		0.0	\$4,257,565	24.3		0.0		0.0		0.0		0.0	\$652,272	3.7
MD		0.0	\$81,480,899	26.1	\$3,468,786	1.1	\$4,157,522	1.3		0.0		0.0	\$3,464,397	1.1
MA		0.0	\$83,537,799	22.8	\$4,464,000	1.2	\$3,007,354	0.8		0.0	344,311.0	0.1	\$1,469,638	0.4
MI	\$1,600,000	0.9	\$71,101,647	37.8		0.0	\$613,802	0.3		0.0		0.0	\$2,855,372	1.5
MN		0.0	\$128,836,398	49.5	\$3,354,335	1.3	\$1,895,520	0.7		0.0		0.0	\$1,865,307	0.7
MS		0.0	\$0	0.0		0.0		0.0		0.0		0.0	\$548,671	6.2
MO		0.0	\$26,059,012	19.6	\$1,394,400	1.0		0.0		0.0		0.0	\$1,431,634	1.1
MT		0.0	\$1,322,202	5.6		0.0	\$478,762	2.0		0.0		0.0	\$307,418	1.3
N MARIANA ISL		0.0	\$1,029,600	34.2		0.0		0.0		0.0		0.0		0.0
NE		0.0	\$4,200,000	16.1		0.0		0.0		0.0		0.0	\$873,248	3.3
NV		0.0	\$5,612,232	9.8		0.0	\$688,855	1.2		0.0		0.0	\$845,428	1.5
NH		0.0	\$268,550	2.0		0.0	\$2,511,091	18.3		0.0		0.0		0.0
NJ		0.0	\$219,140,465	20.7		0.0	\$7,446,734	0.7		0.0	304,136,730.0	28.8		0.0
NM		0.0	\$2,906,500	5.5		0.0	\$1,486,520	2.8		0.0		0.0	\$346,191	0.7
NY	\$1,560,000	0.1	\$627,832,537	34.9		0.0	\$9,139,530	0.5		0.0	270,862,614.0	15.0	\$4,185,477	0.2
NC	\$560,000	0.4	\$20,815,851	16.0		0.0	\$6,505,535	5.0		0.0	2,609,429.0	2.0	\$4,661,192	3.6
ND		0.0	\$2,759,453	17.9		0.0	\$365,156	2.4		0.0		0.0	\$173,772	1.1
OH		0.0	\$42,206,775	16.4	\$1,023,000	0.4	\$4,736,237	1.8		0.0		0.0	\$7,586,167	3.0
OK		0.0	\$2,002,098	8.0		0.0		0.0		0.0		0.0		0.0
OR	\$750,000	0.3	\$127,016,555	47.9	\$1,058,250	0.4	\$18,200,434	6.9	\$4,261,119	1.6	2,676,295.0	1.0	\$1,488,003	0.6
PA		0.0	\$218,486,697	40.7	\$2,500,000	0.5	\$4,180,438	0.8		0.0	3,975,657.0	0.7	\$5,631,970	1.0
PR		0.0	\$2,977,398	7.1		0.0	\$2,047,368	4.9		0.0		0.0	\$8,337,487	19.9
RI		0.0	\$3,509,086	5.9		0.0	\$635,708	1.1		0.0	1,179.0	0.0	\$1,150,847	1.9
SC		0.0	\$1,830,500	5.9		0.0		0.0		0.0		0.0	\$2,242,390	7.2
SD		0.0	\$2,699,257	15.3		0.0	\$645,548	3.7		0.0		0.0		0.0
TN		0.0	\$12,625,557	13.3	\$3,043,200	3.2	\$3,654,042	3.9		0.0		0.0	\$2,320,346	2.4
TX	\$52,012	0.0	\$319,473,303	51.6	\$1,225,246	0.2	\$8,120,427	1.3		0.0		0.0	\$16,276,567	2.6
UT		0.0	\$1,580,000	3.4		0.0	\$831,100	1.8		0.0		0.0	\$1,139,217	2.4
VT		0.0	\$7,563,571	19.4		0.0	\$118,400	0.3		0.0		0.0	\$285,205	0.7
VI		0.0	\$0	0.0		0.0		0.0		0.0		0.0		0.0
VA		0.0	\$3,300,000	2.0		0.0		0.0		0.0		0.0	\$480,551	0.3
WA		0.0	\$171,929,166	46.4	\$4,650,000	1.3	\$6,872,474	1.9		0.0		0.0	\$3,353,187	0.9
WV		0.0	\$8,489,400	36.5		0.0	\$1,121,217	4.8		0.0		0.0		0.0
WI		0.0	\$14,452,900	9.9		0.0	\$2,766,798	1.9		0.0		0.0	\$2,151,341	1.5
WY		0.0	\$6,000,000	34.8		0.0	\$645,661	3.7		0.0		0.0	\$21,132	0.1
<b>Total</b>	<b>\$5,077,012</b>		<b>\$4,476,271,599</b>		<b>\$39,902,073</b>		<b>\$180,493,137</b>		<b>\$4,213,494</b>		<b>\$587,240,795</b>		<b>\$131,747,934</b>	
<b>Percent of Total</b>		<b>0.0</b>		<b>38.1</b>		<b>0.3</b>		<b>1.5</b>		<b>0.0</b>		<b>5.0</b>		<b>1.1</b>

**Table 5 cont'd.** FY 2013 Capital, Operating, and Planning Obligations by Program and State

STATE	PLANNING	%	MISC. FHWA TRANSFERS	%	NATIONAL RESEARCH	%	NEW FREEDOM	%	NONURBANIZED AREA	%	OVER THE ROAD BUS	%	PAUL S. SARBANES TRANSIT IN PARKS	%
AL		0.0		0.0		0.0	\$1,284,475	2.9	\$12,404,982	27.9	\$508,118	1.1		0.0
AK		0.0		0.0		0.0	\$79,287	0.1	\$10,537,635	16.5		0.0		0.0
AMER SAMOA		0.0		0.0		0.0		0.0		0.0		0.0		0.0
AZ	\$3,512,021	2.2		0.0		0.0	\$1,881,949	1.2	\$15,676,455	10.0		0.0	\$150,000	0.1
AK	\$2,086,373	8.0		0.0		0.0		0.0	\$12,048,196	46.3	\$30,082	0.1		0.0
CA	\$91,367,986	9.9	\$856,462	0.1	\$1,983,405	0.2	\$5,417,679	0.6	\$31,479,640	3.4	\$103,246	0.0	\$2,121,941	0.2
CO	\$308,741	0.1		0.0	\$514,500	0.2	\$1,196,652	0.5	\$11,029,443	4.2		0.0	\$3,200,000	1.2
CT		0.0		0.0		0.0	\$1,339,448	0.4	\$25,000	0.0	\$33,000	0.0		0.0
DE		0.0		0.0		0.0	\$499,931	1.9	\$2,196,067	8.5		0.0		0.0
DC	\$472,980	0.1		0.0	\$9,707,212	2.2	\$1,548,121	0.4		0.0		0.0		0.0
FK	\$7,413,434	2.0		0.0	\$3,037,728	0.8	\$9,119,626	2.5		0.0	\$174,989	0.0	\$150,000	0.0
GA		0.0		0.0	\$272,093	0.1	\$4,164,886	1.6	\$20,926,343	8.3	\$64,513	0.0		0.0
GUAM		0.0		0.0		0.0		0.0	\$1,560,370	100.0		0.0		0.0
HI		0.0		0.0		0.0		0.0		0.0		0.0		0.0
ID	\$98,570	0.5		0.0	\$50,000	0.3	\$542,963	3.0	\$6,798,445	37.8		0.0		0.0
IL	\$7,248,198	1.0		0.0	\$0	0.0	\$6,109,871	0.8	\$33,570,172	4.6		0.0		0.0
IN		0.0		0.0	\$20,000	0.0	\$2,008,377	2.1	\$13,851,050	14.3		0.0		0.0
IO	\$6,271,702	12.3		0.0		0.0	\$470,065	0.9	\$13,826,770	27.2		0.0		0.0
KS	\$3,580,034	10.2		0.0		0.0	\$287,428	0.8	\$10,673,696	30.6		0.0		0.0
KY	\$764,098	0.8		0.0	\$50,000	0.1	\$587,383	0.6	\$18,452,657	18.9		0.0		0.0
LA	\$1,258,840	3.0	\$1,034,000	2.5		0.0	\$788,803	1.9	\$8,909,343	21.5	\$90,000	0.2		0.0
ME	\$209,506	1.2		0.0		0.0	\$872,913	5.0	\$753,243	4.3	\$37,250	0.2		0.0
MD	\$8,635,555	2.8		0.0	\$2,192,769	0.7	\$1,865,907	0.6	\$10,215,489	3.3		0.0		0.0
MA	\$6,653,587	1.8		0.0	\$479,629	0.1	\$2,855,524	0.8	\$11,955,935	3.3	\$168,767	0.0		0.0
MI	\$3,966,241	2.1		0.0	\$75,000	0.0	\$2,724,653	1.5	\$21,210,777	11.3		0.0		0.0
MN	\$4,775,319	1.8		0.0	\$427,444	0.2	\$1,770,029	0.7	\$17,225,958	6.6		0.0		0.0
MS		0.0		0.0		0.0		0.0	\$200,000	2.3	\$37,250	0.4		0.0
MO	\$11,163,089	8.4		0.0		0.0	\$1,539,937	1.2	\$17,619,707	13.2	\$80,000	0.1		0.0
MT	\$483,346	2.0		0.0	\$266,168	1.1	\$129,627	0.5	\$14,170,819	59.8	\$45,000	0.2	\$1,750,000	7.4
N MARIANA ISL		0.0		0.0	\$50,000	1.7		0.0	\$1,930,911	64.1		0.0		0.0
NE		0.0		0.0		0.0	\$442,299	1.7	\$7,820,784	30.0		0.0		0.0
NV		0.0		0.0		0.0	\$644,230	1.1	\$11,499,415	20.1	\$31,285	0.1		0.0
NH		0.0		0.0		0.0		0.0	\$3,027,485	22.1	\$46,583	0.3		0.0
NJ		0.0		0.0	\$659,784	0.1		0.0		0.0	\$1,037,250	0.1		0.0
NM	\$473,108	0.9		0.0	\$50,000	0.1	\$196,428	0.4	\$9,458,298	18.0		0.0	\$1,184,500	2.3
NY	\$9,769,089	0.5		0.0	\$36,000	0.0	\$3,146,985	0.2	\$16,442,404	0.9	\$266,795	0.0		0.0
NC	\$723,792	0.6		0.0	\$115,560	0.1	\$1,741,767	1.3	\$25,160,164	19.3	\$30,075	0.0		0.0
ND	\$1,955,397	12.7		0.0	\$250,000	1.6	\$72,750	0.5	\$4,879,747	31.6		0.0		0.0
OH	\$1,726,333	0.7		0.0	\$356,973	0.1	\$3,668,644	1.4	\$24,224,114	9.4		0.0		0.0
OK	\$777,637	3.1		0.0	\$1,792,000	7.1	\$459,120	1.8	\$4,608,529	18.3		0.0		0.0
OR	\$1,023,199	0.4		0.0	\$49,643	0.0	\$990,215	0.4	\$19,652,535	7.4	\$89,100	0.0	\$460,400	0.2
PA		0.0		0.0	\$187,850	0.0	\$3,730,215	0.7	\$22,905,969	4.3	\$452,216	0.1	\$446,758	0.1
PR	\$1,887,797	4.5		0.0		0.0	\$0	0.0		0.0		0.0		0.0
RI		0.0		0.0		0.0	\$680,218	1.1	\$651,622	1.1		0.0		0.0
SC	\$361,368	1.2		0.0	\$49,714	0.2	\$1,257,925	4.0	\$10,748,740	34.6	\$25,834	0.1		0.0
SD	\$198,673	1.1		0.0		0.0		0.0	\$10,928,421	62.0		0.0		0.0
TN		0.0		0.0	\$225,442	0.2	\$1,588,005	1.7	\$15,301,992	16.1	\$236,691	0.2		0.0
TX	\$1,731,508	0.3		0.0	\$131,000	0.0	\$4,877,582	0.8	\$41,487,434	6.7	\$3,060,314	0.5	\$619,774	0.1
UT		0.0		0.0		0.0	\$588,564	1.3		0.0		0.0	\$900,000	1.9
VT	\$234,391	0.6		0.0	\$249,883	0.6	\$77,000	0.2	\$24,668,268	63.3	\$87,060	0.2		0.0
VI		0.0	\$2,000,000	100.0		0.0		0.0		0.0		0.0		0.0
VA	\$3,119,177	1.9		0.0	\$6,099,737	3.7	\$1,875,982	1.2	\$856,841	0.5		0.0	\$6,629,738	4.1
WA	\$1,309,299	0.4	\$703,209	0.2	\$0	0.0	\$1,649,641	0.4	\$18,511,263	5.0	\$167,240	0.0		0.0
WV		0.0		0.0	\$0	0.0	\$237,871	1.0		0.0		0.0		0.0
WI		0.0		0.0	\$1,104,223	0.8	\$1,142,826	0.8	\$17,590,436	12.0		0.0		0.0
WY	\$2,249,410	13.0		0.0		0.0		0.0	\$6,261,523	36.3		0.0		0.0
<b>Total</b>	<b>\$187,809,798</b>		<b>\$4,593,671</b>		<b>\$30,483,757</b>		<b>\$78,153,801</b>		<b>\$615,935,087</b>		<b>\$6,902,658</b>		<b>\$17,613,111</b>	
<b>Percent of Total</b>		<b>1.6</b>		<b>0.0</b>		<b>0.3</b>		<b>0.7</b>		<b>5.2</b>		<b>0.1</b>		<b>0.1</b>

**Table 5 cont'd.** FY 2013 Capital, Operating, and Planning Obligations by Program and State

STATE	PROJECT MANAGEMENT OVERSIGHT	%	TIGER	%	TIGGER	%	URBANIZED AREA	%	TOTAL OBLIGATIONS	Total	RANK
AL		0.0		0.0		0.0	\$20,899,888	47.0	\$44,480,080	0.4	34
AK		0.0		0.0		0.0	\$23,162,177	36.3	\$63,883,535	0.5	28
AMER SAMOA		0.0		0.0		0.0		0.0	\$0	0.0	56
AZ		0.0		0.0	4,064,715.0	2.6	\$84,812,432	54.1	\$156,832,597	1.3	21
AK		0.0		0.0		0.0	\$8,469,317	32.6	\$26,010,243	0.2	41
CA	1,272,067.0	0.1	10,000,000.0	1.1		0.0	\$303,410,839	32.9	\$923,026,157	7.9	3
CO	13,929.0	0.0		0.0		0.0	\$76,656,081	29.4	\$260,809,671	2.2	15
CT		0.0	20,500,000.0	6.0		0.0	\$139,576,776	40.5	\$344,383,606	2.9	12
DE		0.0	10,000,000.0	38.8		0.0	\$8,069,351	31.3	\$25,765,349	0.2	42
DC	35,176,383.0	8.0	2,170,935.0	0.5		0.0	\$140,707,745	31.9	\$441,586,540	3.8	8
FK		0.0	18,000,000.0	4.8	5,713,549.0	1.5	\$160,074,936	43.1	\$371,358,227	3.2	9
GA		0.0		0.0		0.0	\$84,110,849	33.2	\$253,512,414	2.2	18
GUAM		0.0		0.0		0.0		0.0	\$1,560,370	0.0	55
HI		0.0		0.0		0.0	\$37,929,400	7.0	\$543,632,982	4.6	6
ID		0.0		0.0		0.0	\$6,315,154	35.1	\$17,996,714	0.2	46
IL		0.0	38,194,670.0	5.2		0.0	\$311,100,511	42.4	\$734,355,170	6.2	4
IN		0.0		0.0		0.0	\$51,854,097	53.4	\$97,126,504	0.8	26
IO		0.0		0.0		0.0	\$21,115,055	41.5	\$50,923,306	0.4	32
KS		0.0		0.0		0.0	\$17,126,708	49.0	\$34,935,661	0.3	38
KY		0.0		0.0		0.0	\$52,324,541	53.5	\$97,847,942	0.8	25
LA		0.0		0.0		0.0	\$19,706,744	47.6	\$41,385,103	0.4	36
ME		0.0		0.0		0.0	\$10,703,232	61.2	\$17,485,981	0.1	48
MD	1,509,348.0	0.5		0.0		0.0	\$194,814,621	62.5	\$311,805,293	2.7	13
MA	4,136,018.0	1.1	10,000,000.0	2.7		0.0	\$236,831,435	64.7	\$365,903,997	3.1	11
MI		0.0	1,350,000.0	0.7		0.0	\$82,370,737	43.8	\$187,868,229	1.6	19
MN		0.0	10,000,000.0	3.8		0.0	\$90,026,034	34.6	\$260,176,344	2.2	16
MS		0.0		0.0		0.0	\$8,088,081	91.1	\$8,874,002	0.1	52
MO		0.0		0.0		0.0	\$73,779,330	55.4	\$133,067,109	1.1	23
MT		0.0		0.0		0.0	\$4,733,018	20.0	\$23,686,360	0.2	44
N MARIANA ISL		0.0		0.0		0.0		0.0	\$3,010,511	0.0	53
NE		0.0		0.0		0.0	\$12,770,791	48.9	\$26,107,122	0.2	40
NV		0.0		0.0		0.0	\$38,012,996	66.3	\$57,334,441	0.5	30
NH		0.0		0.0		0.0	\$7,869,255	57.3	\$13,722,964	0.1	51
NJ		0.0		0.0		0.0	\$525,051,882	49.7	\$1,057,472,845	9.0	2
NM		0.0		0.0		0.0	\$36,373,827	69.3	\$52,475,372	0.4	31
NY	1,482,039.0	0.1		0.0	352,140.0	0.0	\$855,846,934	47.5	\$1,800,922,544	15.3	1
NC		0.0		0.0		0.0	\$67,540,648	51.8	\$130,464,013	1.1	24
ND		0.0		0.0		0.0	\$4,978,831	32.3	\$15,435,106	0.1	50
OH		0.0	28,423,200.0	11.1		0.0	\$143,041,367	55.7	\$256,992,810	2.2	17
OK		0.0		0.0		0.0	\$15,512,880	61.7	\$25,152,264	0.2	43
OR		0.0		0.0		0.0	\$87,335,813	33.0	\$265,051,561	2.3	14
PA	1,643,982.0	0.3	27,862,699.0	5.2		0.0	\$245,071,617	45.6	\$537,076,068	4.6	7
PR		0.0		0.0		0.0	\$26,745,091	63.7	\$41,995,141	0.4	35
RI		0.0		0.0		0.0	\$52,817,218	88.8	\$59,445,878	0.5	29
SC		0.0		0.0		0.0	\$14,557,218	46.8	\$31,073,689	0.3	39
SD		0.0	1,000,000.0	5.7		0.0	\$2,164,845	12.3	\$17,636,744	0.2	47
TN		0.0		0.0		0.0	\$55,861,463	58.9	\$94,856,738	0.8	27
TX		0.0	15,000,000.0	2.4		0.0	\$206,668,711	33.4	\$618,723,878	5.3	5
UT		0.0		0.0		0.0	\$41,912,518	89.3	\$46,951,399	0.4	33
VT		0.0		0.0		0.0	\$5,716,017	14.7	\$38,999,795	0.3	37
VI		0.0		0.0		0.0		0.0	\$2,000,000	0.0	54
VA	12,512,188.0	7.7		0.0	1,858,680.0	1.1	\$126,266,342	77.5	\$162,999,236	1.4	20
WA		0.0		0.0	2,500,000.0	0.7	\$158,930,239	42.9	\$370,575,718	3.2	10
WV		0.0		0.0		0.0	\$13,421,296	57.7	\$23,269,784	0.2	45
WI		0.0		0.0		0.0	\$107,419,004	73.3	\$146,627,528	1.2	22
WY		0.0		0.0		0.0	\$2,080,235	12.1	\$17,257,961	0.1	49
<b>Total</b>	<b>\$57,745,954</b>		<b>\$192,501,504</b>		<b>\$14,489,084</b>		<b>\$5,122,736,127</b>		<b>\$11,753,910,596</b>	<b>100.0</b>	
<b>Percent of Total</b>		<b>0.5</b>		<b>1.6</b>		<b>0.1</b>		<b>43.6</b>		<b>100.0</b>	

Capital includes 5339 and 5309 Bus and Bus Facilities as well as 5337 State of Good Repair.  
A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

## SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 6** FY 2013 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	CAPITAL PROGRAM	%	CLEAN FUELS	%	ELDERLY & INDIVIDUALS WITH DISABILITIES	%	HURRICANE SANDY	%	FHWA TRF/ EMER SUPPL.	%	JOB ACCESS/ REVERSE COMMUTE	%
Atlanta, GA	\$132,388,000	64.3		0.0		0.0		0.0		0.0	\$107,403	0.1
Boston, MA-NH-RI	\$72,164,785	24.5		0.0	\$3,007,354	1.0	344,311.0	0.1		0.0		0.0
Chicago, IL-IN	\$326,457,655	48.3	\$4,725,000	0.7		0.0		0.0		0.0	\$3,061,533	0.5
Cincinnati, OH-KY-IN	\$3,700,054	6.0		0.0		0.0		0.0		0.0	\$74,820	0.1
Cleveland, OH	\$17,000,810	25.5		0.0		0.0		0.0		0.0	\$0	0.0
Columbus, OH	\$3,000,000	12.5	\$1,023,000	4.3		0.0		0.0		0.0	\$39,894	0.2
Dallas-Fort Worth-Arlington, TX	\$86,304,190	86.3		0.0		0.0		0.0		0.0	\$885,038	0.9
Denver-Aurora, CO	\$158,712,361	70.6		0.0		0.0		0.0		0.0	\$242,096	0.1
Detroit, MI	\$13,475,774	27.7		0.0		0.0		0.0		0.0	\$568,967	1.2
Houston, TX	\$200,399,574	73.4		0.0		0.0		0.0		0.0	\$641,450	0.2
Indianapolis, IN	\$11,391,372	44.2		0.0		0.0		0.0		0.0		0.0
Kansas City, MO-KS	\$3,802,562	12.8	\$1,394,400	4.7		0.0		0.0		0.0		0.0
Las Vegas, NV	\$5,000,000	14.8		0.0		0.0		0.0		0.0	\$40,800	0.1
Los Angeles-Long Beach-Santa Ana, CA	\$33,299,309	40.9		0.0		0.0		0.0		0.0	\$1,409,536	1.7
Miami, FL	\$35,803,616	22.6	\$2,512,500	1.6		0.0		0.0		0.0	\$509,683	0.3
Milwaukee, WI	\$4,357,605	5.1		0.0		0.0		0.0		0.0		0.0
Minneapolis-St. Paul, MN	\$110,897,073	54.7		0.0		0.0		0.0		0.0	\$19,614	0.0
New Orleans, LA	\$1,482,706	25.2		0.0		0.0		0.0		0.0		0.0
New York-Newark, NY-NJ-CT	\$607,741,576	36.4		0.0		0.0	183,616,375.0	11.0		0.0		0.0
Orlando, FL	\$1,294,819	36.2		0.0		0.0		0.0		0.0	\$141,266	4.0
Philadelphia, PA-NJ-DE-MD	\$133,991,162	41.6		0.0		0.0	7,651.0	0.0		0.0	\$30,414	0.0
Pittsburgh, PA	\$50,905,656	49.9		0.0		0.0		0.0		0.0		0.0
Portland, OR-WA	\$122,769,455	61.2	\$1,058,250	0.5		0.0		0.0		0.0		0.0
Providence, RI-MA	\$0	0.0		0.0		0.0		0.0		0.0		0.0
Riverside-San Bernardino, CA	\$231,780	11.9		0.0		0.0		0.0		0.0		0.0
San Antonio, TX	\$4,727,120	9.4		0.0		0.0		0.0		0.0		0.0
San Diego, CA	\$31,263,585	34.5		0.0		0.0		0.0		0.0	\$511,358	0.6
San Francisco-Oakland, CA	\$285,824,444	69.6		0.0		0.0		0.0	\$856,462	0.2		0.0
San Jose, CA		0.0		0.0		0.0		0.0		0.0		0.0
San Juan, PR	\$2,977,398	100.0		0.0		0.0		0.0		0.0		0.0
Seattle, WA	\$146,185,212	56.0	\$3,150,000	1.2		0.0		0.0		0.0	\$14,452	0.0
St. Louis, MO-IL	\$19,141,643	29.8		0.0		0.0		0.0		0.0		0.0
Tampa-St. Petersburg, FL	\$3,314,459	10.7	\$2,320,000	7.5		0.0		0.0		0.0	\$37,069	0.1
Virginia Beach, VA	\$0	0.0		0.0		0.0		0.0		0.0		0.0
Washington DC-VA-MD	\$99,905,877	20.7		0.0		0.0		0.0		0.0	\$1,326,001	0.3
<b>Total</b>	<b>\$2,729,911,632</b>		<b>\$16,183,150</b>		<b>\$3,007,354</b>		<b>183,968,337</b>		<b>\$856,462</b>		<b>\$9,661,394</b>	
<b>% of Total</b>	<b>47</b>		<b>0.3</b>		<b>0</b>		<b>3.2</b>		<b>0.0</b>		<b>0</b>	

**Table 6 cont'd.** FY 2013 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	NATIONAL RESEARCH	%	NEW FREEDOM	%	OVER THE ROAD BUS	%	PAUL S. SARBANES TRANSIT IN PARKS	%	RAIL SAFETY IMPROVEMENT	%	TIGER	%
Atlanta, GA	\$50,000	0.0	\$587,023	0.3	64,513.0	0.0		0.0		0.0		0.0
Boston, MA-NH-RI	\$100,000	0.0	\$1,568,769	0.5		0.0		0.0		0.0	\$10,000,000	3.4
Chicago, IL-IN		0.0	\$3,450,562	0.5		0.0		0.0		0.0	\$38,194,670	5.6
Cincinnati, OH-KY-IN		0.0	\$50,035	0.1		0.0		0.0		0.0	\$15,920,000	25.7
Cleveland, OH		0.0	\$476,964	0.7		0.0		0.0		0.0	\$12,503,200	18.7
Columbus, OH		0.0	\$710,216	3.0		0.0		0.0		0.0		0.0
Dallas-Fort Worth-Arlington, TX		0.0	\$1,708,089	1.7	45,000.0	0.0		0.0		0.0		0.0
Denver-Aurora, CO		0.0	\$485,586	0.2		0.0		0.0		0.0		0.0
Detroit, MI		0.0	\$248,965	0.5		0.0		0.0		0.0		0.0
Houston, TX		0.0	\$938,460	0.3		0.0		0.0		0.0		0.0
Indianapolis, IN		0.0	\$0	0.0		0.0		0.0		0.0		0.0
Kansas City, MO-KS		0.0		0.0		0.0		0.0		0.0		0.0
Las Vegas, NV		0.0	\$149,350	0.4		0.0		0.0		0.0		0.0
Los Angeles-Long Beach-Santa Ana, CA		0.0	\$202,990	0.2		0.0		0.0		0.0		0.0
Miami, FL	\$0	0.0	\$2,702,849	1.7		0.0		0.0		0.0	\$18,000,000	11.4
Milwaukee, WI		0.0		0.0		0.0		0.0		0.0		0.0
Minneapolis-St. Paul, MN		0.0	\$755,385	0.4		0.0		0.0		0.0	\$10,000,000	4.9
New Orleans, LA		0.0		0.0		0.0		0.0		0.0		0.0
New York-Newark, NY-NJ-CT		0.0	\$1,105,957	0.1		0.0		0.0		0.0		0.0
Orlando, FL		0.0	\$86,809	2.4		0.0		0.0		0.0		0.0
Philadelphia, PA-NJ-DE-MD		0.0	\$1,329,119	0.4		0.0		0.0		0.0	\$12,862,699	4.0
Pittsburgh, PA		0.0		0.0		0.0		0.0		0.0	\$15,000,000	14.7
Portland, OR-WA	\$49,643	0.0	\$6,654	0.0	89,100.0	0.0		0.0		0.0		0.0
Providence, RI-MA		0.0		0.0		0.0		0.0		0.0		0.0
Riverside-San Bernardino, CA		0.0	\$699,580	36.0		0.0		0.0		0.0		0.0
San Antonio, TX		0.0		0.0		0.0	\$619,774	1.2		0.0	\$15,000,000	29.7
San Diego, CA		0.0	\$200,000	0.2		0.0		0.0		0.0		0.0
San Francisco-Oakland, CA		0.0		0.0		0.0	\$0	(0.0)		0.0	\$10,000,000	2.4
San Jose, CA		0.0		0.0		0.0		0.0		0.0		0.0
San Juan, PR		0.0		0.0		0.0		0.0		0.0		0.0
Seattle, WA		0.0	\$12,489	0.0	167,240.0	0.1		0.0		0.0		0.0
St. Louis, MO-IL		0.0		0.0		0.0		0.0		0.0		0.0
Tampa-St. Petersburg, FL		0.0	\$339,501	1.1		0.0		0.0		0.0		0.0
Virginia Beach, VA		0.0	\$505,927	1.8		0.0		0.0		0.0		0.0
Washington DC-VA-MD		0.0	\$1,336,541	0.3		0.0		0.0	150,000,000.0	31.0		0.0
<b>Total</b>	<b>199,643</b>		<b>\$19,657,820</b>		<b>365,853</b>		<b>\$619,774</b>		<b>150,000,000</b>		<b>157,480,569</b>	
<b>% of Total</b>	<b>0.0</b>		<b>0.3</b>		<b>0.0</b>		<b>0</b>		<b>2.6</b>		<b>2.7</b>	

## SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 6 cont'd.** FY 2013 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	TIGGER	%	URBANIZED AREA	%	TOTAL CAPITAL	% of OBLIGATED	ELDERLY & INDIVIDUALS WITH DISABILITIES	%	HURRICANE SANDY	%
Atlanta, GA		0.0	\$61,914,876	30.1	\$195,047,302	94.7		0.0		0.0
Boston, MA-NH-RI		0.0	\$179,881,373	61.1	\$266,722,281	90.5		0.0		0.0
Chicago, IL-IN		0.0	\$294,422,151	43.5	\$670,311,571	99.1		0.0		0.0
Cincinnati, OH-KY-IN		0.0	\$39,594,856	64.0	\$59,339,765	96.0		0.0		0.0
Cleveland, OH		0.0	\$34,065,794	51.0	\$64,046,768	95.9		0.0		0.0
Columbus, OH		0.0	\$17,930,795	75.0	\$22,703,905	94.9		0.0		0.0
Dallas-Fort Worth-Arlington, TX		0.0	\$9,117,675	9.1	\$98,014,992	98.0		0.0		0.0
Denver-Aurora, CO		0.0	\$61,630,986	27.4	\$221,071,029	98.4		0.0		0.0
Detroit, MI		0.0	\$30,458,146	62.5	\$44,751,852	91.9		0.0		0.0
Houston, TX		0.0	\$66,428,269	24.3	\$268,407,753	98.3		0.0		0.0
Indianapolis, IN		0.0	\$13,695,445	53.1	\$25,086,817	97.3		0.0		0.0
Kansas City, MO-KS		0.0	\$20,866,090	70.4	\$26,063,052	88.0		0.0		0.0
Las Vegas, NV		0.0	\$24,692,007	72.9	\$29,882,157	88.2		0.0		0.0
Los Angeles-Long Beach-Santa Ana, CA		0.0	\$42,929,841	52.7	\$77,841,676	95.5		0.0		0.0
Miami, FL	\$5,713,549	3.6	\$88,202,229	55.7	\$153,444,426	96.8		0.0		0.0
Milwaukee, WI		0.0	\$70,847,878	83.5	\$75,205,483	88.7		0.0		0.0
Minneapolis-St. Paul, MN		0.0	\$76,778,065	37.8	\$198,450,137	97.8		0.0		0.0
New Orleans, LA		0.0	\$3,096,125	52.7	\$4,578,831	77.9		0.0		0.0
New York-Newark, NY-NJ-CT		0.0	\$776,727,106	46.5	\$1,385,574,639	83.0		0.0	86,727,875.0	5.2
Orlando, FL		0.0		0.0	\$1,522,894	42.6		0.0		0.0
Philadelphia, PA-NJ-DE-MD		0.0	\$156,762,546	48.7	\$304,975,940	94.8		0.0	1,184,917.0	0.4
Pittsburgh, PA		0.0	\$35,102,463	34.4	\$101,008,119	99.1		0.0		0.0
Portland, OR-WA		0.0	\$66,288,061	33.0	\$190,172,063	94.7	1,167,080.0	0.6		0.0
Providence, RI-MA		0.0	\$5,721,665	53.2	\$5,721,665	53.2		0.0		0.0
Riverside-San Bernardino, CA		0.0	\$674,250	34.7	\$1,605,610	82.5		0.0		0.0
San Antonio, TX		0.0	\$28,994,924	57.4	\$49,341,818	97.6		0.0		0.0
San Diego, CA		0.0	\$58,347,964	64.4	\$90,322,907	99.7		0.0		0.0
San Francisco-Oakland, CA		0.0	\$105,063,726	25.6	\$401,744,632	97.9		0.0		0.0
San Jose, CA		0.0		0.0	\$0	0.0		0.0		0.0
San Juan, PR		0.0		0.0	\$2,977,398	100.0		0.0		0.0
Seattle, WA		0.0	\$111,217,125	42.6	\$260,579,278	99.8		0.0		0.0
St. Louis, MO-IL		0.0	\$44,254,424	68.8	\$63,396,067	98.6		0.0		0.0
Tampa-St. Petersburg, FL		0.0	\$19,984,686	64.7	\$25,995,715	84.1		0.0		0.0
Virginia Beach, VA		0.0	\$23,203,044	83.3	\$23,708,971	85.1		0.0		0.0
Washington DC-VA-MD		0.0	\$204,092,470	42.2	\$306,660,889	63.4		0.0		0.0
<b>Total</b>	<b>\$5,713,549</b>		<b>\$2,772,987,055</b>		<b>\$5,716,278,402</b>		<b>1,167,080</b>		<b>87,912,792</b>	
<b>% of Total</b>	<b>0.1</b>		<b>47.8</b>		<b>98.6</b>		<b>0.0</b>		<b>1.5</b>	

**Table 6 cont'd.** FY 2013 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	JOB ACCESS	%	NEW FREEDOM	%	URBANIZED AREA FORMULA	%	TOTAL OPERATING	% OF OBLIGATED	TOTAL OBLIGATED	% OF TOTAL	RANK
Atlanta, GA	\$1,817,365	0.9	\$859,340	0.4	\$2,398,811	1.2	\$5,075,516	2.5	\$205,973,638	3.6	10
Boston, MA-NH-RI		0.0	\$323,075	0.1	\$6,367,340	2.2	\$6,690,415	2.3	\$294,579,347	5.1	6
Chicago, IL-IN	\$2,766,710	0.4	\$1,219,034	0.2	\$851,426	0.1	\$4,837,170	0.7	\$676,265,641	11.7	2
Cincinnati, OH-KY-IN	\$1,050,815	1.7	\$450,318	0.7	\$760,481	1.2	\$2,261,614	3.7	\$61,827,752	1.1	21
Cleveland, OH	\$1,799,170	2.7	\$94,000	0.1	\$551,415	0.8	\$2,444,585	3.7	\$66,754,699	1.2	19
Columbus, OH	\$1,214,595	5.1		0.0		0.0	\$1,214,595	5.1	\$23,918,500	0.4	29
Dallas-Fort Worth-Arlington, TX	\$1,682,439	1.7		0.0	\$264,300	0.3	\$1,946,739	1.9	\$100,056,731	1.7	15
Denver-Aurora, CO	\$660,213	0.3	\$145,921	0.1	\$1,324,000	0.6	\$2,130,134	0.9	\$224,691,163	3.9	9
Detroit, MI	\$1,587,031	3.3	\$1,215,258	2.5	\$136,241	0.3	\$2,938,530	6.0	\$48,715,382	0.8	23
Houston, TX	\$2,206,836	0.8	\$505,135	0.2	\$1,767,701	0.6	\$4,479,672	1.6	\$272,939,437	4.7	7
Indianapolis, IN		0.0	\$213,774	0.8	\$493,662	1.9	\$707,436	2.7	\$25,794,253	0.4	28
Kansas City, MO-KS		0.0		0.0	\$2,212,138	7.5	\$2,212,138	7.5	\$29,629,956	0.5	26
Las Vegas, NV	\$748,587	2.2	\$381,322	1.1	\$2,850,000	8.4	\$3,979,909	11.8	\$33,862,066	0.6	24
Los Angeles-Long Beach-Santa Ana, CA	\$758,981	0.9	\$811,960	1.0	\$32,386	0.0	\$1,603,327	2.0	\$81,512,449	1.4	18
Miami, FL	\$1,095,952	0.7	\$1,349,562	0.9	\$1,931,000	1.2	\$4,376,514	2.8	\$158,461,091	2.7	13
Milwaukee, WI		0.0		0.0	\$9,593,980	11.3	\$9,593,980	11.3	\$84,799,463	1.5	17
Minneapolis-St. Paul, MN	\$902,537	0.4	\$426,953	0.2	\$2,713,315	1.3	\$4,042,805	2.0	\$202,920,386	3.5	11
New Orleans, LA	\$965,116	16.4	\$331,222	5.6		0.0	\$1,296,338	22.1	\$5,875,169	0.1	32
New York-Newark, NY-NJ-CT		0.0		0.0		0.0	\$0	0.0	\$1,669,108,932	28.8	1
Orlando, FL	\$1,271,395	35.6	\$781,283	21.9		0.0	\$2,052,678	57.4	\$3,575,572	0.1	33
Philadelphia, PA-NJ-DE-MD	\$2,141,843	0.7		0.0		0.0	\$2,141,843	0.7	\$321,794,943	5.5	5
Pittsburgh, PA		0.0		0.0	\$670,000	0.7	\$670,000	0.7	\$101,946,119	1.8	14
Portland, OR-WA	\$846,714	0.4	\$617,355	0.3		0.0	\$1,464,069	0.7	\$200,752,945	3.5	12
Providence, RI-MA	\$127,051	1.2	\$42,528	0.4	\$4,864,411	45.2	\$5,033,990	46.8	\$10,755,655	0.2	30
Riverside-San Bernardino, CA		0.0		0.0		0.0	\$0	0.0	\$1,945,610	0.0	35
San Antonio, TX		0.0	\$349,358	0.7		0.0	\$349,358	0.7	\$50,541,176	0.9	22
San Diego, CA	\$63,463	0.1	\$200,000	0.2		0.0	\$263,463	0.3	\$90,636,370	1.6	16
San Francisco-Oakland, CA	\$326,203	0.1		0.0	\$949,746	0.2	\$1,275,949	0.3	\$410,454,645	7.1	4
San Jose, CA		0.0		0.0	\$6,477,979	100.0	\$6,477,979	100.0	\$6,477,979	0.1	31
San Juan, PR		0.0		0.0		0.0	\$0	0.0	\$2,977,398	0.1	34
Seattle, WA	\$70,573	0.0		0.0		0.0	\$70,573	0.0	\$261,163,343	4.5	8
St. Louis, MO-IL		0.0		0.0		0.0	\$0	0.0	\$64,291,361	1.1	20
Tampa-St. Petersburg, FL	\$1,226,374	4.0	\$593,140	1.9	\$0	0.0	\$1,819,514	5.9	\$30,905,760	0.5	25
Virginia Beach, VA		0.0	\$185,252	0.7	-\$471,200	(1.7)	-\$285,948	(1.0)	\$27,862,181	0.5	27
Washington DC-VA-MD	\$261,943	0.1	\$211,580	0.0		0.0	\$473,523	0.1	\$483,463,886	8.3	3
<b>Total</b>	<b>\$25,591,906</b>		<b>\$11,307,370</b>		<b>\$46,739,132</b>		<b>\$83,638,408</b>		<b>\$5,799,916,810</b>		
<b>% of Total</b>	<b>0.4</b>		<b>0</b>		<b>0.8</b>		<b>1.4</b>		<b>100.0</b>		

**Table 7** FY 2013 Preventive Maintenance & ADA Paratransit Service as Capital Obligations

STATE	PREVENTIVE MAINTENANCE	% OF TOTAL PM	ADA PARATRANSIT SERVICE AS CAPITAL	% OF TOTAL ADA	TOTAL CAPITAL PROJECT OBLIGATIONS	PREV MAINT AS % OF CAPITAL	ADA AS % OF CAPITAL	PREV MAINT & ADA AS % OF CAPITAL
Alabama	\$7,135,487	0.4	\$1,034,505	1.1	\$27,401,517	26.0	3.8	29.8
Alaska	13,287,361	0.8	400,000	0.4	54,432,035	24.4	0.7	25.1
American Samoa	0	0.0	0	0.0	0	0.0	0.0	0.0
Arizona	48,204,026	2.8	140,844	0.2	137,136,114	35.2	0.1	35.3
Arkansas	2,451,808	0.1	660,120	0.7	12,514,787	19.6	5.3	24.9
California	95,737,958	5.6	9,663,326	10.7	755,204,807	12.7	1.3	14.0
Colorado	43,190,369	2.5	854,752	0.9	243,462,986	17.7	0.4	18.1
Connecticut	0	0.0	0	0.0	338,934,451	0.0	0.0	0.0
Delaware	5,253,400	0.3	0	0.0	24,997,038	21.0	0.0	21.0
District of Columbia	31,088,223	1.8	0	0.0	389,473,090	8.0	0.0	8.0
Florida	86,259,107	5.1	3,456,937	3.8	332,307,803	26.0	1.0	27.0
Georgia	79,286,435	4.6	5,926,454	6.5	227,143,522	34.9	2.6	37.5
Guam	0	0.0	0	0.0	658,205	0.0	0.0	0.0
Hawaii	25,000,000	1.5	0	0.0	543,632,982	4.6	0.0	4.6
Idaho	1,442,852	0.1	290,518	0.3	12,203,795	11.8	2.4	14.2
Illinois	4,589,098	0.3	260,000	0.3	697,045,350	0.7	0.0	0.7
Indiana	22,031,541	1.3	2,054,498	2.3	65,764,748	33.5	3.1	36.6
Iowa	6,484,464	0.4	762,944	0.8	22,685,733	28.6	3.4	31.9
Kansas	4,495,826	0.3	525,880	0.6	16,810,781	26.7	3.1	29.9
Kentucky	12,967,904	0.8	39,886	0.0	78,392,463	16.5	0.1	16.6
Louisiana	10,080,923	0.6	971,410	1.1	26,715,085	37.7	3.6	41.4
Maine	2,626,912	0.2	306,555	0.3	7,609,767	34.5	4.0	38.5
Maryland	69,755,299	4.1	0	0.0	289,005,508	24.1	0.0	24.1
Massachusetts	24,522,908	1.4	6,070,013	6.7	329,212,068	7.4	1.8	9.3
Michigan	23,000,970	1.3	576,214	0.6	143,799,543	16.0	0.4	16.4
Minnesota	2,259,000	0.1	112,888	0.1	234,634,975	1.0	0.0	1.0
Mississippi	2,250,000	0.1	625,563	0.7	6,768,523	33.2	9.2	42.5
Missouri	26,024,769	1.5	273,482	0.3	99,543,671	26.1	0.3	26.4
Montana	1,054,739	0.1	329,641	0.4	10,043,444	10.5	3.3	13.8
N. Marianas Island	0	0.0	0	0.0	3,010,511	0.0	0.0	0.0

**Table 7 cont'd.** FY 2013 Preventive Maintenance & ADA Paratransit Service as Capital Obligations

STATE	PREVENTIVE MAINTENANCE	% OF TOTAL PM	ADA PARATRANSIT SERVICE AS CAPITAL	% OF TOTAL ADA	TOTAL CAPITAL PROJECT OBLIGATIONS	PREV MAINT AS % OF CAPITAL	ADA AS % OF CAPITAL	PREV MAINT & ADA AS % OF CAPITAL
Nebraska	6,536,173	0.4	1,038,777	1.1	18,321,395	35.7	5.7	41.3
Nevada	6,509,287	0.4	547,099	0.6	48,963,259	13.3	1.1	14.4
New Hampshire	985,826	0.1	503,016	0.6	9,109,944	10.8	5.5	16.3
New Jersey	431,277,296	25.3	0	0.0	885,704,116	48.7	0.0	48.7
New Mexico	7,353,430	0.4	0	0.0	41,597,193	17.7	0.0	17.7
New York	78,900,415	4.6	3,804,496	4.2	1,678,374,087	4.7	0.2	4.9
North Carolina	24,546,998	1.4	2,289,611	2.5	106,472,379	23.1	2.2	25.2
North Dakota	1,482,904	0.1	106,695	0.1	5,644,752	26.3	1.9	28.2
Ohio	58,526,637	3.4	10,673,428	11.8	220,968,050	26.5	4.8	31.3
Oklahoma	7,561,979	0.4	1,490,283	1.6	13,416,757	0.0	0.0	67.5
Oregon	71,517,097	4.2	622,616	0.7	232,035,000	30.8	0.3	31.1
Pennsylvania	58,271,431	3.4	2,914,925	3.2	496,892,421	11.7	0.6	12.3
Puerto Rico	7,155,864	0.4	174,021	0.2	33,319,288	21.5	0.5	22.0
Rhode Island	20,645,000	1.2	5,541,808	6.1	49,627,666	41.6	11.2	52.8
South Carolina	9,355,244	0.5	836,206	0.9	23,275,247	40.2	3.6	43.8
South Dakota	481,436	0.0	0	0.0	8,431,870	5.7	0.0	5.7
Tennessee	30,267,873	1.8	3,409,231	3.8	68,630,562	44.1	5.0	49.1
Texas	89,431,314	5.2	10,922,144	12.0	551,094,689	16.2	2.0	18.2
Utah	35,182,002	2.1	4,060,454	4.5	44,210,887	79.6	9.2	88.8
Vermont	2,359,316	0.1	0	0.0	26,931,849	8.8	0.0	8.8
Virgin Island	0	0.0	0	0.0	2,000,000	0.0	0.0	0.0
Virginia	20,772,205	1.2	3,039,347	3.4	119,338,896	17.4	2.5	20.0
Washington	66,395,953	3.9	588,357	0.6	334,833,587	19.8	0.2	20.0
West Virginia	79,050	0.0	0	0.0	12,340,054	0.6	0.0	0.6
Wisconsin	19,291,824	1.1	2,519,929	2.8	103,562,526	18.6	2.4	21.1
Wyoming	911,870	0.1	269,639	0.3	9,552,354	9.5	2.8	12.4
<b>Total</b>	<b>\$1,706,279,804</b>	<b>100.0</b>	<b>\$90,688,512</b>	<b>100.0</b>	<b>\$10,275,194,129</b>	<b>16.6</b>	<b>0.9</b>	<b>17.5</b>

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 8** FY 2013 Preventive Maintenance Obligations by State and Program

STATE	URBANIZED AREA FORMULA			CAPITAL			NONURBANIZED AREA FORMULA	PRG % OF TOTAL	ELDERLY/ PERSONS W/ DISABILITIES
	BUS	RAIL	PRG % OF TOTAL	BUS	RAIL	PRG % OF TOTAL			
AL	\$7,135,487		100.0			0.0		0.0	
AK	\$4,091,759	\$820,936	37.0			0.0		0.0	
AMER SAMOA			0.0			0.0		0.0	
AZ	\$45,104,131		93.6	\$2,581,189		5.4	\$518,706	1.1	
AK	\$2,451,808		100.0			0.0		0.0	
CA	\$44,993,160	\$3,529,963	50.7		\$18,990,990	19.8		0.0	
CO	\$34,507,898		79.9			0.0		0.0	
CT			0.0			0.0		0.0	
DE	\$5,253,400		0.0			0.0		0.0	
DC	\$8,350,400	\$8,680,994	0.0		\$14,056,829	0.0		0.0	
FL	\$59,708,835	\$6,088,033	76.3		\$20,462,239	23.7		0.0	
GA	\$34,436,435	\$5,500,000	50.4		\$24,350,000	30.7		0.0	
GUAM			0.0			0.0		0.0	
HI	\$25,000,000		0.0			0.0		0.0	
ID	\$387,000		26.8			0.0	\$1,038,152	72.0	
IL	\$4,589,098		100.0			0.0		0.0	
IN	\$18,431,541	\$3,600,000	100.0			0.0		0.0	
IO	\$4,555,102		70.2			0.0	\$1,813,545	28.0	\$115,817
KS	\$4,495,826		100.0			0.0		0.0	
KY	\$12,967,904		100.0			0.0		0.0	
LA	\$6,253,144	\$3,241,073	94.2		\$586,706	5.8		0.0	
ME	\$1,282,891		48.8			0.0	\$1,616	0.1	
MD	\$60,028,972	\$8,393,004	98.1			0.0	\$892,129	1.3	\$441,194
MA	\$18,522,908	\$6,000,000	100.0			0.0		0.0	
MI	\$23,000,970		100.0			0.0		0.0	
MN	\$2,259,000		100.0			0.0		0.0	
MS	\$2,250,000		100.0			0.0		0.0	
MO	\$22,593,143		86.8	\$61,541	\$622,456	2.6		0.0	
MT			0.0			0.0	\$1,054,739	100.0	
NE			0.0			0.0		0.0	
NV	\$6,526,173		99.8			0.0	\$10,000	0.2	
NH	\$3,400,000		52.2			0.0	\$3,109,287	47.8	
NJ	\$412,730		41.9			0.0	\$573,096	58.1	
NM	\$145,220,069	\$139,256,048	0.0		\$4,210,636	0.0		0.0	
NY		\$7,353,430	100.0			0.0		0.0	
NC	\$76,900,415		97.5	\$2,000,000		2.5		0.0	
ND	\$22,567,262	\$1,600,000	98.5	\$348,520		1.4		0.0	\$31,216
N MARIANA ISL	\$1,482,904		0.0			0.0		0.0	
OH	\$41,523,078		70.9			0.0	\$2,421,323	4.1	
OK	\$7,561,979		0.0			0.0		0.0	
OR	\$43,537,877	\$7,295,500	71.1			0.0	\$76,105	0.1	\$3,213,257
PA	\$36,321,727		62.3		\$4,111,067	7.1		0.0	
PR	\$155,864	\$7,000,000	100.0			0.0		0.0	
RI	\$20,645,000		100.0			0.0		0.0	
SC	\$7,816,656		83.6			0.0	\$1,538,588	16.4	
SD			0.0			0.0		0.0	\$481,436
TN	\$27,211,556	\$1,440,000	94.7		\$403,907	1.3		0.0	
TX	\$83,936,015	\$0	93.9		\$1,868,947	2.1	\$496,644	0.6	\$2,723,120
UT	\$22,328,524	\$12,853,478	100.0			0.0		0.0	
VT	\$1,359,316		57.6			0.0	\$1,000,000	42.4	
VI			0.0			0.0		0.0	
VA	\$20,772,205		100.0			0.0		0.0	
WA	\$54,481,777	\$190,000	82.3	\$2,060,556		3.1		0.0	
WV	\$79,050		100.0			0.0		0.0	
WI	\$18,544,660		96.1			0.0	\$747,164	3.9	
WY	\$102,502		11.2			0.0	\$809,368	88.8	
<b>Total</b>	<b>\$1,095,538,151</b>	<b>\$222,842,459</b>		<b>\$7,051,806</b>	<b>\$89,663,777</b>		<b>\$16,100,462.00</b>		<b>\$7,006,040</b>
<b>Split between Bus / Rail</b>	<b>83.1</b>	<b>16.9</b>		<b>7.3</b>	<b>92.7</b>		<b>100.0</b>		<b>100.0</b>
<b>% by Program</b>			<b>77.3</b>			<b>5.7</b>		<b>0.9</b>	

**Table 8 cont'd.** FY 2013 Preventive Maintenance Obligations by State and Program

STATE	PRG % OF TOTAL	JARC	PRG % OF TOTAL	NEW FREEDOM	PRG % OF TOTAL	STATE OF GOOD REPAIR	PRG % OF TOTAL	TOTAL	RANK	STATE % OF TOTAL	% BUS	% RAIL
AL	0.0		0.0		0.0		0.0	\$7,135,487	33	0.4	100.0	0.0
AK	0.0		0.0		0.0	\$8,374,666	63.0	\$13,287,361	26	0.8	30.8	6.2
AMER SAMOA	0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
AZ	0.0		0.0		0.0		0.0	\$48,204,026	12	2.8	100.0	0.0
AK	0.0		0.0		0.0		0.0	\$2,451,808	41	0.1	100.0	0.0
CA	0.0		0.0		0.0	\$28,223,845	29.5	\$95,737,958	2	5.6	47.0	23.5
CO	0.0		0.0		0.0	\$8,682,471	20.1	\$43,190,369	13	2.5	79.9	0.0
CT	0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
DE	0.0		0.0		0.0		0.0	\$5,253,400	37	0.3	0.0	0.0
DC	0.0		0.0		0.0		0.0	\$31,088,223	15	1.8	26.9	73.1
FL	0.0		0.0		0.0		0.0	\$86,259,107	4	5.1	69.2	30.8
GA	0.0		0.0		0.0	\$15,000,000	18.9	\$79,286,435	5	4.6	43.4	37.6
GUAM	0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
HI	0.0		0.0		0.0		0.0	\$25,000,000	18	1.5	0.0	0.0
ID	0.0	\$17,700	1.2		0.0		0.0	\$1,442,852	46	0.1	98.8	0.0
IL	0.0		0.0		0.0		0.0	\$4,589,098	38	0.3	100.0	0.0
IN	0.0		0.0		0.0		0.0	\$22,031,541	22	1.3	83.7	16.3
IO	1.8		0.0		0.0		0.0	\$6,484,464	36	0.4	98.2	0.0
KS	0.0		0.0		0.0		0.0	\$4,495,826	39	0.3	100.0	0.0
KY	0.0		0.0		0.0		0.0	\$12,967,904	27	0.8	100.0	0.0
LA	0.0		0.0		0.0		0.0	\$10,080,923	28	0.6	62.0	38.0
ME	0.0		0.0		0.0	\$1,342,405	51.1	\$2,626,912	40	0.2	48.9	0.0
MD	0.6		0.0		0.0		0.0	\$69,755,299	8	4.1	87.3	12.0
MA	0.0		0.0		0.0		0.0	\$24,522,908	20	1.4	75.5	24.5
MI	0.0		0.0		0.0		0.0	\$23,000,970	21	1.3	100.0	0.0
MN	0.0		0.0		0.0	\$0	0.0	\$2,259,000	43	0.1	100.0	0.0
MS	0.0		0.0		0.0		0.0	\$2,250,000	44	0.1	100.0	0.0
MO	0.0		0.0		0.0	\$2,747,629	10.6	\$26,024,769	17	1.5	87.1	2.4
MT	0.0		0.0		0.0		0.0	\$1,054,739	47	0.1	100.0	0.0
NE	0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
NV	0.0		0.0		0.0		0.0	\$6,536,173	34	0.4	100.0	0.0
NH	0.0		0.0		0.0		0.0	\$6,509,287	35	0.4	100.0	0.0
NJ	0.0		0.0		0.0		0.0	\$985,826	48	0.1	100.0	0.0
NM	0.0		0.0		0.0	\$142,590,543	0.0	\$431,277,296	1	25.3	0.0	33.3
NY	0.0		0.0		0.0		0.0	\$7,353,430	31	0.4	0.0	100.0
NC	0.0		0.0		0.0		0.0	\$78,900,415	6	4.6	100.0	0.0
ND	0.1		0.0		0.0		0.0	\$24,546,998	19	1.4	93.4	6.5
N MARIANA ISL	0.0		0.0		0.0		0.0	\$1,482,904	45	0.1	0.0	0.0
OH	0.0		0.0		0.0	\$14,582,236	24.9	\$58,526,637	10	3.4	75.1	0.0
OK	0.0		0.0		0.0		0.0	\$7,561,979	30	0.4	0.0	0.0
OR	4.5		0.0	\$5,465	0.0	\$17,388,893	24.3	\$71,517,097	7	4.2	61.0	10.2
PA	0.0		0.0		0.0	\$17,838,637	30.6	\$58,271,431	11	3.4	62.3	7.1
PR	0.0		0.0		0.0		0.0	\$7,155,864	32	0.4	2.2	97.8
RI	0.0		0.0		0.0		0.0	\$20,645,000	24	1.2	100.0	0.0
SC	0.0		0.0		0.0		0.0	\$9,355,244	29	0.5	100.0	0.0
SD	100.0		0.0		0.0		0.0	\$481,436	50	0.0	0.0	0.0
TN	0.0		0.0		0.0	\$1,212,410	4.0	\$30,267,873	16	1.8	89.9	6.1
TX	3.0	\$406,588	0.5		0.0		0.0	\$89,431,314	3	5.2	94.4	2.1
UT	0.0		0.0		0.0		0.0	\$35,182,002	14	2.1	63.5	36.5
VT	0.0		0.0		0.0		0.0	\$2,359,316	42	0.1	100.0	0.0
VI	0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
VA	0.0		0.0		0.0		0.0	\$20,772,205	23	1.2	100.0	0.0
WA	0.0		0.0		0.0	\$9,663,620	14.6	\$66,395,953	9	3.9	85.2	0.3
WV	0.0		0.0		0.0		0.0	\$79,050	51	0.0	100.0	0.0
WI	0.0		0.0		0.0		0.0	\$19,291,824	25	1.1	100.0	0.0
WY	0.0		0.0		0.0		0.0	\$911,870	49	0.1	100.0	0.0
<b>Total</b>		<b>\$424,288</b>		<b>\$5,465</b>		<b>\$267,647,355</b>		<b>\$1,706,279,804</b>		<b>100.0</b>		
<b>Split between Bus / Rail</b>		<b>100.0</b>		<b>100.0</b>		<b>100.0</b>					<b>81.7</b>	<b>18.3</b>
<b>% by Program</b>	<b>0.4</b>		<b>0.0</b>		<b>0.0</b>		<b>15.7</b>			<b>100.0</b>		

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 9a**

*FY 2013 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	INTERCITY BUS	BUS TROLLEY ARTIC	BOAT	TOTAL	PERCENT OF TOTAL
Capital	#	682	107	16	395	29	250	3	0	2	4	0	9	0	1,497	16.8
	\$	\$334,858,876	\$27,122,154	\$1,929,285	\$29,979,801	\$22,379,288	\$13,852,513	\$64,800	\$0	\$172,576	\$4,000,000	\$0	\$10,800,277	\$0	\$445,159,570	29.7
Clean Fuels	#	19	12	10	19	6	0	0	0	0	0	0	0	0	66	0.7
	\$	\$9,524,130	\$6,051,000	\$4,391,112	\$1,478,108	\$4,607,829	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,052,179	1.7
Elderly & Individuals with Disabilities	#	0	36	20	902	0	749	12	0	1	0	0	0	0	1,720	19.3
	\$	\$0	\$3,222,330	\$1,949,087	\$40,804,987	\$0	\$24,812,377	\$292,664	\$0	\$39,200	\$0	\$0	\$0	\$0	\$71,120,646	4.7
JARC	#	1	4	13	52	0	129	300	0	5	0	0	0	0	504	5.6
	\$	\$150,000	\$1,036,016	\$1,036,218	\$2,745,982	\$0	\$5,647,944	\$881,373	\$0	\$2,114,065	\$0	\$0	\$0	\$0	\$13,611,598	\$1
Miscellaneous FHWA Transfers	#	0	0	0	12	0	0	0	0	0	0	0	0	0	12	0.1
	\$	\$0	\$0	\$0	\$1,652,748	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,652,748	0
New Freedom	#	0	1	1	51	0	120	6	0	0	0	0	0	0	179	2.0
	\$	\$0	\$112,000	\$140,000	\$2,885,031	\$0	\$3,829,676	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,166,707	0.5
Nonurbanized Area	#	23	19	49	464	0	480	0	1	1	0	12	1	0	1,050	12
	\$	\$5,942,970	\$4,671,030	\$6,115,492	\$31,283,098	\$0	\$16,783,641	\$0	\$53,696	\$480,000	\$0	\$5,396,544	\$68,667	\$0	\$70,795,138	4.7
Paul S. Sarbanes Transit in Parks	#	3	3	0	0	0	0	0	0	0	0	0	0	0	6	0.1
	\$	\$903,941	\$1,059,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,962,941	0.1
TIGER	#	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0.0
	\$	\$0	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000	0.1
TIGGER	#	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0.1
	\$	\$0	\$0	\$0	\$1,537,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,537,000	0.1
Urbanized Area	#	1,178	188	110	992	137	1,154	40	24	64	0	0	1	3	3,891	43.6
	\$	\$487,172,193	\$62,416,844	\$29,887,517	\$68,122,445	\$103,864,557	\$52,104,984	\$1,548,718	\$20,161,677	\$15,052,600	\$0	\$0	\$1,180,295	\$16,800,000	\$858,311,830	57.3
Total	#	1,906	373	219	2,892	172	2,883	361	25	73	4	12	11	3	8,934	100.0
	\$	\$838,552,110	\$107,040,374	\$45,448,711	\$180,489,200	\$130,851,674	\$117,031,136	\$2,987,555	\$20,215,373	\$17,858,441	\$4,000,000	\$5,396,544	\$12,049,239	\$16,800,000	\$1,498,720,357	100.0
Percent of Total	#	21.3	4.2	2.5	32.4	1.9	32.3	4.0	0.3	0.8	0.0	0.1	0.1	0.0	100.0	
	\$	56.0	7.1	3.0	12.0	8.7	7.8	0.2	1.3	1.2	0.3	0.4	0.8	1.1	100.0	

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 does not include Spare Parts/Associated Capital Maintenance Items (\$24,710,994) or Leasing and Rehabilitation/Rebuild.

**Table 9b***FY 2013 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	INTERCITY BUS	BUS TROLLEY ARTIC	BOAT	TOTAL	PERCENT OF TOTAL
> 1,000,000	#	1,012	58	19	464	141	725	305	8	26	0	0	10	3	2,771	31.0
	\$	\$472,214,541	\$16,224,313	\$3,801,576	\$29,315,042	\$109,108,027	\$36,790,440	\$1,532,910	\$15,502,261	\$11,510,604	\$0	\$0	\$11,980,572	\$16,800,000	\$724,780,286	48.4
200,000 - 1,000,000	#	333	112	24	265	5	324	12	0	34	4	0	0	0	1,113	12.5
	\$	\$113,238,733	\$43,899,656	\$8,097,598	\$18,178,949	\$3,212,088	\$13,452,920	\$494,585	\$0	\$1,942,617	\$4,000,000	\$0	\$0	\$0	\$206,517,146	13.8
50,000 - 200,000	#	275	99	57	751	12	669	11	13	3	0	6	1	0	1,897	21.2
	\$	\$117,663,178	\$26,414,449	\$12,435,414	\$51,140,071	\$9,056,359	\$23,853,353	\$359,396	\$3,086,716	\$355,955	\$0	\$2,247,440	\$68,667	\$0	\$246,680,998	16.5
Rural or State DOTs	#	286	105	119	1,411	14	1,165	33	4	10	0	6	0	0	3,153	35.3
	\$	\$135,435,658	\$20,501,956	\$21,114,123	\$81,855,139	\$9,475,200	\$42,934,422	\$600,664	\$1,626,396	\$4,049,265	\$0	\$3,149,104	\$0	\$0	\$320,741,927	21.4
<b>Total</b>	#	<b>1,906</b>	<b>374</b>	<b>219</b>	<b>2,891</b>	<b>172</b>	<b>2,883</b>	<b>361</b>	<b>25</b>	<b>73</b>	<b>4</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>8,934</b>	<b>100.0</b>
	\$	<b>\$838,552,110</b>	<b>\$107,040,374</b>	<b>\$45,448,711</b>	<b>\$180,489,200</b>	<b>\$130,851,674</b>	<b>\$117,031,136</b>	<b>\$2,987,555</b>	<b>\$20,215,373</b>	<b>\$17,858,441</b>	<b>\$4,000,000</b>	<b>\$5,396,544</b>	<b>\$12,049,239</b>	<b>\$16,800,000</b>	<b>\$1,498,720,357</b>	<b>100.0</b>
<b>Percent of Total</b>	#	<b>21.3</b>	<b>4.2</b>	<b>2.5</b>	<b>32.4</b>	<b>1.9</b>	<b>32.3</b>	<b>4.0</b>	<b>0.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>100.0</b>	
	\$	<b>56.0</b>	<b>7.1</b>	<b>3.0</b>	<b>12.0</b>	<b>8.7</b>	<b>7.8</b>	<b>0.2</b>	<b>1.3</b>	<b>1.2</b>	<b>0.3</b>	<b>0.4</b>	<b>0.8</b>	<b>1.1</b>	<b>100.0</b>	

Grantees for 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 10a***FY 2013 Rail Purchases and Rehabilitation by Type and Program*

Rail Type	CAPITAL		URBANIZED AREA		HURRICANE SANDY		RAIL SAFETY IMPROVEMENT		TIGER		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Cable Car	1	960,000	0	0	0	0	0	0	0	0	1	960,000
Commuter Locomotive Diesel	152	13,019,603	25	37,856,281	0	0	0	0	0	0	177	50,875,884
Commuter Rail Car Trailer	3	4,899,700	304	130,058,256	2	73,349,492	0	0	0	0	309	208,307,448
Commuter Rail Cars Used	332	3,127,218	0	0	0	0	0	0	0	0	332	3,127,218
Commuter Rail Self Propelled - Electric	19	39,140,430	167	11,048,726	0	0	0	0	0	0	186	50,189,156
Heavy Rail Cars	408	94,459,275	300	91,550,503	24	2,992,500	301	2,531,745	0	0	1,033	191,534,023
Light Rail Cars	75	41,040,012	24	5,356,703	0	0	0	0	4	0	103	46,396,715
<b>Total</b>	<b>990</b>	<b>196,646,238</b>	<b>820</b>	<b>275,870,469</b>	<b>26</b>	<b>76,341,992</b>	<b>301</b>	<b>2,531,745</b>	<b>4</b>	<b>0</b>	<b>2141</b>	<b>551,390,444</b>

Does not include leasing.

**Table 10b***FY 2013 Rail Purchases by Type and Program*

Rail Type	CAPITAL		URBANIZED AREA		HURRICANE SANDY		RAIL SAFETY IMPROVEMENT		TIGER		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Cable Car	1	960,000	0	0	0	0	0	0	0	0	1	960,000
Commuter Locomotive Diesel	152	13,019,603	25	37,856,281	0	0	0	0	0	0	177	50,875,884
Commuter Rail Car Trailer	3	4,899,700	304	130,058,256	2	73,349,492	0	0	0	0	309	208,307,448
Commuter Rail Cars Used	332	3,127,218	0	0	0	0	0	0	0	0	332	3,127,218
Commuter Rail Self Propelled - Electric	19	39,140,430	167	11,048,726	0	0	0	0	0	0	186	50,189,156
Heavy Rail Cars	408	94,459,275	300	91,550,503	24	2,992,500	301	2,531,745	0	0	1033	191,534,023
Light Rail Cars	75	41,040,012	24	5,356,703	0	0	0	0	4	0	103	46,396,715
<b>Total</b>	<b>915</b>	<b>155,606,226</b>	<b>796</b>	<b>270,513,766</b>	<b>26</b>	<b>76,341,992</b>	<b>301</b>	<b>2,531,745</b>	<b>4</b>	<b>0</b>	<b>2038</b>	<b>504,993,729</b>

**Table 11***FY 2013 Vehicle Purchases by Type of Fuel and Type of Vehicle*

VEHICLE TYPE	DIESEL		GASOLINE		COMPRESSED NATURAL GAS		LIQUIFIED NATURAL GAS		LIQUEFIED PETROLEUM GAS		BIODIESEL		DUAL MODE (DIESEL/ELEC)	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
40 ft Bus	652	\$257,678,386	27	\$12,986,000	436	\$185,110,129	0	\$0	0	\$0	142	\$49,600,818	10	\$1,040,000
35 ft Bus	191	49,363,260	5	653,519	57	16,497,774	0	0	23	2,100,000	28	9,954,920	0	0
30 ft Bus	115	21,345,060	51	8,342,197	31	8,521,189	0	0	0	0	26	7,886,742	0	0
<30 ft Bus	718	49,741,248	1848	104,370,915	92	9,151,019	1	81,009	49	2,659,200	59	3,149,617	0	0
Articulated Bus	52	29,597,159	14	9,475,200	18	15,028,801	0	0	0	0	4	2,434,320	0	0
Bus Commuter/Suburban	41	4,881,439	11	3,741,841	0	0	0	0	0	0	20	8,864,000	0	0
Bus Dual Mode	0	0	0	0	0	0	0	0	0	0	0	0	4	4,000,000
Bus Intercity	11	5,336,544	1	60,000	0	0	0	0	0	0	0	0	0	0
Bus Trolley Articulated	1	68,667	0	0	0	0	0	0	0	0	0	0	0	0
Bus Trolley STD	10	2,634,807	3	414,305	0	0	0	0	0	0	0	0	0	0
Sedan/Station Wagon	0	0	353	2,787,560	0	0	0	0	0	0	0	0	0	0
Vans	176	11,809,003	2554	95,588,405	132	8,213,307	0	0	0	0	3	178,245	0	0
Ferry Boats	1	14,800,000	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,968</b>	<b>\$447,255,573</b>	<b>4,867</b>	<b>\$238,419,942</b>	<b>766</b>	<b>\$242,522,219</b>	<b>1</b>	<b>\$81,009</b>	<b>72</b>	<b>\$4,759,200</b>	<b>282</b>	<b>\$82,068,662</b>	<b>14</b>	<b>\$5,040,000</b>
<b>Percent of Total</b>	<b>21.8</b>	<b>29.3</b>	<b>54.0</b>	<b>15.6</b>	<b>8.5</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.3</b>	<b>3.1</b>	<b>5.4</b>	<b>0.2</b>	<b>0.3</b>

**Table 11 cont'd.** FY 2013 Vehicle Purchases by Type of Fuel and Type of Vehicle

VEHICLE TYPE	DIESEL (PARTICULATE TRAP)		HYBRID ELECTRIC		BATTERY- POWERED		ELECTRIC TRACKLESS TROLLEY		OTHER		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
40 ft Bus	131	\$76,928,430	523	\$268,045,352	0	\$0	4	\$3,043,200	11	\$2,481,368	1,936	\$856,913,683
35 ft Bus	26	8,622,265	37	12,864,582	0	0	7	7,089,500	0	0	374	\$107,145,820
30 ft Bus	2	188,552	16	7,383,596	0	0	0	0	4	438,738	245	\$54,106,074
<30 ft Bus	14	2,425,377	16	2,632,119	5	1,537,000	0	0	97	5,379,461	2,899	\$181,126,965
Articulated Bus	14	13,152,000	70	61,164,194	0	0	0	0	0	0	172	\$130,851,674
Bus Commuter/Suburban	2	598,990	0	0	0	0	0	0	0	0	74	\$18,086,270
Bus Dual Mode	0	0	0	0	0	0	0	0	0	0	4	\$4,000,000
Bus Intercity	0	0	0	0	0	0	0	0	0	0	12	\$5,396,544
Bus Trolley Articulated	0	0	0	0	0	0	10	11,980,572	0	0	11	\$12,049,239
Bus Trolley STD	4	1,664,000	0	0	0	0	8	15,502,261	0	0	25	\$20,215,373
Sedan/Station Wagon	0	0	8	199,995	0	0	0	0	0	0	361	\$2,987,555
Vans	18	1,320,176	0	0	0	0	0	0	14	346,000	2,897	\$117,455,136
Ferry Boats	0	0	0	0	0	0	0	0	0	0	1	\$14,800,000
<b>Total</b>	<b>211</b>	<b>\$104,899,790</b>	<b>670</b>	<b>\$352,289,838</b>	<b>5</b>	<b>\$1,537,000</b>	<b>29</b>	<b>\$37,615,533</b>	<b>126</b>	<b>\$8,645,567</b>	<b>9,011</b>	<b>\$1,525,134,333</b>
<b>Percent of Total</b>	<b>2.3</b>	<b>6.9</b>	<b>7.4</b>	<b>23.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.3</b>	<b>2.5</b>	<b>1.4</b>	<b>0.6</b>	<b>100.0</b>	<b>100.0</b>

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** FY 2013 Vehicle Purchases by Type of Fuel and Program

PROGRAM	DIESEL		GASOLINE		COMPRESSED NATURAL GAS		LIQUIFIED NATURAL GAS		LIQUEFIED PETROLEUM GAS		BIODIESEL		DUAL MODE (DIESEL/ELEC)		DIESEL (PARTICULATE TRAP)	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Capital	554	192,543,901	346	19,208,021	287	100,447,004	0	0	57	3,330,220	69	24,684,938	14	5,040,000	31	25,748,596
Clean Fuels	0	0	0	0	29	5,793,544	0	0	0	0	2	935,078	0	0	0	0
Elderly and Individuals with Disabilities	185	10,569,641	1,488	58,349,406	2	80,000	0	0	2	260,000	41	1,599,945	0	0	0	0
JARC	22	1,991,992	478	11,064,097	5	644,041	0	0	0	0	0	0	0	0	0	0
Miscellaneous FHWA Transfers	0	0	12	1,652,748	0	0	0	0	0	0	0	0	0	0	0	0
New Freedom	9	555,237	179	6,790,311	0	0	0	0	2	98,980	0	0	0	0	1	85,379
New Starts	0	0	0	0	7	3,056,540	0	0	0	0	0	0	0	0	0	0
Non-Urbanized Area	244	31,394,926	772	34,640,129	18	3,579,314	0	0	2	160,000	1	296,000	0	0	2	656,000
Paul S. Sarbanes Transit in Parks Program	6	1,962,941	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIGER	0	0	1	0	3	1,350,000	0	0	0	0	0	0	0	0	0	0
TIGGER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Urbanized Area	1,016	223,154,375	1,591	106,715,230	415	127,783,066	1	81,009	9	910,000	171	63,511,301	0	0	177	78,409,815
<b>Total</b>	<b>2,036</b>	<b>462,173,013</b>	<b>4,867</b>	<b>238,419,942</b>	<b>766</b>	<b>242,733,509</b>	<b>1</b>	<b>81,009</b>	<b>72</b>	<b>4,759,200</b>	<b>284</b>	<b>91,027,262</b>	<b>14</b>	<b>5,040,000</b>	<b>211</b>	<b>104,899,790</b>
<b>Percent of Total</b>	<b>22.3</b>	<b>29.2</b>	<b>53.4</b>	<b>15.1</b>	<b>8.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.3</b>	<b>3.1</b>	<b>5.8</b>	<b>0.2</b>	<b>0.3</b>	<b>2.3</b>	<b>6.6</b>

**Table 12 cont'd.** FY 2013 Vehicle Purchases by Type of Fuel and Program

PROGRAM	HYBRID ELECTRIC		BATTERY-POWERED		ELECTRIC TRACKLESS TROLLEY		OTHER		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$
Capital	109	62,543,470	0	0	34	27,577,159	44	2,492,549	1,545	463,615,858
Clean Fuels	26	12,584,107	0	0	7	6,594,200	2	145,250	66	26,052,179
Elderly and Individuals with Disabilities	2	261,654	0	0	0	0	0	0	1,720	71,120,646
JARC	0	0	0	0	0	0	0	0	505	13,700,130
Miscellaneous FHWA Transfers	0	0	0	0	0	0	0	0	12	1,652,748
New Freedom	1	60,800	0	0	0	0	0	0	192	7,590,707
New Starts	1	3,219,084	0	0	-1	15,202,048	0	0	7	21,477,672
Non-Urbanized Area	0	0	0	0	0	0	16	516,000	1,055	71,242,369
Paul S. Sarbanes Transit in Parks Program	0	0	0	0	0	0	0	0	6	1,962,941
TIGER	0	0	0	0	0	0	0	0	4	1,350,000
TIGGER	0	0	5	1,537,000	0	0	0	0	5	1,537,000
Urbanized Area	531	273,620,723	0	0	21	19,738,555	64	5,491,768	3,996	899,415,842
<b>Total</b>	<b>670</b>	<b>352,289,838</b>	<b>5</b>	<b>1,537,000</b>	<b>61</b>	<b>69,111,962</b>	<b>126</b>	<b>8,645,567</b>	<b>9,113</b>	<b>1,580,718,092</b>
<b>Percent of Total</b>	<b>7.4</b>	<b>22.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.7</b>	<b>4.4</b>	<b>1.4</b>	<b>0.5</b>	<b>100</b>	<b>100</b>

If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement.  
 Capital includes Bus and Bus Facilities, Fixed Guideway and State of Good Repair.

**Table 12A** FY 2013 Vehicle Replacement and Rehabilitation Obligations

**BUS**

FTA PROGRAM	LEASE - EXPANSION	LEASE - REPLACEMENT	PURCHASE - EXPANSION	PURCHASE - REPLACEMENT	REHABILITATION/ REBUILD	VEHICLE OVERHAUL (UP TO 20% VEHICLE MAINTENANCE)	TOTAL
Capital	\$0	\$0	\$7,961,634	\$432,750,040	\$11,450,245	\$0	\$452,161,919
Clean Fuels	\$0	\$0	\$3,043,200	\$23,468,867	\$0	\$0	\$26,512,067
Elderly & Individuals with Disabilities	\$0	\$0	\$15,173,517	\$55,947,928	\$166,162	\$0	\$71,287,608
JARC	\$0	\$161,799	\$9,424,457	\$4,234,666	\$0	\$0	\$13,820,922
Miscellaneous FHWA Transfers	\$0	\$0	\$1,652,748	\$0	\$1,034,000	\$0	\$2,686,748
New Freedom	\$0	\$0	\$3,520,105	\$3,666,602	\$0	\$0	\$7,186,707
Non-Urbanized Area	\$0	\$0	\$12,004,639	\$58,967,853	\$671,880	\$78,400	\$71,722,772
Paul S. Sarbanes Transit in Parks	\$54,000	\$0	\$903,941	\$1,059,000	\$0	\$0	\$2,016,941
TIGER	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
TIGGER	\$0	\$0	\$0	\$1,537,000	\$1,349,715	\$0	\$2,886,715
Urbanized Area	\$194,480	\$41,357,937	\$66,184,087	\$800,219,648	\$60,825,352	\$9,942,559	\$978,724,063
<b>Total</b>	<b>\$248,480</b>	<b>\$41,519,736</b>	<b>\$121,218,329</b>	<b>\$1,381,851,604</b>	<b>\$75,497,354</b>	<b>\$10,020,959</b>	<b>\$1,630,356,462</b>

**RAIL**

FTA PROGRAM	LEASE - EXPANSION	LEASE - REPLACEMENT	PURCHASE - EXPANSION	PURCHASE - REPLACEMENT	REHABILITATION/ REBUILD	VEHICLE OVERHAUL (UP TO 20% VEHICLE MAINTENANCE)	TOTAL
Fixed Guideway	\$0	\$0	\$2,904,382	\$104,235,737	\$20,167,891	\$18,734,797	\$146,042,807
Hurricane Sandy	\$0	\$0	\$0	\$0	\$76,341,992	\$0	\$76,341,992
Rail Safety Improvement	\$0	\$0	\$0	\$11,278,341	\$1,335,554	\$0	\$12,613,895
Urbanized Area	\$526,175	\$127,462,604	\$22,422,600	\$233,469,299	\$50,980,386	\$9,646,100	\$444,507,164
<b>Total</b>	<b>\$526,175</b>	<b>\$127,462,604</b>	<b>\$25,326,982</b>	<b>\$348,983,377</b>	<b>\$148,825,823</b>	<b>\$28,380,897</b>	<b>\$679,505,858</b>

**NEW STARTS**

FTA PROGRAM	PURCHASE - REPLACEMENT	TOTAL
Capital	\$2,740,266	\$2,740,266
Urbanized Area	\$175,999	\$175,999
<b>Total</b>	<b>\$2,916,265</b>	<b>\$2,916,265</b>

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 12B** FY 2013 Vehicle Rehabilitation/Renovation Obligations

FTA PROGRAM	REHABILITATION/RENOVATION	TOTAL INFRASTRUCTURE EXPENDITURES	PERCENT FOR REHABILITATION/RENOVATION
Capital	\$780,580,902	\$1,352,610,159	58%
Clean Fuels	\$3,106,319	\$13,068,648	24%
Elderly & Individuals with Disabilities	-\$3,855	\$1,493,465	0%
Hurricane Sandy	\$228,049,494	\$243,736,929	94%
JARC	\$0	\$1,128,261	0%
Miscellaneous FHWA Transfers	\$0	\$1,876,923	0%
National Research	\$0	\$309,986	0%
New Freedom	\$2,681,002	\$16,131,294	17%
Non-Urbanized Area	\$2,860,025	\$22,199,362	13%
Over-the-Road-Bus	\$0	\$6,879,336	0%
Paul S. Sarbanes Transit in Parks	\$422,000	\$4,862,483	9%
Rail Safety Improvement	\$45,744,450	\$89,623,953	51%
TIGER	\$44,170,573	\$158,161,886	28%
TIGGER	\$2,992,270	\$9,566,548	31%
Urbanized Area	\$740,409,343	\$1,410,307,250	52%
<b>Total</b>	<b>\$1,851,012,523</b>	<b>\$3,331,956,483</b>	<b>20%</b>

LINE ITEM	CAPITAL	CLEAN FUELS	ELDERLY & INDIVIDUALS WITH DISABILITIES	HURRICANE SANDY	JARC	MISCELLANEOUS FHWA TRANSFERS	NATIONAL RESEARCH	NEW FREEDOM	NON-URBANIZED AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	RAIL SAFETY IMPROVEMENT	TIGER	TIGGER	URBANIZED AREA
AC Power Lighting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000
ADA Vehicle Equipment	\$0	\$0	\$207,115	\$0	\$0	\$0	\$0	\$1,823,689	\$118,350	\$6,412,095	\$0	\$0	\$0	\$0	\$100,400
Admin/Maint Facility	\$106,624,893	\$1,023,000	\$0	\$0	\$0	\$0	\$0	\$1,393,839	\$2,937,889	\$0	\$0	\$0	\$1,000,000	\$45,670	\$109,036,774
ADP Hardware	\$6,224,623	\$0	\$243,166	\$0	-\$30,942	\$174,980	\$0	\$716,369	\$961,716	\$0	\$0	\$0	\$0	\$940,000	\$17,938,372
ADP Software	\$17,744,413	\$0	\$673,583	\$0	\$368,639	\$58,338	\$50,000	\$789,327	\$861,423	\$0	\$0	\$0	\$0	\$200,000	\$27,885,461
Bicycle Access, Facilities & Equipment on Buses	\$954,168	\$0	-\$263,244	\$0	\$405,049	\$0	\$0	\$0	\$47,211	\$0	\$0	\$0	\$0	\$0	\$8,550,553
Bridges	\$68,419,481	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,366,888	\$0	\$86,266,178
Bus Shelters	\$2,128,869	\$0	\$0	\$0	\$98,229	\$0	\$0	\$264,000	\$717,920	\$0	\$0	\$0	\$0	\$0	\$14,604,708

**Table 12B cont'd.** FY 2013 Vehicle Rehabilitation/Renovation Obligations

LINE ITEM	CAPITAL	CLEAN FUELS	ELDERLY & INDIVIDUALS WITH DISABILITIES	HURRICANE SANDY	JARC	MISCELLANEOUS FHWA TRANSFERS	NATIONAL RESEARCH	NEW FREEDOM	NON-URBANIZED AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	RAIL SAFETY IMPROVEMENT	TIGER	TIGGER	URBANIZED AREA
Busway	\$5,856,938	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,771,799
CAA Vehicle Equipment	\$0	\$0	\$4,586	\$0	\$0	\$0	\$0	\$0	\$0	\$266,795	\$0	\$0	\$0	\$0	\$0
Communications Systems	\$56,845,683	\$0	\$16,332	\$0	\$27,000	\$0	\$200,000	\$228,090	\$233,191	\$0	\$0	\$2,201,398	\$0	\$0	\$34,701,463
Elevated Structures	\$42,879,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,220,595	\$0	\$11,640,000
Enhanced ADA Access	\$346,062	\$0	\$0	\$0	\$0	\$0	\$0	\$1,388,557	\$279,879	\$0	\$0	\$0	\$0	\$0	\$14,378,408
Excl Bicycles Equipment	\$79,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,320	\$0	\$442,148	\$0	\$804,715	\$0	\$39,160
Excl Bicycles Facility	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$911,335	\$0	\$3,195,285	\$0	\$543,280
Fare Collection (Mobile)	\$19,264,074	\$0	\$3,980	\$240	\$156,342	\$0	\$0	\$557	\$77,231	\$0	\$0	\$0	\$0	\$0	\$22,157,418
Fare Collection Equipment (Stationary)	\$5,760,647	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149,680	\$0	\$0	\$0	\$0	\$0	\$4,685,796
Ferry Terminal	\$4,784,140	\$0	\$0	\$0	\$0	\$670,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$2,254,941
Furniture & Graphics	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$1,453,797
Historic Mass Transportation Buildings, including Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,774
Landscaping/Scenic Beautification	\$0	\$0	\$0	\$0	\$0	\$0	\$59,986	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,278,856
Line Equipment/ Struct Misc	\$351,859,659	\$0	\$0	\$54,444,029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,185,229	\$19,158,000	\$0	\$182,096,755
Maintenance Facility	\$97,062,103	\$5,470,148	\$17,680	\$16,494,216	\$0	\$856,462	\$0	\$0	\$3,282,603	\$0	\$0	\$21,492,770	\$0	\$2,992,270	\$18,678,625
Miscellaneous	\$46,168,826	\$6,507,500	\$182,945	\$99,647,208	\$36,442	\$0	\$0	\$2,743,622	\$2,937,427	\$200,446	\$287,000	\$4,794,800	\$27,555,640	\$4,632,608	\$91,893,673
Miscellaneous Equipment	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,966	\$0	\$0	\$0	\$2,119,200	\$0	\$7,170,008
Park & Ride Lot	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$200,000	\$0	\$0	\$0	\$0
Park and Ride Lot	\$4,781,564	\$0	\$0	\$0	\$0	\$0	\$0	\$480,218	\$1,217,000	\$0	\$0	\$0	\$0	\$0	\$33,977,358
Passenger Shelters	\$3,689,106	\$0	\$116,849	\$0	\$0	\$0	\$0	\$1,978,387	\$316,287	\$0	\$0	\$0	\$0	\$0	\$9,141,129
Ped. Access / Walkways	\$6,088,959	\$0	\$0	\$0	\$60,000	\$0	\$0	\$2,554,146	\$0	\$0	\$0	\$0	\$5,127,774	\$0	\$13,409,448
People Mover	\$826,987	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,067,643
Power Distribution Substation	\$15,658,654	\$0	\$0	\$9,241,633	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,539,633	\$756,000	\$32,878,530

**Table 12B cont'd.** FY 2013 Vehicle Rehabilitation/Renovation Obligations

LINE ITEM	CAPITAL	CLEAN FUELS	ELDERLY & INDIVIDUALS WITH DISABILITIES	HURRICANE SANDY	JARC	MISCELLANEOUS FHWA TRANSFERS	NATIONAL RESEARCH	NEW FREEDOM	NON-URBANIZED AREA	OVER THE ROAD BUS	PAUL S. SARBANES TRANSIT IN PARKS	RAIL SAFETY IMPROVEMENT	TIGER	TIGGER	URBANIZED AREA
Public Art	\$3,453	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,680	\$0	\$7,465
Radios	\$102,122	\$0	\$6,839	\$0	\$19,342	\$0	\$0	\$10,080	\$168,153	\$0	\$0	\$0	\$0	\$0	\$1,441,952
Route Signing	\$7,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$141,234	\$0	\$0	\$0	\$0	\$0	\$508,935
Shop Equipment	\$22,182,420	\$68,000	\$0	\$2,797	\$0	\$0	\$0	\$0	\$783,274	\$0	\$0	\$707,687	\$0	\$0	\$18,773,600
Signage	\$6,520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$1,160	\$0	\$0	\$0	\$0	\$0	\$10,511,801
Station	\$60,743,094	\$0	\$0	\$629,100	\$0	\$0	\$0	\$1,281,336	\$293,200	\$0	\$422,000	\$5,092,339	\$16,574,001	\$0	\$101,130,968
Storage Facility	\$8,530,077	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,768	\$0	\$0	\$0	\$0	\$0	\$2,607,730
Support Vehicles	\$831,349	\$0	\$25,834	\$7,651	\$0	\$0	\$0	\$0	\$262,682	\$0	\$0	\$0	\$0	\$0	\$20,321,124
Surveillance/Security	\$4,523,484	\$0	\$257,800	\$0	\$34,400	\$113,934	\$0	\$46,406	\$915,732	\$0	\$0	\$0	\$91,000	\$0	\$26,889,041
Terminal, Bus	\$15,853,221	\$0	\$0	\$0	-\$80,000	\$0	\$0	\$49,089	\$2,764,853	\$0	\$0	\$0	\$2,729,200	\$0	\$24,454,466
Terminal, intermodal (Intercity bus)	\$2,657,930	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$765,000	\$0	\$0	\$0	\$0	\$0	\$0
Terminal, Intermodal (Intercity rail)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,872,226	\$0	\$0
Terminal, Intermodal (Transit)	\$58,399,974	\$0	\$0	\$62,320,537	\$0	\$3,209	\$0	\$0	\$393,278	\$0	\$3,000,000	\$0	\$47,477,349	\$0	\$34,597,923
Traction Power	\$67,296,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,518,299	\$0	\$0	\$49,792,964
Train Control/Signal System	\$217,820,536	\$0	\$0	\$0	\$0	\$0	\$0	\$376,782	\$0	\$0	\$0	\$1,774,947	\$166,700	\$0	\$332,572,234
Transit Mall	\$7,567,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$686,252
Tunnels	\$10,403,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,441,724	\$0	\$0	\$7,413,263
Vehicle Locator System	\$21,712	\$0	\$0	\$0	\$33,760	\$0	\$0	\$0	\$48,500	\$0	\$0	\$12,626,200	\$0	\$0	\$463,363
Work Trains	\$391,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,749,636	\$0	\$0	\$1,201,878
Yards & Shops	\$4,566,100	\$0	\$0	\$949,518	\$0	\$0	\$0	\$0	\$1,269,835	\$0	\$0	\$8,038,924	\$0	\$0	\$12,206,984
<b>Total</b>	<b>\$1,352,610,159</b>	<b>\$13,068,648</b>	<b>\$1,493,465</b>	<b>\$243,736,929</b>	<b>\$1,128,261</b>	<b>\$1,876,923</b>	<b>\$309,986</b>	<b>\$16,131,294</b>	<b>\$22,199,362</b>	<b>\$6,879,336</b>	<b>\$4,862,483</b>	<b>\$89,623,953</b>	<b>\$158,161,886</b>	<b>\$9,566,548</b>	<b>\$1,410,307,250</b>

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.

## 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 utilizing 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 39 urbanized areas over 1 million in population, 113 urbanized areas with populations between 200,000 and 1 million, and 191 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, SAFETEA-LU, and MAP-21 requires that 1% of Section 5307 funds apportioned to an urbanized area with a population of 200,000 or more be used for associated transportation improvements. MAP-21 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% federal share. Under MAP 21, operating assistance is now available, within certain limits, to urbanized areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed-guideway excluded).

In FY 2013, a total of \$5.1 billion in Section 5307 funds was obligated. Of this amount, approximately \$4.7 billion or 92% was used for capital; \$359 million or 7% for operating; and \$43 million or 1% for planning assistance. Funds were obligated to FTA grantees. As a group, the urbanized areas with population over 1 million obligated the largest share of the funds, \$3 billion or 57%. A total of \$843 million of 5307 funds was obligated for the purchase of 3,890 vehicles.

As in previous years, flexible funds transferred from FHWA had a significant impact on the availability of funds for obligation. In FY 2013, a total of \$2.2 billion was transferred to the urbanized area formula program. The total flexible funds obligated for this program were \$1.2 billion, 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), with \$1.3 billion (57%) transferred, and the Surface Transportation Program (STP), with \$904 million (40%) transferred and \$42 million (2%) in other transfers.

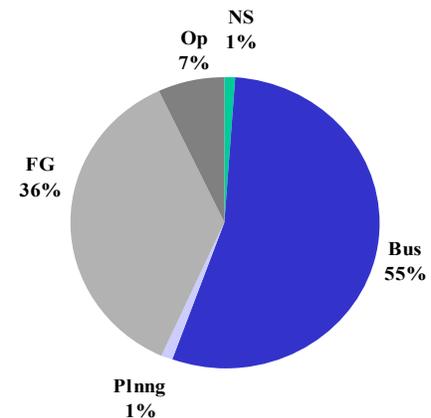
**Table 13** FY 2013 Urbanized Area Formula Obligations by Population Group

ACTIVITY	URBANIZED AREAS > 1 MILLION	URBANIZED AREAS 200,000 - 1 MILLION	URBANIZED AREAS 50,000 - 200,000	STATEWIDE	TOTAL	% OF TOTAL
<b>BUS</b>						
BUS PURCHASES	\$593,742,641	\$133,886,429	\$69,703,173	\$69,208,910	\$866,541,153	16.9
BUS OTHER	\$968,995,908	\$313,153,002	\$128,308,055	\$223,377,603	\$1,633,834,568	31.9
BUS MAINTENANCE FACILITY	\$138,758,060	\$63,999,630	\$42,013,136	\$22,656,310	\$267,427,136	5.2
SUB-TOTAL	\$1,701,496,609	\$511,039,061	\$240,024,364	\$315,242,823	\$2,767,802,857	54.0
FIXED GUIDEWAY MOD PROJECTS	\$1,382,419,872	\$34,411,539	\$12,000	\$423,859,490	\$1,840,702,901	35.9
NEW STARTS PROJECTS	\$35,966,819	\$4,012,440	\$0	\$72,160,000	\$112,139,259	2.2
PLANNING	\$20,620,850	\$14,689,573	\$5,425,168	\$2,121,400	\$42,856,991	0.8
OPERATING	\$48,965,866	\$82,437,873	\$191,351,782	\$35,876,393	\$358,631,914	7.0
RESEARCH	\$615,489	\$0	\$0	\$0	\$615,489	0.0
OVERSIGHT REVIEWS	-\$32,484	\$0	\$0	\$0	-\$32,484	(0.0)
MANAGEMENT TRAINING	\$0	\$19,200	\$0	\$0	\$19,200	0.0
<b>TOTAL</b>	<b>\$3,189,470,016</b>	<b>\$646,590,486</b>	<b>\$436,813,314</b>	<b>\$849,260,106</b>	<b>\$5,122,736,127</b>	
<b>Percent of Total</b>	<b>62.3</b>	<b>12.6</b>	<b>8.5</b>	<b>16.6</b>	<b>100.0</b>	

Spare Parts / Assoc Capital Maintenance Items included in Bus Purchases.

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.

Percentage of Obligations by Category

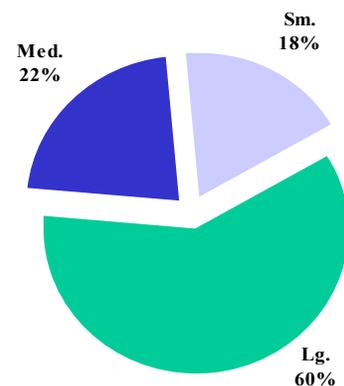


Vehicle Purchases by Type

	#	%	\$
<b>BUS PURCHASES</b>			
40 ft Bus	1,178	30.3	\$487,172,193
35 ft Bus	188	4.8	\$62,416,844
30 ft Bus	110	2.8	\$29,887,517
<30 ft Bus	992	25.5	\$68,122,445
Bus Articulated	137	3.5	\$103,864,557
Bus Commuter/Suburban	64	1.6	\$15,052,600
Bus Trolley Artic.	1	0.0	\$1,180,295
Bus Trolley STD	24	0.6	\$20,161,677
Sedan/Station Wagon	40	1.0	\$1,548,718
Vans	1,154	29.7	\$52,104,984
FERRY BOAT PURCHASES	2	0.1	\$2,000,000
<b>TOTAL VEHICLES</b>	<b>3,890</b>	<b>100.0</b>	<b>\$843,511,830</b>

Purchases in this category does not include Spare Parts / Assoc Capital Maintenance or Rehabilitation/Rebuild.

Percentage of Vehicles by Population Group



Vehicle Purchases By Population Group

	#	\$	%
OVER 1 MILLION	2,283	\$580,694,312	58.69%
200,000 - 1 MILLION	851	\$128,739,956	21.88%
50,000 - 200,000	499	\$68,319,052	12.83%
UNDER 50,000	257	\$65,758,510	6.61%
<b>TOTAL VEHICLES</b>	<b>3,890</b>	<b>\$843,511,830</b>	

**Table 14** FY 2013 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	32	\$3,849,908.00	\$9,028,411.00	\$369,384.00	\$13,247,703.00	\$0.00	\$0.00	\$433,600.00	\$7,218,585.00	\$20,899,888.00	0.4	35
Alaska	17	\$2,104,885.00	\$4,933,599.00	\$504,048.00	\$7,542,532.00	\$11,546,553.00	\$0.00	\$0.00	\$4,073,092.00	\$23,162,177.00	0.5	33
American Samoa	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0	53
Arizona	160	\$25,589,396.00	\$47,293,423.00	\$837,264.00	\$73,720,083.00	\$0.00	\$7,512,440.00	\$215,189.00	\$3,364,720.00	\$84,812,432.00	1.7	18
Arkansas	4	\$1,050,003.00	\$3,568,562.00	\$815,639.00	\$5,434,204.00	\$0.00	\$0.00	\$490,864.00	\$2,544,249.00	\$8,469,317.00	0.2	43
California	202	\$105,771,613.00	\$72,006,778.00	\$6,315,674.00	\$184,094,065.00	\$80,098,152.00	\$0.00	\$2,727,251.00	\$36,491,371.00	\$303,410,839.00	5.9	4
Colorado	11	\$474,460.00	\$60,993,717.00	\$466,128.00	\$61,934,305.00	\$7,161,000.00	\$0.00	\$695,082.00	\$6,865,694.00	\$76,656,081.00	1.5	21
Connecticut	152	\$35,283,200.00	\$1,721,274.00	\$14,760,000.00	\$51,764,474.00	\$14,000,000.00	\$72,160,000.00	\$1,160,000.00	\$492,302.00	\$139,576,776.00	2.7	13
Delaware	27	\$1,997,600.00	\$5,369,874.00	\$193,877.00	\$7,561,351.00	\$508,000.00	\$0.00	\$0.00	\$0.00	\$8,069,351.00	0.2	45
District of Columbia	225	\$59,493,766.00	\$36,839,012.00	\$9,994,576.00	\$106,327,354.00	\$32,774,766.00	\$0.00	\$1,638,109.00	\$0.00	\$140,740,229.00	2.7	12
Florida	133	\$33,916,741.00	\$79,169,196.00	\$10,318,502.00	\$123,404,439.00	\$20,656,606.00	\$0.00	\$877,151.00	\$15,136,740.00	\$160,074,936.00	3.1	9
Georgia	56	\$4,147,100.00	\$49,607,177.00	\$9,410,859.00	\$63,165,136.00	\$13,715,702.00	\$0.00	\$4,031,200.00	\$3,198,811.00	\$84,110,849.00	1.6	19
Guam	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0	53
Hawaii	33	\$12,599,400.00	\$25,000,000.00	\$330,000.00	\$37,929,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,929,400.00	0.7	30
Idaho	7	\$1,709,578.00	\$1,548,453.00	\$1,268,917.00	\$4,526,948.00	\$0.00	\$0.00	\$0.00	\$1,788,206.00	\$6,315,154.00	0.1	47
Illinois	294	\$55,052,960.00	\$38,097,452.00	\$23,127,886.00	\$116,278,298.00	\$184,728,102.00	\$0.00	\$456,935.00	\$9,637,176.00	\$311,100,511.00	6.1	3
Indiana	49	\$6,091,696.00	\$21,636,875.00	\$5,018,949.00	\$32,747,520.00	\$3,600,000.00	\$0.00	\$648,500.00	\$14,858,077.00	\$51,854,097.00	1.0	27
Iowa	27	\$3,137,295.00	\$5,535,326.00	\$1,344,856.00	\$10,017,477.00	\$0.00	\$0.00	\$763,541.00	\$10,334,037.00	\$21,115,055.00	0.4	34
Kansas	22	\$6,247,079.00	\$5,113,706.00	\$108,611.00	\$11,469,396.00	\$0.00	\$0.00	\$614,583.00	\$5,042,729.00	\$17,126,708.00	0.3	37
Kentucky	74	\$18,502,590.00	\$23,501,715.00	\$8,196,991.00	\$50,201,296.00	\$0.00	\$0.00	\$44,400.00	\$2,078,845.00	\$52,324,541.00	1.0	26
Louisiana	1	\$229,200.00	\$12,247,132.00	\$289,747.00	\$12,766,079.00	\$3,464,593.00	\$0.00	\$472,034.00	\$3,004,038.00	\$19,706,744.00	0.4	36
Maine	0	\$275,400.00	\$1,669,446.00	\$594,787.00	\$2,539,633.00	\$0.00	\$0.00	\$45,000.00	\$8,118,599.00	\$10,703,232.00	0.2	42
Maryland	323	\$87,335,181.00	\$61,564,582.00	\$1,951,853.00	\$150,851,616.00	\$42,536,508.00	\$0.00	\$0.00	\$1,426,497.00	\$194,814,621.00	3.8	8
Massachusetts	101	\$20,738,426.00	\$75,413,036.00	\$27,571,707.00	\$123,723,169.00	\$98,356,968.00	\$0.00	\$647,252.00	\$13,704,046.00	\$236,431,435.00	4.6	6
Michigan	247	\$23,099,952.00	\$31,604,617.00	\$7,123,674.00	\$61,828,243.00	\$413,815.00	\$0.00	\$946,853.00	\$19,181,826.00	\$82,370,737.00	1.6	20
Minnesota	180	\$40,257,634.00	\$24,817,247.00	\$8,672,308.00	\$73,747,189.00	\$8,377,700.00	\$0.00	\$33,599.00	\$7,867,546.00	\$90,026,034.00	1.8	16
Mississippi	5	\$508,408.00	\$5,130,525.00	\$742,980.00	\$6,381,913.00	\$0.00	\$0.00	\$300,000.00	\$1,406,168.00	\$8,088,081.00	0.2	44
Missouri	63	\$20,876,648.00	\$29,742,523.00	\$12,982,907.00	\$63,602,078.00	\$1,228,447.00	\$0.00	\$1,207,250.00	\$7,741,555.00	\$73,779,330.00	1.4	22
Montana	4	\$1,212,120.00	\$329,641.00	\$10,000.00	\$1,551,761.00	\$0.00	\$0.00	\$0.00	\$3,181,257.00	\$4,733,018.00	0.1	50
Nebraska	14	\$3,383,835.00	\$7,767,290.00	\$486,436.00	\$11,637,561.00	\$0.00	\$0.00	\$1,114,030.00	\$0.00	\$12,751,591.00	0.2	41
Nevada	97	\$16,021,124.00	\$5,601,809.00	\$13,540,063.00	\$35,162,996.00	\$0.00	\$0.00	\$0.00	\$2,850,000.00	\$38,012,996.00	0.7	29

**Table 14 cont'd.** FY 2013 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
New Hampshire	10	\$2,538,355.00	\$1,314,929.00	\$0.00	\$3,853,284.00	\$659,056.00	\$0.00	\$7,928.00	\$3,348,987.00	\$7,869,255.00	0.2	46
New Jersey	2	\$126,000.00	\$151,023,981.00	\$0.00	\$151,149,981.00	\$369,035,423.00	\$0.00	\$0.00	\$4,866,478.00	\$525,051,882.00	10.3	2
New Mexico	70	\$18,455,464.00	\$5,362,165.00	\$2,003,110.00	\$25,820,739.00	\$7,503,430.00	\$0.00	\$0.00	\$3,049,658.00	\$36,373,827.00	0.7	31
New York	126	\$32,641,945.00	\$127,658,362.00	\$32,746,761.00	\$193,047,068.00	\$640,366,191.00	\$18,358,805.00	\$812,000.00	\$3,262,870.00	\$855,846,934.00	16.7	1
North Carolina	164	\$17,051,774.00	\$27,863,246.00	\$6,744,276.00	\$51,659,296.00	\$4,345,647.00	\$0.00	\$2,425,540.00	\$9,110,165.00	\$67,540,648.00	1.3	23
North Dakota	0	\$0.00	\$1,589,599.00	\$10,291.00	\$1,599,890.00	\$0.00	\$0.00	\$27,085.00	\$3,351,856.00	\$4,978,831.00	0.1	49
N. Mariana Islands	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0	53
Ohio	246	\$50,030,469.00	\$61,570,920.00	\$18,765,735.00	\$130,367,124.00	\$2,880,000.00	\$0.00	\$813,562.00	\$8,980,681.00	\$143,041,367.00	2.8	11
Oklahoma	3	\$465,000.00	\$9,886,216.00	\$549,816.00	\$10,901,032.00	\$0.00	\$0.00	\$2,259,283.00	\$2,352,565.00	\$15,512,880.00	0.3	38
Oregon	2	\$674,131.00	\$51,644,275.00	\$1,209,266.00	\$53,527,672.00	\$19,168,638.00	\$9,300,000.00	\$230,000.00	\$5,109,503.00	\$87,335,813.00	1.7	17
Pennsylvania	268	\$91,226,840.00	\$71,558,220.00	\$8,822,719.00	\$171,607,779.00	\$59,167,377.00	\$0.00	\$688,000.00	\$13,608,461.00	\$245,071,617.00	4.8	5
Puerto Rico	19	\$1,615,560.00	\$555,325.00	\$5,000.00	\$2,175,885.00	\$24,166,085.00	\$0.00	\$0.00	\$403,121.00	\$26,745,091.00	0.5	32
Rhode Island	24	\$10,670,565.00	\$29,193,340.00	\$4,938,749.00	\$44,802,654.00	\$0.00	\$0.00	\$1,492,400.00	\$6,522,164.00	\$52,817,218.00	1.0	25
South Carolina	10	\$966,440.00	\$11,380,235.00	\$593,678.00	\$12,940,353.00	\$0.00	\$0.00	\$200,000.00	\$1,416,865.00	\$14,557,218.00	0.3	39
South Dakota	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,164,845.00	\$2,164,845.00	0.0	51
Tennessee	57	\$7,352,041.00	\$32,171,242.00	\$2,369,271.00	\$41,892,554.00	\$2,652,000.00	\$0.00	\$585,200.00	\$10,731,709.00	\$55,861,463.00	1.1	24
Texas	104	\$12,204,020.00	\$148,233,609.00	\$9,562,209.00	\$169,999,838.00	\$4,342,015.00	\$3,446,860.00	\$6,645,810.00	\$22,234,188.00	\$206,668,711.00	4.0	7
Utah	0	\$0.00	\$26,612,000.00	\$135,348.00	\$26,747,348.00	\$13,327,197.00	\$0.00	\$950,000.00	\$887,973.00	\$41,912,518.00	0.8	28
Vermont	1	\$4,000.00	\$1,457,291.00	\$44,800.00	\$1,506,091.00	\$0.00	\$0.00	\$100,000.00	\$4,109,926.00	\$5,716,017.00	0.1	48
Virgin Island	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0	53
Virginia	58	\$13,251,226.00	\$36,119,101.00	\$8,365,007.00	\$57,735,334.00	\$53,231,253.00	\$1,361,154.00	\$5,571,108.00	\$8,152,004.00	\$126,050,853.00	2.5	14
Washington	140	\$12,989,984.00	\$67,024,250.00	\$882,368.00	\$80,896,602.00	\$64,729,981.00	\$0.00	\$446,252.00	\$12,857,404.00	\$158,930,239.00	3.1	10
West Virginia	11	\$2,358,173.00	\$298,501.00	\$25,163.00	\$2,681,837.00	\$0.00	\$0.00	\$0.00	\$10,739,459.00	\$13,421,296.00	0.3	40
Wisconsin	11	\$609,968.00	\$24,093,222.00	\$2,232,946.00	\$26,936,136.00	\$51,961,696.00	\$0.00	\$40,400.00	\$28,480,772.00	\$107,419,004.00	2.1	15
Wyoming	4	\$352,000.00	\$372,141.00	\$72,000.00	\$796,141.00	\$0.00	\$0.00	\$0.00	\$1,284,094.00	\$2,080,235.00	0.0	52
<b>Total</b>	<b>3,890</b>	<b>\$866,541,153.00</b>	<b>\$1,633,834,568.00</b>	<b>\$267,427,136.00</b>	<b>\$2,767,802,857.00</b>	<b>\$1,840,702,901.00</b>	<b>\$112,139,259.00</b>	<b>\$42,856,991.00</b>	<b>\$358,631,914.00</b>	<b>\$5,122,133,922.00</b>	<b>100.0</b>	

Does not include Management Training (\$19,200), Oversight Reviews (\$ -32,484), Safety and Security (\$456,394), and Research (\$615,489). Spare Parts / Assoc Capital Maintenance not included in the # of buses but included in the overall Bus Purchase Total.

**Table 15** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
<b>&gt; 1 MILLION POPULATION</b>										
Atlanta, GA	47	\$2,791,265	\$42,562,048	\$2,845,861	\$48,199,174	\$13,715,702	\$0	\$3,648,236	\$2,398,811	\$67,961,923
Austin, TX	0	\$0	\$34,642,133	\$2,749,000	\$37,391,133	\$0	\$0	\$4,120,000	\$635,254	\$42,146,387
Baltimore, MD	312	\$86,672,436	\$60,319,921	\$25,968	\$147,018,325	\$42,536,508	\$0	\$0	\$0	\$189,554,833
Boston, MA--NH--RI	10	\$4,225,821	\$54,386,828	\$20,804,675	\$79,417,324	\$98,356,968	\$0	\$167,928	\$5,194,568	\$183,136,788
Charlotte, NC-SC	100	\$7,850,073	\$5,184,175	\$2,333,225	\$15,367,473	\$4,345,647	\$0	\$0	\$876,000	\$20,589,120
Chicago, IL-IN	289	\$49,962,692	\$35,658,819	\$20,472,538	\$106,094,049	\$188,328,102	\$0	\$616,900	\$851,426	\$295,890,477
Cincinnati, OH-KY-IN	80	\$18,890,289	\$20,236,382	\$468,185	\$39,594,856	\$0	\$0	\$19,400	\$760,481	\$40,374,737
Cleveland, OH	66	\$21,683,034	\$9,478,760	\$24,000	\$31,185,794	\$2,880,000	\$0	\$0	\$551,415	\$34,617,209
Dallas--Fort Worth--Arlington, TX	8	\$453,800	\$875,000	\$0	\$1,328,800	\$4,342,015	\$3,446,860	\$0	\$264,300	\$9,381,975
Denver--Aurora, CO	0	\$0	\$54,469,986	\$0	\$54,469,986	\$7,161,000	\$0	\$240,000	\$1,324,000	\$63,194,986
Detroit, MI	83	\$8,813,938	\$19,772,003	\$1,458,390	\$30,044,331	\$413,815	\$0	\$0	\$136,241	\$30,594,387
Houston, TX	78	\$5,262,075	\$61,166,194	\$0	\$66,428,269	\$0	\$0	\$0	\$1,767,701	\$68,195,970
Indianapolis, IN	7	\$440,000	\$12,514,338	\$741,107	\$13,695,445	\$0	\$0	\$0	\$493,662	\$14,189,107
Jacksonville, FL	3	\$970,000	\$3,360,750	\$177,000	\$4,507,750	\$931,895	\$0	\$0	\$0	\$5,439,645
Kansas City, MO-KS	16	\$4,095,027	\$9,357,103	\$7,413,960	\$20,866,090	\$0	\$0	\$1,354,766	\$2,212,138	\$24,432,994
Las Vegas-Henderson, NV	93	\$15,621,485	\$1,600,000	\$7,470,522	\$24,692,007	\$0	\$0	\$0	\$2,850,000	\$27,542,007
Los Angeles-Long Beach-Anaheim, CA	44	\$26,285,626	\$10,833,911	\$1,267,372	\$38,386,909	\$4,542,932	\$0	\$0	\$32,386	\$42,962,227
Memphis, TN-MS-AR	8	\$2,351,721	\$9,750,000	\$0	\$12,101,721	\$0	\$0	\$0	\$0	\$12,101,721
Miami, FL	55	\$15,026,058	\$49,117,721	\$4,533,739	\$68,677,518	\$19,524,711	\$0	\$540,151	\$1,931,000	\$90,673,380
Milwaukee, WI	7	\$190,000	\$16,971,702	\$1,724,480	\$18,886,182	\$51,961,696	\$0	\$0	\$9,593,980	\$80,441,858
Minneapolis-St. Paul, MN-WI	161	\$37,708,550	\$23,483,815	\$7,208,000	\$68,400,365	\$8,377,700	\$0	\$0	\$2,713,315	\$79,491,380
New York--Newark, NY-NJ-CT	67	\$21,692,000	\$71,870,208	\$28,177,600	\$121,739,808	\$636,628,493	\$18,358,805	\$200,000	\$0	\$776,927,106
Philadelphia, PA-NJ-DE-MD	175	\$61,189,635	\$41,595,215	\$976,525	\$103,761,375	\$53,003,781	\$0	\$0	\$0	\$156,765,156
Phoenix-Mesa, AZ	106	\$16,833,599	\$45,419,040	\$0	\$62,252,639	\$0	\$3,500,000	\$0	\$1,000,279	\$66,752,918
Pittsburgh, PA	34	\$19,504,259	\$8,830,514	\$6,767,690	\$35,102,463	\$0	\$0	\$268,000	\$670,000	\$36,040,463
Portland, OR-WA	0	\$0	\$47,083,833	\$62,920	\$47,146,753	\$9,841,308	\$9,300,000	\$140,000	\$0	\$66,428,061
Providence, RI-MA	12	\$2,537,273	\$2,135,039	\$1,049,353	\$5,721,665	\$0	\$0	\$0	\$4,864,411	\$10,586,076
Riverside--San Bernardino, CA	4	\$394,250	\$280,000	\$0	\$674,250	\$0	\$0	\$0	\$0	\$674,250
Salt Lake City--West Valley City, UT	0	\$0	\$26,612,000	\$135,348	\$26,747,348	\$13,327,197	\$0	\$950,000	\$887,973	\$41,912,518
San Antonio, TX	3	\$3,728,517	\$22,925,583	\$2,340,824	\$28,994,924	\$0	\$0	\$800,000	\$0	\$29,794,924
San Diego, CA	0	\$103,979	\$21,526,145	\$0	\$21,630,124	\$36,717,840	\$0	\$0	\$0	\$58,347,964
San Francisco--Oakland, CA	97	\$63,146,405	\$8,599,206	\$0	\$71,745,611	\$33,318,115	\$0	\$0	\$949,746	\$106,013,472

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
San Jose, CA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,477,979	\$6,477,979
Seattle, WA	-3	\$5,556,934	\$40,890,210	\$40,000	\$46,487,144	\$64,729,981	\$0	\$346,252	\$0	\$111,563,377
St. Louis, MO-IL	53	\$17,601,621	\$19,847,023	\$5,577,333	\$43,025,977	\$1,228,447	\$0	\$0	\$0	\$44,254,424
Tampa--St. Petersburg, FL	31	\$8,357,713	\$11,363,907	\$63,066	\$19,784,686	\$200,000	\$0	\$0	\$0	\$19,984,686
Virginia Beach, VA	5	\$1,908,800	\$17,855,167	\$2,077,923	\$21,841,890	\$0	\$1,361,154	\$4,439,158	-\$471,200	\$27,171,002
Washington, DC-VA-MD	232	\$61,893,766	\$46,421,229	\$9,771,456	\$118,086,451	\$86,006,019	\$0	\$2,770,059	\$0	\$206,862,529
<b>SUBTOTAL</b>	<b>2,283</b>	<b>\$593,742,641</b>	<b>\$968,995,908</b>	<b>\$138,758,060</b>	<b>\$1,701,496,609</b>	<b>\$1,382,419,872</b>	<b>\$35,966,819</b>	<b>\$20,620,850</b>	<b>\$48,965,866</b>	<b>\$3,189,470,016</b>
<i>NOTE: Does not include Research (\$400,000) for Boston and (\$215,489) for Washington or Oversight Reviews (\$-32,484) for Washington.</i>										
<b>200,000 - 1 MILLION POPULATION</b>										
Aberdeen-Bel Air South-Bel Air North, MD	1	\$158,608	\$119,200	\$18,400	\$296,208	\$0	\$0	\$0	\$0	\$296,208
Abilene, TX	0	\$0	\$451,926	\$0	\$451,926	\$0	\$0	\$72,000	\$1,031,385	\$1,555,311
Akron, OH	29	\$6,023,800	\$5,277,064	\$4,267,759	\$15,568,623	\$0	\$0	\$0	\$0	\$15,568,623
Albany-Schenectady, NY	0	\$0	\$9,987,452	\$0	\$9,987,452	\$0	\$0	\$0	\$0	\$9,987,452
Albuquerque, NM	70	\$18,455,464	\$5,362,165	\$2,000,000	\$25,817,629	\$7,503,430	\$0	\$0	\$0	\$33,321,059
Allentown, PA-NJ	25	\$2,733,184	\$5,084,723	\$230,000	\$8,047,907	\$0	\$0	\$320,000	\$0	\$8,367,907
Altoona, PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,933	\$290,933
Amarillo, TX	0	\$0	\$1,472,422	\$60,000	\$1,532,422	\$0	\$0	\$0	\$1,796,762	\$3,329,184
Anchorage, AK	17	\$2,104,885	\$4,933,599	\$504,048	\$7,542,532	\$11,546,553	\$0	\$0	\$125,000	\$19,214,085
Ann Arbor, MI	29	\$2,090,730	\$3,446,400	\$692,000	\$6,229,130	\$0	\$0	\$320,000	\$1,474,000	\$8,023,130
Appleton, WI	0	\$0	\$616,142	\$0	\$616,142	\$0	\$0	\$0	\$1,848,427	\$2,464,569
Arecibo, PR	0	\$0	\$60,646	\$0	\$60,646	\$0	\$0	\$0	\$0	\$60,646
Asheville, NC	0	\$0	\$1,345,370	\$0	\$1,345,370	\$0	\$0	\$30,000	\$753,022	\$2,128,392
Augusta-Richmond County, GA-SC	1	\$56,440	\$115,440	\$5,294,400	\$5,466,280	\$0	\$0	\$0	\$0	\$5,466,280
Bakersfield, CA	0	\$0	\$3,795,440	\$528,000	\$4,323,440	\$0	\$0	\$0	\$0	\$4,323,440
Bangor, ME	0	\$0	\$334,767	\$0	\$334,767	\$0	\$0	\$0	\$404,946	\$739,713
Baton Rouge, LA	0	\$0	\$4,499,452	\$110,600	\$4,610,052	\$0	\$0	\$200,000	\$150,000	\$4,960,052
Beloit, WI-IL	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$606,009	\$606,009
Bend, OR	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176,025	\$176,025
Binghamton, NY-PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,624	\$174,624
Birmingham, AL	3	\$813,007	\$3,348,617	\$0	\$4,161,624	\$0	\$0	\$0	\$0	\$4,161,624
Boise City, ID	7	\$1,709,578	\$849,735	\$966,794	\$3,526,107	\$0	\$0	\$0	\$325,000	\$3,851,107
Boston, MA--NH--RI	6	\$1,994,592	\$112,489	\$0	\$2,107,081	\$0	\$0	\$0	\$1,172,772	\$3,279,853

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Bremerton, WA	6	\$1,275,000	\$384,000	\$0	\$1,659,000	\$0	\$0	\$0	\$0	\$1,659,000
Bridgeport--Stamford, CT--NY	0	\$0	\$1,721,274	\$0	\$1,721,274	\$0	\$0	\$640,000	\$0	\$2,361,274
Bristol-Bristol, TN-VA	2	\$120,000	\$0	\$0	\$120,000	\$0	\$0	\$0	\$205,231	\$325,231
Brownsville, TX	0	\$0	\$1,313,048	\$0	\$1,313,048	\$0	\$0	\$10,260	\$1,831,076	\$3,154,384
Buffalo, NY	13	\$2,274,932	\$13,632,334	\$320,000	\$16,227,266	\$3,737,698	\$0	\$480,000	\$0	\$20,444,964
Burlington, NC	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Burlington, VT	0	\$4,000	\$1,457,291	\$44,800	\$1,506,091	\$0	\$0	\$100,000	\$4,109,926	\$5,716,017
Camarillo, CA	1	\$210,988	\$3,591,641	\$1,640,012	\$5,442,641	\$41,376	\$0	\$1,887,832	\$1,564,799	\$8,936,648
Canton, OH	9	\$333,533	\$4,690,375	\$54,177	\$5,078,085	\$0	\$0	\$95,838	\$2,611,133	\$7,785,056
Charleston--North Charleston, SC	0	\$0	\$2,635,041	\$425,202	\$3,060,243	\$0	\$0	\$0	\$100,000	\$3,160,243
Colorado Springs, CO	8	\$296,215	\$3,239,278	\$66,128	\$3,601,621	\$0	\$0	\$455,082	\$1,581,765	\$5,638,468
Columbia, SC	9	\$910,000	\$3,738,903	\$71,840	\$4,720,743	\$0	\$0	\$200,000	\$0	\$4,920,743
Columbus, GA-AL	2	\$256,000	\$761,868	\$170,640	\$1,188,508	\$0	\$0	\$202,964	\$0	\$1,391,472
Columbus, OH	64	\$5,766,044	\$164,751	\$12,000,000	\$17,930,795	\$0	\$0	\$0	\$0	\$17,930,795
Concord, NC	15	\$2,672,900	\$303,530	\$12,042	\$2,988,472	\$0	\$0	\$13,528	\$1,098,000	\$4,100,000
Davenport, IA-IL	0	\$0	\$2,468,921	\$260,000	\$2,728,921	\$0	\$0	\$212,000	\$0	\$2,940,921
Dayton, OH	0	\$40,000	\$13,629,211	\$1,933,151	\$15,602,362	\$0	\$0	\$390,623	\$656,380	\$16,649,365
Des Moines, IA	17	\$1,052,501	\$4,364,600	\$686,446	\$6,103,547	\$0	\$0	\$551,541	\$165,000	\$6,820,088
El Paso de Robles (Paso Robles)-Atascadero, CA	9	\$1,156,000	\$170,000	\$98,000	\$1,424,000	\$0	\$0	\$0	\$1,806,575	\$3,230,575
El Paso, TX-NM	2	\$1,045,000	\$13,475,788	\$286,437	\$14,807,225	\$0	\$0	\$587,140	\$0	\$15,394,365
Erie, PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,325,001	\$3,325,001
Eugene, OR	0	\$0	\$5,140,611	\$1,128,000	\$6,268,611	\$0	\$0	\$90,000	\$0	\$6,358,611
Evansville, IN-KY	1	\$79,461	\$1,630,166	\$226,902	\$1,936,529	\$0	\$0	\$20,000	\$436,057	\$2,392,586
Fayetteville-Springdale-Rogers, AR-MO	0	\$0	\$583,404	\$0	\$583,404	\$0	\$0	\$0	\$631,000	\$1,214,404
Flint, MI	2	\$2,037,898	\$2,570,000	\$1,421,000	\$6,028,898	\$0	\$0	\$0	\$315,140	\$6,344,038
Fort Collins, CO	0	\$0	\$1,804,941	\$0	\$1,804,941	\$0	\$0	\$0	\$369,570	\$2,174,511
Fort Smith, AR-OK	0	\$0	\$470,232	\$239,639	\$709,871	\$0	\$0	\$50,000	\$1,282,928	\$2,042,799
Fort Wayne, IN	0	\$0	\$2,415,786	\$166,000	\$2,581,786	\$0	\$0	\$0	\$1,000,000	\$3,581,786
Fresno, CA	7	\$3,250,000	\$6,148,000	\$739,200	\$10,137,200	\$0	\$0	\$479,419	\$0	\$10,616,619
Green Bay, WI	0	\$0	\$537,059	\$0	\$537,059	\$0	\$0	\$0	\$1,611,176	\$2,148,235

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Greensboro, NC	6	\$1,396,000	\$120,599	\$113,390	\$1,629,989	\$0	\$0	\$0	\$1,105,000	\$2,734,989
Greenville, SC	0	\$0	\$3,893,490	\$21,236	\$3,914,726	\$0	\$0	\$0	\$0	\$3,914,726
Gulfport, MS	0	\$0	\$910,000	\$35,000	\$945,000	\$0	\$0	\$300,000	\$1,406,168	\$2,651,168
Hanford, CA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Harrisburg, PA	5	\$1,479,936	\$8,523,723	\$379,862	\$10,383,521	\$0	\$0	\$0	\$642,194	\$11,025,715
Hickory, NC	0	\$0	\$396,400	\$0	\$396,400	\$0	\$0	\$0	\$359,162	\$755,562
Huntington, WV-KY-OH	0	\$0	\$208,172	\$0	\$208,172	\$0	\$0	\$0	\$540,000	\$748,172
Huntsville, AL	3	\$483,144	\$747,657	\$0	\$1,230,801	\$0	\$0	\$0	\$1,152,689	\$2,383,490
Kennewick-Pasco, WA	89	\$5,050,000	\$200,000	\$0	\$5,250,000	\$0	\$0	\$0	\$6,186,240	\$11,436,240
Killeen, TX	0	\$0	\$978,816	\$452,221	\$1,431,037	\$0	\$0	\$55,047	\$3,672,659	\$5,158,743
Lafayette, LA	1	\$229,200	\$552,363	\$0	\$781,563	\$0	\$0	\$0	\$1,342,522	\$2,124,085
Lakeland, FL	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,530,153	\$2,530,153
Lancaster, PA	4	\$3,158,078	\$2,754,930	\$0	\$5,913,008	\$0	\$0	\$100,000	\$850,000	\$6,863,008
Lansing, MI	73	\$4,046,017	\$1,223,358	\$1,394,200	\$6,663,575	\$0	\$0	\$480,493	\$0	\$7,144,068
Lexington-Fayette, KY	0	\$0	\$3,444,532	\$938,834	\$4,383,366	\$0	\$0	\$0	\$0	\$4,383,366
Lincoln, NE	2	\$752,000	\$1,660,000	\$50,000	\$2,462,000	\$0	\$0	\$114,066	\$0	\$2,576,066
Little Rock, AR	4	\$1,050,003	\$2,201,362	\$576,000	\$3,827,365	\$0	\$0	\$440,864	\$0	\$4,268,229
Louisville/Jefferson County, KY-IN	42	\$10,680,596	\$18,433,808	\$6,856,787	\$35,971,191	\$0	\$0	\$0	\$58,674	\$36,029,865
Lubbock, TX	0	\$0	\$1,209,831	\$50,000	\$1,259,831	\$0	\$0	\$48,220	\$168,773	\$1,476,824
Madison, WI	4	\$419,968	\$5,968,319	\$508,466	\$6,896,753	\$0	\$0	\$40,400	\$0	\$6,937,153
Mobile, AL	12	\$1,557,089	\$2,803,971	\$110,144	\$4,471,204	\$0	\$0	\$433,600	\$900,445	\$5,805,249
Montgomery, AL	0	\$0	\$973,178	\$80,800	\$1,053,978	\$0	\$0	\$0	\$1,558,340	\$2,612,318
Myrtle Beach-Socastee, SC-NC	0	\$0	\$571,361	\$44,800	\$616,161	\$0	\$0	\$0	\$754,565	\$1,370,726
Nashua, NH-MA	1	\$337,942	\$0	\$0	\$337,942	\$0	\$0	\$0	\$0	\$337,942
Nashville-Davidson, TN	28	\$835,200	\$12,349,793	\$1,617,854	\$14,802,847	\$2,640,000	\$0	\$100,000	\$3,742,000	\$21,284,847
New Orleans, LA	0	\$0	-\$610,869	\$242,401	-\$368,468	\$3,464,593	\$0	\$0	\$0	\$3,096,125
Oklahoma City, OK	0	\$100,000	\$5,999,214	\$178,400	\$6,277,614	\$0	\$0	\$920,000	\$360,000	\$7,557,614
Omaha, NE-IA	12	\$2,631,835	\$6,107,290	\$436,436	\$9,175,561	\$0	\$0	\$999,964	\$0	\$10,175,525
Peoria, IL	0	\$0	\$2,471,810	\$360,000	\$2,831,810	\$0	\$0	\$456,935	\$0	\$3,288,745
Portland, ME	0	\$275,400	\$573,702	\$411,627	\$1,260,729	\$0	\$0	\$0	\$5,488,458	\$6,749,187

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Racine, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,702,910	\$2,702,910
Raleigh, NC	11	\$3,680,000	\$6,165,652	\$0	\$9,845,652	\$0	\$0	\$359,683	\$0	\$10,205,335
Reading, PA	16	\$1,072,461	\$969,525	\$0	\$2,041,986	\$0	\$0	\$0	\$0	\$2,041,986
Rochester, NY	36	\$7,509,013	\$21,543,619	\$2,991,068	\$32,043,700	\$0	\$0	\$0	\$0	\$32,043,700
Rockford, IL	0	\$0	\$1,392,093	\$30,000	\$1,422,093	\$0	\$0	\$0	\$143,942	\$1,566,035
Sacramento, CA	0	\$0	\$1,396,000	\$0	\$1,396,000	\$0	\$0	\$360,000	\$483,000	\$2,239,000
Salem, OR	0	\$0	\$4,002,198	\$0	\$4,002,198	\$0	\$0	\$0	\$1,035,111	\$5,037,309
Scranton, PA	4	\$1,103,121	\$2,737,092	\$120,000	\$3,960,213	\$0	\$0	\$0	\$0	\$3,960,213
Shreveport, LA	0	\$0	\$2,795,000	\$14,596	\$2,809,596	\$0	\$0	\$30,000	\$0	\$2,839,596
South Bend, IN-MI	0	\$160,000	\$1,553,107	\$395,235	\$2,108,342	\$0	\$0	\$0	\$125,000	\$2,233,342
Spokane, WA	0	\$0	\$16,811,162	\$0	\$16,811,162	\$0	\$0	\$0	\$0	\$16,811,162
Springfield, MA-CT	30	\$1,208,000	\$6,514,958	\$4,269,951	\$11,992,909	\$0	\$0	\$160,000	\$396,000	\$12,548,909
Springfield, MO	0	\$0	\$1,376,067	\$23,730	\$1,399,797	\$0	\$0	\$96,984	\$1,184,105	\$2,680,886
Stockton, CA	0	\$0	\$0	\$0	\$0	\$5,477,889	\$0	\$0	\$0	\$5,477,889
Toledo, OH-MI	0	\$0	\$5,499,686	\$319,773	\$5,819,459	\$0	\$0	\$0	\$500,000	\$6,319,459
Tucson, AZ	54	\$8,755,797	\$0	\$0	\$8,755,797	\$0	\$4,012,440	\$0	\$0	\$12,768,237
Tulsa, OK	3	\$365,000	\$3,262,345	\$267,000	\$3,894,345	\$0	\$0	\$1,230,000	\$1,410,000	\$6,534,345
Visalia, CA	1	\$450,000	\$562,500	\$0	\$1,012,500	\$0	\$0	\$0	\$0	\$1,012,500
Waco, TX	0	\$0	\$1,042,760	\$0	\$1,042,760	\$0	\$0	\$102,755	\$1,054,100	\$2,199,615
Waldorf, MD	7	\$315,739	\$367,429	\$0	\$683,168	\$0	\$0	\$0	\$474,356	\$1,157,524
Westminster, MD	2	\$96,398	\$0	\$0	\$96,398	\$0	\$0	\$0	\$103,428	\$199,826
Wichita, KS	16	\$5,427,079	\$2,576,036	\$68,611	\$8,071,726	\$0	\$0	\$205,083	\$1,868,881	\$10,145,690
Wilmington, NC	0	\$0	\$0	\$3,754,095	\$3,754,095	\$0	\$0	\$0	\$1,809,336	\$5,563,431
Winston-Salem, NC	0	\$120,000	\$679,853	\$0	\$799,853	\$0	\$0	\$0	\$0	\$799,853
Worcester, MA-CT	26	\$10,010,653	\$2,834,008	\$225,496	\$13,070,157	\$0	\$0	\$247,252	\$0	\$13,317,409
York, PA	3	\$210,000	\$150,000	\$0	\$360,000	\$0	\$0	\$0	\$0	\$360,000
<b>SUBTOTAL</b>	<b>851</b>	<b>\$133,886,429</b>	<b>\$313,153,002</b>	<b>\$63,999,630</b>	<b>\$511,039,061</b>	<b>\$34,411,539</b>	<b>\$4,012,440</b>	<b>\$14,689,573</b>	<b>\$82,437,873</b>	<b>\$646,590,486</b>

*Note: Does not include Management Training (\$19,200) for Omaha.*

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
<b>50,000 - 200,000 POPULATION</b>										
Alexandria, LA	0	\$0	\$79,207	\$0	\$79,207	\$0	\$0	\$40,000	\$375,000	\$494,207
Alton, IL-MO	8	\$2,448,500	\$0	\$0	\$2,448,500	\$0	\$0	\$0	\$0	\$2,448,500
Ames, IA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,901,771	\$1,901,771
Anderson, IN	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$983,494	\$983,494
Barnstable Town, MA	22	\$2,542,500	\$8,882,888	\$626,400	\$12,051,788	\$0	\$0	\$80,000	\$743,165	\$12,874,953
Battle Creek, MI	3	\$179,200	\$9,600	\$30,400	\$219,200	\$0	\$0	\$0	\$1,018,968	\$1,238,168
Bay City, MI	10	\$203,566	\$0	\$0	\$203,566	\$0	\$0	\$0	\$1,328,038	\$1,531,604
Beaumont, TX	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,124,174	\$2,124,174
Beloit, WI-IL	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$156,225	\$156,225
Benton Harbor-St. Joseph-Fair Plain, MI	9	\$417,400	\$0	\$0	\$417,400	\$0	\$0	\$0	\$700,000	\$1,117,400
Billings, MT	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$390,000
Bismarck, ND	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$742,570	\$742,570
Blacksburg, VA	7	\$2,436,872	\$96,030	\$345,205	\$2,878,107	\$0	\$0	\$0	\$293,512	\$3,171,619
Bloomington, IN	3	\$216,234	\$120,000	\$160,000	\$496,234	\$0	\$0	\$0	\$1,636,839	\$2,133,073
Bloomington--Normal, IL	5	\$1,640,000	\$0	\$1,200,000	\$2,840,000	\$0	\$0	\$0	\$4,108,162	\$6,948,162
Bonita Springs, FL	13	\$1,810,939	\$3,255,796	\$3,863,711	\$8,930,446	\$0	\$0	\$0	\$477,477	\$9,407,923
Bowling Green, KY	0	\$0	\$120,886	\$0	\$120,886	\$0	\$0	\$15,000	\$584,114	\$720,000
Burlington, NC	20	\$675,000	\$400,000	\$0	\$1,075,000	\$0	\$0	\$0	\$0	\$1,075,000
Casper, WY	1	\$112,000	\$201,936	\$67,200	\$381,136	\$0	\$0	\$0	\$588,910	\$970,046
Cedar Rapids, IA	0	\$0	\$0	\$658,410	\$658,410	\$0	\$0	\$0	\$2,574,332	\$3,232,742
Champaign, IL	0	\$0	\$205,600	\$0	\$205,600	\$0	\$0	\$0	\$0	\$205,600
Charleston, WV	5	\$1,309,181	\$0	\$0	\$1,309,181	\$0	\$0	\$0	\$4,597,433	\$5,906,614
Charlottesville, VA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,761,472	\$2,761,472
Chattanooga, TN-GA	4	\$1,600,000	\$4,059,263	\$36,000	\$5,695,263	\$12,000	\$0	\$88,000	\$100,000	\$5,895,263
Cheyenne, WY	3	\$240,000	\$170,205	\$4,800	\$415,005	\$0	\$0	\$0	\$695,184	\$1,110,189
Chico, CA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,535,027	\$3,535,027
Clarksville, TN-KY	1	\$283,480	\$788,855	\$0	\$1,072,335	\$0	\$0	\$0	\$2,216,664	\$3,288,999
College Station--Bryan, TX	0	\$0	\$1,352,797	\$0	\$1,352,797	\$0	\$0	\$0	\$762,222	\$2,115,019
Columbia, MO	0	\$0	\$0	\$7,884	\$7,884	\$0	\$0	\$0	\$2,153,239	\$2,161,123
Columbus, IN	1	\$83,400	\$0	\$0	\$83,400	\$0	\$0	\$0	\$693,406	\$776,806

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Corvallis, OR	1	\$322,131	\$284,635	\$0	\$606,766	\$0	\$0	\$0	\$1,496,936	\$2,103,702
Cumberland, MD	0	\$0	\$258,622	\$53,885	\$312,507	\$0	\$0	\$0	\$0	\$312,507
Danbury, CT-NY	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$492,302	\$492,302
Danville, IL-IN	1	\$40,000	\$67,432	\$90,000	\$197,432	\$0	\$0	\$0	\$716,894	\$914,326
Danville, VA	4	\$311,990	\$17,045	\$48,110	\$377,145	\$0	\$0	\$0	\$44,201	\$421,346
Decatur, IL	0	-\$274	\$0	\$11,050	\$10,776	\$0	\$0	\$0	\$1,012,500	\$1,023,276
DeKalb, IL	0	\$0	\$12,000	\$60,000	\$72,000	\$0	\$0	\$0	\$617,500	\$689,500
Denton--Lewisville, TX	0	\$0	\$387,803	\$631,978	\$1,019,781	\$0	\$0	\$0	\$0	\$1,019,781
Dubuque, IA-IL	1	\$87,172	\$0	\$0	\$87,172	\$0	\$0	\$0	\$912,490	\$999,662
Duluth, MN-WI	10	\$1,576,000	\$200,000	\$491,748	\$2,267,748	\$0	\$0	\$0	\$1,694,841	\$3,962,589
Durham, NC	9	\$172,800	\$9,907,291	\$286,204	\$10,366,295	\$0	\$0	\$1,985,529	\$800,000	\$13,151,824
Eau Claire, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,910,651	\$1,910,651
El Centro-Calexico, CA	0	\$0	\$4,462,527	\$0	\$4,462,527	\$0	\$0	\$0	\$0	\$4,462,527
Elkhart, IN-MI	14	\$2,240,000	\$63,000	\$240,788	\$2,543,788	\$0	\$0	\$0	\$2,900,112	\$5,443,900
Elmira, NY	4	\$431,000	\$885,765	\$0	\$1,316,765	\$0	\$0	\$0	\$402,466	\$1,719,231
Fairbanks, AK	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,948,092	\$3,948,092
Fairfield, CA	6	\$481,368	\$0	\$0	\$481,368	\$0	\$0	\$0	\$591,163	\$1,072,531
Fargo, ND-MN	2	\$40,000	\$1,862,487	\$0	\$1,902,487	\$0	\$0	\$60,684	\$2,507,925	\$4,471,096
Fayetteville, NC	0	\$0	\$1,350,660	\$0	\$1,350,660	\$0	\$0	\$0	\$0	\$1,350,660
Flagstaff, AZ	0	\$0	\$184,655	\$0	\$184,655	\$0	\$0	\$0	\$1,876,442	\$2,061,097
Florence, SC	0	\$0	\$406,000	\$13,000	\$419,000	\$0	\$0	\$0	\$389,000	\$808,000
Fond du Lac, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$521,843	\$521,843
Fredericksburg, VA	0	\$0	\$0	\$550,000	\$550,000	\$0	\$0	\$0	\$1,002,879	\$1,552,879
Gadsden, AL	0	\$0	\$77,200	\$72,000	\$149,200	\$0	\$0	\$0	\$498,726	\$647,926
Gainesville, FL	3	\$1,530,000	\$774,148	\$231,643	\$2,535,791	\$0	\$0	\$0	\$1,800,000	\$4,335,791
Gastonia, NC-SC	0	\$0	\$480,000	\$130,000	\$610,000	\$0	\$0	\$0	\$850,000	\$1,460,000
Gilroy--Morgan Hill, CA	3	\$178,245	\$802,246	\$400,000	\$1,380,491	\$0	\$0	\$0	\$671,480	\$2,051,971
Glens Falls, NY	1	\$144,000	\$80,000	\$0	\$224,000	\$0	\$0	\$0	\$660,050	\$884,050
Grand Forks, ND-MN	0	\$0	\$167,464	\$10,291	\$177,755	\$0	\$0	\$0	\$1,106,876	\$1,284,631
Grand Junction, CO	0	\$0	\$380,000	\$0	\$380,000	\$0	\$0	\$0	\$1,283,478	\$1,663,478
Grand Rapids, MI	16	\$4,088,657	\$2,866,173	\$1,328,084	\$8,282,914	\$0	\$0	\$146,360	\$0	\$8,429,274

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Great Falls, MT	4	\$1,212,120	\$92,618	\$0	\$1,304,738	\$0	\$0	\$0	\$1,093,557	\$2,398,295
Greenville, NC	1	\$297,801	\$713,276	\$115,320	\$1,126,397	\$0	\$0	\$0	\$529,644	\$1,656,041
Hagerstown, MD-WV-PA	0	\$0	\$80,000	\$92,000	\$172,000	\$0	\$0	\$0	\$793,067	\$965,067
Harlingen, TX	5	\$400,000	\$315,040	\$456,800	\$1,171,840	\$0	\$0	\$0	\$1,500,000	\$2,671,840
Harrisonburg, VA	2	\$96,000	\$32,000	\$1,811,375	\$1,939,375	\$0	\$0	\$0	\$0	\$1,939,375
Hartford, CT	22	\$1,232,000	\$0	\$0	\$1,232,000	\$0	\$0	\$0	\$0	\$1,232,000
Hazleton, PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,463,707	\$1,463,707
Holland, MI	1	\$24,000	\$160,000	\$172,000	\$356,000	\$0	\$0	\$0	\$1,100,000	\$1,456,000
Hot Springs, AR	0	\$0	\$313,564	\$0	\$313,564	\$0	\$0	\$0	\$630,321	\$943,885
Houma, LA	0	\$0	\$409,561	\$0	\$409,561	\$0	\$0	\$74,034	\$636,516	\$1,120,111
Idaho Falls, ID	0	\$0	\$204,500	\$9,800	\$214,300	\$0	\$0	\$0	\$160,000	\$374,300
Iowa City, IA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,785,281	\$1,785,281
Ithaca, NY	0	\$0	\$781,216	\$282,093	\$1,063,309	\$0	\$0	\$132,000	\$718,930	\$1,914,239
Jackson, MI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
Jackson, MS	5	\$508,408	\$4,220,525	\$707,980	\$5,436,913	\$0	\$0	\$0	\$0	\$5,436,913
Jackson, TN	0	\$0	\$920,000	\$34,400	\$954,400	\$0	\$0	\$0	\$1,156,616	\$2,111,016
Jacksonville, NC	2	\$187,200	\$359,000	\$0	\$546,200	\$0	\$0	\$36,800	\$410,000	\$993,000
Janesville, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,019,350	\$1,019,350
Jefferson City, MO	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$726,288	\$726,288
Johnson City, TN	3	\$406,640	\$200,124	\$103,445	\$710,209	\$0	\$0	\$0	\$1,842,718	\$2,552,927
Johnstown, PA	0	\$0	\$18,428	\$0	\$18,428	\$0	\$0	\$0	\$1,824,385	\$1,842,813
Kankakee, IL	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,776,765	\$1,776,765
Kenosha, WI-IL	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120,294	\$2,120,294
Kingsport, TN-VA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$610,400	\$610,400
Kingston, NY	2	\$296,000	\$1,450,000	\$0	\$1,746,000	\$0	\$0	\$0	\$666,800	\$2,412,800
Knoxville, TN	13	\$1,875,000	\$3,871,207	\$577,572	\$6,323,779	\$0	\$0	\$397,200	\$0	\$6,720,979
Kokomo, IN	4	\$843,000	\$226,500	\$0	\$1,069,500	\$0	\$0	\$0	\$800,000	\$1,869,500
La Crosse, WI-MN	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,174,061	\$2,174,061
Lafayette, IN	6	\$1,935,497	\$12,000	\$2,588,597	\$4,536,094	\$0	\$0	\$21,600	\$1,803,571	\$6,361,265
Lawton, OK	0	\$0	\$624,657	\$104,416	\$729,073	\$0	\$0	\$109,283	\$582,565	\$1,420,921
Lebanon, PA	0	\$0	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$1,639,780	\$1,889,780

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Leesburg-Eustis-Tavares, FL	0	\$0	\$145,718	\$101,732	\$247,450	\$0	\$0	\$0	\$1,440,451	\$1,687,901
Leominster--Fitchburg, MA	0	\$0	\$1,106,600	\$265,832	\$1,372,432	\$0	\$0	\$0	\$1,570,741	\$2,943,173
Lewiston, ID-WA	0	\$0	\$184,000	\$0	\$184,000	\$0	\$0	\$0	\$618,000	\$802,000
Lima, OH	5	\$1,467,816	\$367,296	\$0	\$1,835,112	\$0	\$0	\$80,000	\$507,129	\$2,422,241
Lodi, CA	0	\$0	\$160,000	\$0	\$160,000	\$0	\$0	\$0	\$1,200,000	\$1,360,000
Lompoc, CA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,476,443	\$1,476,443
Longview, WA-OR	2	\$106,886	\$0	\$0	\$106,886	\$0	\$0	\$0	\$975,954	\$1,082,840
Lynchburg, VA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,973,720	\$1,973,720
Madera, CA	0	\$0	\$120,000	\$0	\$120,000	\$0	\$0	\$0	\$1,013,000	\$1,133,000
Manchester, NH	0	\$0	\$655,155	\$0	\$655,155	\$0	\$0	\$0	\$1,245,035	\$1,900,190
Mandeville--Covington, LA	0	\$0	\$1,027,166	\$0	\$1,027,166	\$0	\$0	\$128,000	\$500,000	\$1,655,166
Mansfield, OH	3	\$229,500	\$516,500	\$0	\$746,000	\$0	\$0	\$100,000	\$521,836	\$1,367,836
Manteca, CA	0	\$0	\$1,300,000	\$0	\$1,300,000	\$0	\$0	\$0	\$500,000	\$1,800,000
Marysville, WA	45	\$817,785	\$2,539,074	\$842,368	\$4,199,227	\$0	\$0	\$0	\$2,929,179	\$7,128,406
Mayagüez, PR	1	\$72,000	\$35,008	\$5,000	\$112,008	\$0	\$0	\$0	\$178,206	\$290,214
McAllen, TX	3	\$962,800	\$2,698,600	\$40,000	\$3,701,400	\$0	\$0	\$0	\$0	\$3,701,400
Medford, OR	0	\$0	\$1,197,602	\$0	\$1,197,602	\$0	\$0	\$0	\$1,896,431	\$3,094,033
Merced, CA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,843,934	\$2,843,934
Michigan City-La Porte, IN-MI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$608,605	\$608,605
Middletown, OH	0	\$0	\$151,711	\$0	\$151,711	\$0	\$0	\$0	\$400,000	\$551,711
Missoula, MT	0	\$0	\$237,023	\$10,000	\$247,023	\$0	\$0	\$0	\$1,697,700	\$1,944,723
Modesto, CA	8	\$3,646,459	\$2,223,881	\$20,000	\$5,890,340	\$0	\$0	\$0	\$0	\$5,890,340
Monessen-California, PA	2	\$776,166	\$491,230	\$0	\$1,267,396	\$0	\$0	\$0	\$450,000	\$1,717,396
Morgantown, WV	3	\$901,792	\$219,451	\$25,163	\$1,146,406	\$0	\$0	\$0	\$1,799,778	\$2,946,184
Morristown, TN	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225,257	\$225,257
Mount Vernon, WA	1	\$183,379	\$0	\$0	\$183,379	\$0	\$0	\$100,000	\$2,114,547	\$2,397,926
Muncie, IN	2	\$395,746	\$0	\$0	\$395,746	\$0	\$0	\$0	\$1,470,365	\$1,866,111
Murfreesboro, TN	1	\$0	\$232,000	\$0	\$232,000	\$0	\$0	\$0	\$498,054	\$730,054
Muskegon, MI	0	\$80,000	\$977,779	\$30,000	\$1,087,779	\$0	\$0	\$0	\$2,969,234	\$4,057,013
Napa, CA	0	\$0	\$29,557	\$46,814	\$76,371	\$0	\$0	\$0	\$1,802,179	\$1,878,550
New Haven, CT	52	\$3,032,800	\$0	\$0	\$3,032,800	\$0	\$0	\$0	\$0	\$3,032,800
Newark, OH	3	\$160,000	\$523,303	\$0	\$683,303	\$0	\$0	\$0	\$1,015,771	\$1,699,074
North Port-Port Charlotte, FL	4	\$377,511	\$200,348	\$138,269	\$716,128	\$0	\$0	\$70,000	\$654,965	\$1,441,093

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Ocala, FL	0	\$0	\$710,727	\$0	\$710,727	\$0	\$0	\$98,000	\$1,560,364	\$2,369,091
Odessa, TX	0	\$0	\$996,104	\$1,200,000	\$2,196,104	\$0	\$0	\$112,776	\$687,263	\$2,996,143
Oshkosh, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,490,963	\$1,490,963
Owensboro, KY	7	\$233,081	\$155,326	\$74,480	\$462,887	\$0	\$0	\$0	\$1,000,000	\$1,462,887
Oxnard, CA	0	\$0	\$3,422,859	\$120,000	\$3,542,859	\$0	\$0	\$0	\$0	\$3,542,859
Parkersburg, WV-OH	1	\$44,000	\$95,000	\$0	\$139,000	\$0	\$0	\$0	\$1,172,941	\$1,311,941
Pensacola, FL-AL	2	\$806,005	\$4,018,392	\$321,431	\$5,145,828	\$0	\$0	\$150,000	\$902,808	\$6,198,636
Pittsfield, MA	4	\$420,000	\$100,000	\$330,000	\$850,000	\$0	\$0	\$0	\$1,462,814	\$2,312,814
Pocatello, ID	0	\$0	\$310,218	\$292,323	\$602,541	\$0	\$0	\$0	\$685,206	\$1,287,747
Port Arthur, TX	0	\$0	\$0	\$978,949	\$978,949	\$0	\$0	\$536,486	\$2,000,000	\$3,515,435
Port St. Lucie, FL	2	\$310,000	\$198,459	\$0	\$508,459	\$0	\$0	\$0	\$376,619	\$885,078
Porterville, CA	2	\$172,000	\$0	\$0	\$172,000	\$0	\$0	\$0	\$515,426	\$687,426
Portsmouth, NH-ME	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$403,527	\$403,527
Pottstown, PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$740,000	\$740,000
Pueblo, CO	0	\$0	\$297,266	\$0	\$297,266	\$0	\$0	\$0	\$1,635,401	\$1,932,667
Reno, NV-CA	4	\$399,639	\$4,001,809	\$6,069,541	\$10,470,989	\$0	\$0	\$0	\$0	\$10,470,989
Richmond, VA	20	\$3,168,573	\$8,536,642	\$2,603,501	\$14,308,716	\$0	\$0	\$0	\$508,479	\$14,817,195
Roanoke, VA	9	\$2,412,991	\$0	\$592,013	\$3,005,004	\$0	\$0	\$0	\$1,833,710	\$4,838,714
Rochester, MN	7	\$933,084	\$0	\$0	\$933,084	\$0	\$0	\$0	\$1,632,716	\$2,565,800
Rock Hill, SC	0	\$0	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$173,300	\$193,300
Rocky Mount, NC	0	\$0	\$457,440	\$0	\$457,440	\$0	\$0	\$0	\$420,001	\$877,441
Saginaw, MI	2	\$203,566	\$0	\$0	\$203,566	\$0	\$0	\$0	\$1,791,086	\$1,994,652
Salisbury, MD-DE	1	\$92,000	\$416,800	\$1,761,600	\$2,270,400	\$0	\$0	\$0	\$614,422	\$2,884,822
San Luis Obispo, CA	0	\$0	\$250,000	\$50,000	\$300,000	\$0	\$0	\$0	\$1,124,563	\$1,424,563
Sandusky, OH	0	\$0	\$315,570	\$0	\$315,570	\$0	\$0	\$19,741	\$14,311	\$349,622
Santa Fe, NM	0	\$0	\$0	\$3,110	\$3,110	\$0	\$0	\$0	\$3,049,658	\$3,052,768
Santa Maria, CA	6	\$1,737,203	\$572,034	\$16,269	\$2,325,506	\$0	\$0	\$0	\$562,352	\$2,887,858
Sarasota--Bradenton, FL	6	\$2,350,000	\$3,284,706	\$750,000	\$6,384,706	\$0	\$0	\$200,000	\$850,000	\$7,434,706
Savannah, GA	0	\$0	\$5,776,301	\$687,958	\$6,464,259	\$0	\$0	\$100,000	\$0	\$6,564,259
Sebastian-Vero Beach South-Florida Ridge, FL	0	\$0	\$446,313	\$14,686	\$460,999	\$0	\$0	\$0	\$720,000	\$1,180,999
Sheboygan, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,277,528	\$1,277,528
Sherman, TX	0	\$0	\$273,030	\$312,000	\$585,030	\$0	\$0	\$96,000	\$1,600,587	\$2,281,617
Simi Valley, CA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
Sioux City, IA-NE-SD	1	\$311,250	\$0	\$0	\$311,250	\$0	\$0	\$0	\$1,425,502	\$1,736,752
Sioux Falls, SD	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,164,845	\$2,164,845
Springfield, OH	0	\$0	\$569,602	\$0	\$569,602	\$0	\$0	\$59,200	\$407,362	\$1,036,164
St. Augustine, FL	1	\$75,000	\$72,500	\$4,255	\$151,755	\$0	\$0	\$0	\$498,000	\$649,755
St. Cloud, MN	0	\$0	\$693,080	\$972,560	\$1,665,640	\$0	\$0	\$0	\$1,151,000	\$2,816,640
St. Joseph, MO-KS	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,825,701	\$1,825,701
State College, PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$512,461	\$512,461
Syracuse, NY	0	\$0	\$5,750,928	\$976,000	\$6,726,928	\$0	\$0	\$0	\$340,000	\$7,066,928
Terre Haute, IN	0	\$20,155	\$86,533	\$0	\$106,688	\$0	\$0	\$0	\$1,616,597	\$1,723,285
Texarkana-Texarkana, TX-AR	0	\$0	\$539,811	\$0	\$539,811	\$0	\$0	\$90,625	\$599,443	\$1,229,879
Topeka, KS	0	\$0	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$1,409,453	\$2,609,453
Turlock, CA	0	\$0	\$276,000	\$300,000	\$576,000	\$0	\$0	\$0	\$600,000	\$1,176,000
Tuscaloosa, AL	3	\$427,450	\$429,600	\$103,200	\$960,250	\$0	\$0	\$0	\$455,125	\$1,415,375
Victoria, TX	5	\$351,828	\$375,638	\$0	\$727,466	\$0	\$0	\$0	\$500,278	\$1,227,744
Victorville-Hesperia, CA	5	\$1,345,115	\$1,177,497	\$1,474,007	\$3,996,619	\$0	\$0	\$0	\$0	\$3,996,619
Waterloo, IA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,569,661	\$1,569,661
Wausau, WI	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,035,072	\$1,035,072
Weirton-Steubenville, WV-OH-PA	2	\$103,200	\$66,836	\$25,580	\$195,616	\$0	\$0	\$68,160	\$652,458	\$916,234
Wheeling, WV-OH	0	\$0	\$45,000	\$0	\$45,000	\$0	\$0	\$0	\$2,452,936	\$2,497,936
Wichita Falls, TX	0	\$0	\$1,741,285	\$4,000	\$1,745,285	\$0	\$0	\$14,501	\$238,211	\$1,997,997
Williamsport, PA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Winchester, VA	2	\$396,000	\$0	\$560,000	\$956,000	\$0	\$0	\$0	\$0	\$956,000
Yakima, WA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$169,540	\$169,540
Youngstown, OH--PA	12	\$3,025,366	\$425,587	\$348,642	\$3,799,595	\$0	\$0	\$0	\$0	\$3,799,595
Yuba City, CA	0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$2,122,718	\$2,322,718
Yuma, AZ-CA	0	\$0	\$1,689,728	\$837,264	\$2,526,992	\$0	\$0	\$215,189	\$487,999	\$3,230,180
SUBTOTAL	499	\$69,703,173	\$128,308,055	\$42,013,136	\$240,024,364	\$12,000	\$0	\$5,425,168	\$191,351,782	\$436,813,314
ALABAMA GOV APP	11	\$569,218	\$648,188	\$3,240	\$1,220,646	\$0	\$0	\$0	\$2,653,260	\$3,873,906
CALIFORNIA GOV APP	12	\$3,392,220	\$909,580	\$16,000	\$4,317,800	\$0	\$0	\$0	\$5,690,081	\$10,007,881
CONNECTICUT GOV APP	78	\$31,018,400	\$0	\$14,760,000	\$45,778,400	\$14,000,000	\$72,160,000	\$520,000	\$0	\$132,458,400
DELAWARE GOV APP	27	\$1,997,600	\$5,369,874	\$193,877	\$7,561,351	\$508,000	\$0	\$0	\$0	\$8,069,351
FLORIDA GOV APP	13	\$2,303,515	\$2,219,711	\$118,970	\$4,642,196	\$0	\$0	-\$181,000	\$1,394,903	\$5,856,099

**Table 15 cont'd.** FY 2013 Urbanized Area Formula Obligations by Urbanized Area

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
GEORGIA GOV APP	7	\$1,099,835	\$506,960	\$429,600	\$2,036,395	\$0	\$0	\$80,000	\$800,000	\$2,916,395
HAWAII GOV APP	33	\$12,599,400	\$25,000,000	\$330,000	\$37,929,400	\$0	\$0	\$0	\$0	\$37,929,400
ILLINOIS GOV APP	2	\$640,245	\$310,000	\$1,144,618	\$2,094,863	\$0	\$0	\$0	\$1,105,188	\$3,200,051
IOWA GOV APP	8	\$1,686,372	\$0	\$0	\$1,686,372	\$0	\$0	\$0	\$0	\$1,686,372
KANSAS GOV APP	0	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$165,000	\$1,404,479	\$2,069,479
LOUISIANA GOV APP	0	\$0	\$3,495,252	-\$77,850	\$3,417,402	\$0	\$0	\$0	\$0	\$3,417,402
MAINE GOV APP	0	\$0	\$760,977	\$183,160	\$944,137	\$0	\$0	\$45,000	\$2,225,195	\$3,214,332
MICHIGAN GOV APP	18	\$914,980	\$479,304	\$597,600	\$1,991,884	\$0	\$0	\$0	\$7,124,119	\$9,116,003
NEW HAMPSHIRE GOV APP	0	\$0	\$0	\$0	\$0	\$659,056	\$0	\$0	\$0	\$659,056
NEW JERSEY GOV APP	2	\$126,000	\$151,023,981	\$0	\$151,149,981	\$369,035,423	\$0	\$0	\$4,866,478	\$525,051,882
NEW YORK GOV APP	3	\$295,000	\$1,676,840	\$0	\$1,971,840	\$0	\$0	\$0	\$300,000	\$2,271,840
OHIO GOV APP	0	\$0	\$688,725	\$0	\$688,725	\$0	\$0	\$0	\$0	\$688,725
OREGON GOV APP	1	\$352,000	\$135,200	\$18,346	\$505,546	\$9,327,330	\$0	\$0	\$505,000	\$10,337,876
PENNSYLVANIA GOV APP	0	\$0	\$0	\$0	\$0	\$6,163,596	\$0	\$0	\$0	\$6,163,596
PUERTO RICO GOV APP	18	\$1,543,560	\$459,671	\$0	\$2,003,231	\$24,166,085	\$0	\$0	\$224,915	\$26,394,231
RHODE ISLAND GOV APP	24	\$10,670,565	\$29,193,340	\$4,938,749	\$44,802,654	\$0	\$0	\$1,492,400	\$6,522,164	\$52,817,218
TENNESSEE GOV APP	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$340,000
WASHINGTON GOV APP	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$481,944	\$481,944
WISCONSIN GOV APP	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$238,667	\$238,667
SUBTOTAL	257	\$69,208,910	\$223,377,603	\$22,656,310	\$315,242,823	\$423,859,490	\$72,160,000	\$2,121,400	\$35,876,393	\$849,260,106
<i>Note: Does not include Management Training (\$15,000) for Florida.</i>										
<b>TOTAL</b>	<b>3,890</b>	<b>\$866,541,153</b>	<b>\$1,633,834,568</b>	<b>\$267,427,136</b>	<b>\$2,767,802,857</b>	<b>\$1,840,702,901</b>	<b>\$112,139,259</b>	<b>\$42,856,991</b>	<b>\$358,631,914</b>	<b>\$5,122,133,922</b>

Spare Parts/Associated Capital Maintenance Items is included in the total dollar amount for Bus Purchases but not included in the column for # of buses.

**Table 16** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
<b>&gt; 1 MILLION POPULATION</b>								
Atlanta, GA	\$32,417,027	85.5	\$5,500,000	14.5	\$37,917,027	2.9	\$61,914,876	61.2
Austin, TX	\$0	0.0	\$0	0.0	\$0	0.0	\$37,391,133	0.0
Baltimore, MD	\$59,406,921	87.6	\$8,393,004	12.4	\$67,799,925	5.1		
Boston, MA-NH-RI	\$8,710,417	59.2	\$6,000,000	40.8	\$14,710,417	1.1	\$177,774,292	8.3
Charlotte, NC-SC	\$5,018,964	75.8	\$1,600,000	24.2	\$6,618,964	0.5	\$19,713,120	33.6
Chicago, IL-IN	\$2,921,567	44.8	\$3,600,000	55.2	\$6,521,567	0.5	\$294,422,151	2.2
Cincinnati, OH-KY-IN	\$14,353,264	0.0	\$0	0.0	\$14,353,264	1.1	\$39,594,856	36.3
Cleveland, OH	\$2,395,544	0.0	\$0	0.0	\$2,395,544	0.2	\$34,065,794	7.0
Dallas-Fort Worth-Arlington, TX	\$0	0.0	\$0	0.0	\$0	0.0	\$9,117,675	0.0
Denver-Aurora, CO	\$30,622,594	100.0	\$0	0.0	\$30,622,594	2.3	\$61,630,986	49.7
Detroit, MI	\$16,188,000	100.0	\$0	0.0	\$16,188,000	1.2	\$30,458,146	53.1
Houston, TX	\$51,343,766	100.0	\$0	0.0	\$51,343,766	3.9	\$66,428,269	77.3
Indianapolis, IN	\$10,450,000	100.0	\$0	0.0	\$10,450,000	0.8	\$13,695,445	76.3
Jacksonville, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$5,439,645	0.0
Kansas City, MO-KS	\$8,503,953	0.0	\$0	0.0	\$8,503,953	0.6	\$20,866,090	40.8
Las Vegas-Henderson, NV	\$0	0.0	\$0	0.0	\$0	0.0	\$24,692,007	0.0
Los Angeles-Long Beach-Anaheim, CA	\$9,832,464	84.0	\$1,875,932	16.0	\$11,708,396	0.9	\$42,929,841	27.3
Memphis, TN-MS-AR	\$9,040,000	100.0	\$0	0.0	\$9,040,000	0.7	\$12,101,721	74.7
Miami, FL	\$43,464,624	88.1	\$5,888,033	11.9	\$49,352,657	3.7	\$88,202,229	56.0
Milwaukee, WI	\$12,543,061	100.0	\$0	0.0	\$12,543,061	1.0	\$70,847,878	17.7
Minneapolis-St. Paul, MN-WI	\$1,500,000	100.0	\$0	0.0	\$1,500,000	0.1	\$76,778,065	2.0
New York-Newark, NY-NJ-CT	\$44,283,061	0.0	\$0	0.0	\$44,283,061	3.4	\$776,727,106	5.7
Philadelphia, PA-NJ-DE-MD	\$21,223,400	100.0	\$0	0.0	\$21,223,400	1.6	\$156,762,546	13.5
Phoenix-Mesa, AZ	\$44,887,910	100.0	\$0	0.0	\$44,887,910	3.4		
Pittsburgh, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$35,102,463	0.0
Portland, OR-WA	\$39,745,880	84.5	\$7,295,500	0.0	\$47,041,380	3.6	\$62,088,257	75.8
Providence, RI-MA	\$394,983	100.0	\$0	0.0	\$394,983	0.0	\$5,721,665	6.9
Riverside-San Bernardino, CA	\$280,000	100.0	\$0	0.0	\$280,000	0.0	\$674,250	41.5
Salt Lake City-West Valley City, UT	\$22,328,524	63.5	\$12,853,478	36.5	\$35,182,002	2.7	\$40,074,545	87.8
San Antonio, TX	\$12,918,006	100.0	\$0	0.0	\$12,918,006	1.0	\$28,994,924	44.6
San Diego, CA	\$17,318,180	100.0	\$0	0.0	\$17,318,180	1.3	\$58,347,964	29.7
San Francisco-Oakland, CA	\$1,600,000	100.0	\$0	0.0	\$1,600,000	0.1	\$105,063,726	1.5
Seattle, WA	\$34,109,406	0.0	\$190,000	0.0	\$34,299,406	2.6	\$75,707,315	45.3

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
St. Louis, MO-IL	\$14,000,000	0.0	\$0	0.0	\$14,000,000	1.1	\$44,254,424	31.6
Tampa-St. Petersburg, FL	\$8,914,306	0.0	\$200,000	0.0	\$9,114,306	0.7	\$19,984,686	45.6
Virginia Beach, VA	\$10,400,437	0.0	\$0	0.0	\$10,400,437	0.8	\$23,203,044	44.8
Washington, DC-VA-MD	\$14,056,173	0.0	\$8,680,994	0.0	\$22,737,167	1.7	\$204,092,470	11.1
SUBTOTAL	\$605,172,432	90.7	\$62,076,941	9.3	\$667,249,373	50.6	\$2,824,863,604	23.6
<b>200,000 - 1,000,000 POPULATION</b>								
Abilene, TX	\$296,395	100.0	\$0	0.0	\$296,395	0.0	\$451,926	65.6
Akron, OH	\$5,192,064	100.0	\$0	0.0	\$5,192,064	0.4	\$15,568,623	33.3
Albany-Schenectady, NY	\$9,753,452	100.0	\$0	0.0	\$9,753,452	0.7	\$9,987,452	97.7
Albuquerque, NM	\$0	0.0	\$7,353,430	100.0	\$7,353,430	0.6	\$33,321,059	22.1
Allentown, PA-NJ	\$4,000,000	0.0	\$0	0.0	\$4,000,000	0.3	\$8,047,907	49.7
Amarillo, TX	\$717,452	0.0	\$0	0.0	\$717,452	0.1	\$1,532,422	46.8
Anchorage, AK	\$4,091,759	0.0	\$820,936	0.0	\$4,912,695	0.4	\$19,089,085	25.7
Ann Arbor, MI	\$1,680,000	0.0	\$0	0.0	\$1,680,000	0.1	\$6,229,130	27.0
Appleton, WI	\$334,950	100.0	\$0	0.0	\$334,950	0.0	\$616,142	54.4
Arecibo, PR	\$45,200	100.0	\$0	0.0	\$45,200	0.0	\$60,646	74.5
Asheville, NC	\$642,341	0.0	\$0	0.0	\$642,341	0.0	\$1,345,370	47.7
Augusta-Richmond County, GA-SC	\$0	0.0	\$0	0.0	\$0	0.0	\$5,466,280	0.0
Bakersfield, CA	\$3,795,440	100.0	\$0	0.0	\$3,795,440	0.3	\$4,323,440	87.8
Bangor, ME	\$250,400	100.0	\$0	0.0	\$250,400	0.0	\$334,767	74.8
Baton Rouge, LA	\$3,000,000	100.0	\$0	0.0	\$3,000,000	0.2	\$4,610,052	65.1
Birmingham, AL	\$3,315,131	100.0	\$0	0.0	\$3,315,131	0.3	\$4,161,624	79.7
Boise City, ID	\$0	0.0	\$0	0.0	\$0	0.0	\$3,526,107	0.0
Boston, MA-NH-RI	\$0	0.0	\$0	0.0	\$0	0.0	\$2,107,081	0.0
Bremerton, WA	\$154,000	100.0	\$0	0.0	\$154,000	0.0	\$1,659,000	9.3
Bridgeport-Stamford, CT-NY	\$0	0.0	\$0	0.0	\$0	0.0	\$1,721,274	0.0
Bristol-Bristol, TN-VA	\$0	0.0	\$0	0.0	\$0	0.0	\$120,000	0.0
Brownsville, TX	\$913,048	100.0	\$0	0.0	\$913,048	0.1	\$1,313,048	69.5
Buffalo, NY	\$10,111,021	100.0	\$0	0.0	\$10,111,021	0.8	\$19,964,964	50.6
Burlington, VT	\$1,359,316	100.0	\$0	0.0	\$1,359,316	0.1	\$1,506,091	90.3
Camarillo, CA	\$554,200	100.0	\$0	0.0	\$554,200	0.0	\$5,484,017	10.1
Canton, OH	\$3,742,609	100.0	\$0	0.0	\$3,742,609	0.1	\$5,078,085	26.0
Charleston-North Charleston, SC	\$2,599,041	100.0	\$0	0.0	\$2,599,041	0.2	\$3,060,243	84.9

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Colorado Springs, CO	\$1,615,203	100.0	\$0	0.0	\$1,615,203	0.1	\$3,601,621	44.8
Columbia, SC	\$1,680,000	0.0	\$0	0.0	\$1,680,000	0.1	\$4,720,743	35.6
Columbus, GA-AL	\$625,408	0.0	\$0	0.0	\$625,408	0.0	\$1,188,508	52.6
Columbus, OH	\$0	0.0	\$0	0.0	\$0	0.0	\$17,930,795	0.0
Concord, NC	\$0	0.0	\$0	0.0	\$0	0.0	\$2,988,472	0.0
Davenport, IA-IL	\$2,040,897	0.0	\$0	0.0	\$2,040,897	0.0	\$2,728,921	0.0
Dayton, OH	\$10,371,398	0.0	\$0	0.0	\$10,371,398	0.8	\$15,602,362	66.5
Des Moines, IA	\$3,772,400	100.0	\$0	0.0	\$3,772,400	0.3	\$6,103,547	61.8
El Paso de Robles (Paso Robles)- Atascadero, CA	\$70,000	0.0	\$0	0.0	\$70,000	0.0	\$1,424,000	4.9
El Paso, TX-NM	\$11,000,000	100.0	\$0	0.0	\$11,000,000	0.8	\$14,807,225	74.3
Eugene, OR	\$4,201,310	100.0	\$0	0.0	\$4,201,310	0.3	\$6,268,611	67.0
Evansville, IN-KY	\$1,607,052	100.0	\$0	0.0	\$1,607,052	0.1	\$1,936,529	83.0
Fayetteville-Springdale-Rogers, AR-MO	\$449,269	100.0	\$0	0.0	\$449,269	0.0	\$583,404	77.0
Flint, MI	\$2,504,000	100.0	\$0	0.0	\$2,504,000	0.2	\$6,028,898	41.5
Fort Collins, CO	\$1,314,311	100.0	\$0	0.0	\$1,314,311	0.1	\$1,804,941	72.8
Fort Smith, AR-OK	\$295,115	100.0	\$0	0.0	\$295,115	0.0	\$709,871	41.6
Fort Wayne, IN	\$1,986,908	100.0	\$0	0.0	\$1,986,908	0.2	\$2,581,786	77.0
Fresno, CA	\$5,400,000	100.0	\$0	0.0	\$5,400,000	0.4	\$10,137,200	53.3
Green Bay, WI	\$537,059	100.0	\$0	0.0	\$537,059	0.0	\$537,059	100.0
Greensboro, NC	\$0	0.0	\$0	0.0	\$0	0.0	\$1,629,989	0.0
Greenville, SC	\$2,764,766	100.0	\$0	0.0	\$2,764,766	0.2	\$3,914,726	70.6
Gulfport, MS	\$750,000	100.0	\$0	0.0	\$750,000	0.1	\$945,000	79.4
Harrisburg, PA	\$6,070,067	100.0	\$0	0.0	\$6,070,067	0.5	\$10,383,521	58.5
Hickory, NC	\$300,000	100.0	\$0	0.0	\$300,000	0.0	\$396,400	75.7
Huntington, WV-KY-OH	\$168,172	100.0	\$0	0.0	\$168,172	0.0	\$208,172	80.8
Huntsville, AL	\$503,668	100.0	\$0	0.0	\$503,668	0.0	\$1,230,801	40.9
Killeen, TX	\$978,816	100.0	\$0	0.0	\$978,816	0.1	\$1,431,037	68.4
Lafayette, LA	\$314,158	100.0	\$0	0.0	\$314,158	0.0	\$781,563	40.2
Lancaster, PA	\$2,000,000	100.0	\$0	0.0	\$2,000,000	0.2	\$5,913,008	33.8
Lansing, MI	\$612,000	100.0	\$0	0.0	\$612,000	0.0	\$6,663,575	9.2
Lexington-Fayette, KY	\$1,536,000	100.0	\$0	0.0	\$1,536,000	0.1	\$4,383,366	35.0
Lincoln, NE	\$1,350,000	0.0	\$0	0.0	\$1,350,000	0.1	\$2,462,000	54.8

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Little Rock, AR	\$1,432,000	100.0	\$0	0.0	\$1,432,000	0.1	\$3,827,365	37.4
Louisville/Jefferson County, KY-IN	\$9,972,095	100.0	\$0	0.0	\$9,972,095	0.8	\$35,971,191	27.7
Lubbock, TX	\$1,062,149	100.0	\$0	0.0	\$1,062,149	0.1	\$1,259,831	84.3
Madison, WI	\$5,129,590	100.0	\$0	0.0	\$5,129,590	0.4	\$6,896,753	74.4
Mobile, AL	\$1,504,554	100.0	\$0	0.0	\$1,504,554	0.1	\$4,471,204	33.6
Montgomery, AL	\$711,946	0.0	\$0	0.0	\$711,946	0.1	\$1,053,978	67.5
Myrtle Beach-Socastee, SC-NC	\$376,881	100.0	\$0	0.0	\$376,881	0.0	\$616,161	61.2
Nashua, NH-MA	\$0	0.0	\$0	0.0	\$0	0.0	\$337,942	0.0
Nashville-Davidson, TN	\$9,412,442	0.0	\$1,440,000	13.3	\$10,852,442	0.8	\$17,442,847	62.2
New Orleans, LA	-\$1,122,869	-53.0	\$3,241,073	153.0	\$2,118,204	0.2	\$3,096,125	68.4
Oklahoma City, OK	\$4,835,499	100.0	\$0	0.0	\$4,835,499	0.4	\$6,277,614	77.0
Omaha, NE-IA	\$5,176,173	0.0	\$0	0.0	\$5,176,173	0.4	\$9,175,561	56.4
Peoria, IL	\$2,228,810	0.0	\$0	0.0	\$2,228,810	0.2	\$2,831,810	78.7
Portland, ME	\$573,702	100.0	\$0	0.0	\$573,702	0.0	\$1,260,729	45.5
Raleigh, NC	\$4,510,000	100.0	\$0	0.0	\$4,510,000	0.3	\$9,845,652	45.8
Reading, PA	\$581,260	100.0	\$0	0.0	\$581,260	0.0	\$2,041,986	28.5
Rochester, NY	\$3,832,026	0.0	\$0	0.0	\$3,832,026	0.3	\$32,043,700	12.0
Rockford, IL	\$1,102,093	100.0	\$0	0.0	\$1,102,093	0.1	\$1,422,093	77.5
Sacramento, CA	\$1,165,000	100.0	\$0	0.0	\$1,165,000	0.1	\$1,396,000	83.5
Salem, OR	\$3,448,094	100.0	\$0	0.0	\$3,448,094	0.3	\$4,002,198	86.2
Scranton, PA	\$2,347,000	100.0	\$0	0.0	\$2,347,000	0.2	\$3,960,213	59.3
Shreveport, LA	\$2,459,000	100.0	\$0	0.0	\$2,459,000	0.2	\$2,809,596	87.5
South Bend, IN-MI	\$1,646,933	100.0	\$0	0.0	\$1,646,933	0.1	\$2,108,342	78.1
Spokane, WA	\$15,360,014	100.0	\$0	0.0	\$15,360,014	1.2	\$8,846,327	173.6
Springfield, MA-CT	\$4,500,000	100.0	\$0	0.0	\$4,500,000	0.3	\$11,992,909	37.5
Springfield, MO	\$878,360	100.0	\$0	0.0	\$878,360	0.1	\$1,399,797	62.7
Stockton, CA	\$0	0.0	\$1,654,031	100.0	\$1,654,031	0.1	\$5,477,889	30.2
Toledo, OH-MI	\$4,272,686	100.0	\$0	0.0	\$4,272,686	0.3	\$5,819,459	73.4
Tucson, AZ	\$0	0.0	\$0	0.0	\$0	0.0	\$12,768,237	0.0
Tulsa, OK	\$2,243,915	100.0	\$0	0.0	\$2,243,915	0.2	\$3,894,345	57.6
Visalia, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,012,500	0.0
Waco, TX	\$822,800	100.0	\$0	0.0	\$822,800	0.1	\$1,042,760	78.9
Waldorf, MD	\$181,829	100.0	\$0	0.0	\$181,829	0.0		

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Wichita, KS	\$2,006,656	100.0	\$0	0.0	\$2,006,656	0.2	\$8,071,726	24.9
Wilmington, NC	\$0	0.0	\$0	0.0	\$0	0.0	\$3,754,095	0.0
Winston-Salem, NC	\$628,985	100.0	\$0	0.0	\$628,985	0.0	\$799,853	78.6
Worcester, MA-CT	\$0	0.0	\$0	0.0	\$0	0.0	\$13,070,157	0.0
York, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$360,000	0.0
SUBTOTAL	\$216,645,419	93.7	\$14,509,470	6.3	\$231,154,889	17.5	\$535,172,431	43.2
<b>&lt; 200,000 POPULATION</b>								
Alexandria, LA	\$79,207	100.0	\$0	0.0	\$79,207	0.0	\$79,207	100.0
Alton, IL-MO	\$0	0.0	\$0	0.0	\$0	0.0	\$2,448,500	0.0
Barnstable Town, MA	\$4,855,038	0.0	\$0	0.0	\$4,855,038	0.4	\$12,051,788	40.3
Battle Creek, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$219,200	0.0
Bay City, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$203,566	0.0
Benton Harbor-St. Joseph-Fair Plain, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$417,400	0.0
Blacksburg, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$2,878,107	0.0
Bloomington, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$496,234	0.0
Bloomington-Normal, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$2,840,000	0.0
Bonita Springs, FL	\$1,052,118	0.0	\$0	0.0	\$1,052,118	0.1	\$8,930,446	11.8
Bowling Green, KY	\$81,000	0.0	\$0	0.0	\$81,000	0.0	\$120,886	67.0
Burlington, NC	\$0	0.0	\$0	0.0	\$0	0.0	\$1,075,000	0.0
Casper, WY	\$25,702	0.0	\$0	0.0	\$25,702	0.0	\$381,136	6.7
Cedar Rapids, IA	\$0	0.0	\$0	0.0	\$0	0.0	\$658,410	0.0
Champaign, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$205,600	0.0
Charleston, WV	\$0	0.0	\$0	0.0	\$0	0.0	\$1,309,181	0.0
Chattanooga, TN-GA	\$3,523,351	0.0	\$0	0.0	\$3,523,351	0.3	\$5,707,263	61.7
Cheyenne, WY	\$76,800	0.0	\$0	0.0	\$76,800	0.0	\$415,005	18.5
Clarksville, TN-KY	\$591,578	0.0	\$0	0.0	\$591,578	0.0	\$1,072,335	55.2
College Station-Bryan, TX	\$50,000	100.0	\$0	0.0	\$50,000	0.0	\$1,352,797	3.7
Columbia, MO	\$0	0.0	\$0	0.0	\$0	0.0	\$7,884	0.0
Columbus, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$83,400	0.0
Corvallis, OR	\$253,750	0.0	\$0	0.0	\$253,750	0.0	\$606,766	41.8
Cumberland	\$258,622	0.0	\$0	0.0	\$258,622	0.0		
Danville, IL-IN	\$0	0.0	\$0	0.0	\$0	0.0	\$197,432	0.0
Danville, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$377,145	0.0

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Decatur, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$10,776	0.0
DeKalb, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$72,000	0.0
Denton-Lewisville, TX	\$25,679	100.0	\$0	0.0	\$25,679	0.0	\$1,019,781	2.5
Dubuque, IA-IL	\$0	0.0	\$0	0.0	\$0	0.0	\$87,172	0.0
Duluth, MN-WI	\$0	0.0	\$0	0.0	\$0	0.0	\$2,267,748	0.0
Durham, NC	\$9,186,660	100.0	\$0	0.0	\$9,186,660	0.7	\$10,366,295	88.6
El Centro-Calexico, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$4,462,527	0.0
Elkhart, IN-MI	\$30,000	0.0	\$0	0.0	\$30,000	0.0	\$2,543,788	1.2
Elmira, NY	\$821,765	0.0	\$0	0.0	\$821,765	0.1	\$1,316,765	62.4
Fairfield, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$481,368	0.0
Fargo, ND-MN	\$1,642,904	0.0	\$0	0.0	\$1,642,904	0.1	\$1,902,487	86.4
Fayetteville, NC	\$1,032,000	0.0	\$0	0.0	\$1,032,000	0.1	\$1,350,660	76.4
Flagstaff, AZ	\$0	0.0	\$0	0.0	\$0	0.0	\$184,655	0.0
Florence, SC	\$395,968	0.0	\$0	0.0	\$395,968	0.0	\$419,000	94.5
Fredericksburg, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$550,000	0.0
Gadsden, AL	\$72,000	0.0	\$0	0.0	\$72,000	0.0	\$149,200	48.3
Gainesville, FL	\$400,000	0.0	\$0	0.0	\$400,000	0.0	\$2,535,791	15.8
Gastonia, NC-SC	\$280,000	0.0	\$0	0.0	\$280,000	0.0	\$610,000	45.9
Gilroy-Morgan Hill, CA	\$586,790	0.0	\$0	0.0	\$586,790	0.0	\$1,380,491	42.5
Glens Falls, NY	\$80,000	0.0	\$0	0.0	\$80,000	0.0	\$224,000	35.7
Grand Forks, ND-MN	\$0	0.0	\$0	0.0	\$0	0.0	\$177,755	0.0
Grand Junction, CO	\$265,000	0.0	\$0	0.0	\$265,000	0.0	\$380,000	69.7
Grand Rapids, MI	\$997,666	100.0	\$0	0.0	\$997,666	0.1	\$8,282,914	12.0
Great Falls, MT	\$0	0.0	\$0	0.0	\$0	0.0	\$1,304,738	0.0
Greenville, NC	\$499,672	0.0	\$0	0.0	\$499,672	0.0	\$1,126,397	44.4
Harlingen, TX	\$265,040	100.0	\$0	0.0	\$265,040	0.0	\$1,171,840	22.6
Harrisonburg, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,939,375	0.0
Hartford, CT	\$0	0.0	\$0	0.0	\$0	0.0	\$1,232,000	0.0
Holland, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$356,000	0.0
Hot Springs, AR	\$275,424	100.0	\$0	0.0	\$275,424	0.0	\$313,564	87.8
Houma, LA	\$409,561	0.0	\$0	0.0	\$409,561	0.0	\$409,561	100.0
Idaho Falls, ID	\$85,000	100.0	\$0	0.0	\$85,000	0.0	\$214,300	39.7
Ithaca, NY	\$542,000	0.0	\$0	0.0	\$542,000	0.0	\$1,063,309	51.0

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Jackson, MS	\$1,500,000	100.0	\$0	0.0	\$1,500,000	0.1	\$5,436,913	27.6
Jackson, TN	\$920,000	0.0	\$0	0.0	\$920,000	0.1	\$954,400	96.4
Jacksonville, NC	\$91,200	100.0	\$0	0.0	\$91,200	0.0	\$546,200	16.7
Johnson City, TN	\$200,124	0.0	\$0	0.0	\$200,124	0.0	\$710,209	28.2
Johnstown, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$18,428	0.0
Kingston, NY	\$634,000	100.0	\$0	0.0	\$634,000	0.0	\$1,746,000	36.3
Knoxville, TN	\$3,292,061	0.0	\$0	0.0	\$3,292,061	0.2	\$6,323,779	52.1
Kokomo, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$1,069,500	0.0
Lafayette, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$4,536,094	0.0
Lawton, OK	\$482,565	100.0	\$0	0.0	\$482,565	0.0	\$729,073	66.2
Lebanon, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$250,000	0.0
Leesburg-Eustis-Tavares, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$247,450	0.0
Leominster-Fitchburg, MA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,372,432	0.0
Lewiston, ID-WA	\$102,000	100.0	\$0	0.0	\$102,000	0.0	\$184,000	55.4
Lima, OH	\$276,625	0.0	\$0	0.0	\$276,625	0.0	\$1,835,112	15.1
Lodi, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$160,000	0.0
Madera, CA	\$120,000	100.0	\$0	0.0	\$120,000	0.0	\$120,000	100.0
Manchester, NH	\$375,200	100.0	\$0	0.0	\$375,200	0.0	\$655,155	57.3
Mandeville-Covington, LA	\$67,166	100.0	\$0	0.0	\$67,166	0.0	\$1,027,166	6.5
Mansfield, OH	\$419,317	100.0	\$0	0.0	\$419,317	0.0	\$746,000	56.2
Manteca, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,300,000	0.0
Marysville, WA	\$700,000	0.0	\$0	0.0	\$700,000	0.1	\$544,359	128.6
Mayagüez, PR	\$35,008	0.0	\$0	0.0	\$35,008	0.0	\$112,008	31.3
McAllen, TX	\$1,600,000	100.0	\$0	0.0	\$1,600,000	0.1	\$3,701,400	43.2
Medford, OR	\$0	0.0	\$0	0.0	\$0	0.0	\$1,197,602	0.0
Middletown, OH	\$100,000	0.0	\$0	0.0	\$100,000	0.0	\$151,711	65.9
Missoula, MT	\$0	0.0	\$0	0.0	\$0	0.0	\$247,023	0.0
Modesto, CA	\$1,584,036	100.0	\$0	0.0	\$1,584,036	0.1	\$5,890,340	26.9
Monessen-California, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,267,396	0.0
Morgantown, WV	\$0	0.0	\$0	0.0	\$0	0.0	\$1,146,406	0.0
Muncie, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$395,746	0.0
Murfreesboro, TN	\$232,000	0.0	\$0	0.0	\$232,000	0.0	\$232,000	100.0
Muskegon, MI	\$600,000	100.0	\$0	0.0	\$600,000	0.0	\$1,087,779	55.2

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Napa, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$76,371	0.0
New Haven, CT	\$0	0.0	\$0	0.0	\$0	0.0	\$3,032,800	0.0
Newark, OH	\$523,303	100.0	\$0	0.0	\$523,303	0.0	\$683,303	76.6
North Port-Port Charlotte, FL	\$200,348	0.0	\$0	0.0	\$200,348	0.0	\$716,128	28.0
Ocala, FL	\$473,818	100.0	\$0	0.0	\$473,818	0.0	\$710,727	66.7
Odessa, TX	\$696,490	100.0	\$0	0.0	\$696,490	0.1	\$2,196,104	31.7
Owensboro, KY	\$114,846	0.0	\$0	0.0	\$114,846	0.0	\$462,887	24.8
Oxnard, CA	\$1,784,513	100.0	\$0	0.0	\$1,784,513	0.1	\$3,542,859	50.4
Parkersburg, WV-OH	\$0	0.0	\$0	0.0	\$0	0.0	\$139,000	0.0
Pensacola, FL-AL	\$3,138,529	0.0	\$0	0.0	\$3,138,529	0.2	\$5,145,828	61.0
Pittsfield, MA	\$100,000	100.0	\$0	0.0	\$100,000	0.0	\$850,000	11.8
Pocatello, ID	\$200,000	100.0	\$0	0.0	\$200,000	0.0	\$602,541	33.2
Port Arthur, TX	\$0	0.0	\$0	0.0	\$0	0.0	\$978,949	0.0
Port St. Lucie, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$508,459	0.0
Porterville, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$172,000	0.0
Pueblo, CO	\$104,000	0.0	\$0	0.0	\$104,000	0.0	\$297,266	35.0
Reno, NV-CA	\$3,400,000	0.0	\$0	0.0	\$3,400,000	0.3	\$10,470,989	32.5
Richmond, VA	\$4,665,995	0.0	\$0	0.0	\$4,665,995	0.4	\$14,308,716	32.6
Roanoke, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$3,005,004	0.0
Rochester, MN	\$0	0.0	\$0	0.0	\$0	0.0	\$933,084	0.0
Rock Hill, SC	\$0	0.0	\$0	0.0	\$0	0.0	\$20,000	0.0
Rocky Mount, NC	\$377,440	100.0	\$0	0.0	\$377,440	0.0	\$457,440	82.5
Saginaw, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$203,566	0.0
Salisbury, MD	\$181,600	100.0	\$0	0.0	\$181,600	0.0		
San Luis Obispo, CA	\$150,000	100.0	\$0	0.0	\$150,000	0.0	\$300,000	50.0
Sandusky, OH	\$0	0.0	\$0	0.0	\$0	0.0	\$315,570	0.0
Santa Fe, NM	\$0	0.0	\$0	0.0	\$0	0.0	\$3,110	0.0
Santa Maria, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$2,325,506	0.0
Sarasota-Bradenton, FL	\$1,600,000	100.0	\$0	0.0	\$1,600,000	0.1	\$6,384,706	25.1
Savannah, GA	\$1,394,000	100.0	\$0	0.0	\$1,394,000	0.1	\$6,464,259	21.6
Sebastian-Vero Beach-South Florida Ridge, FL	\$215,092	100.0	\$0	0.0	\$215,092	0.0	\$460,999	46.7
Sherman, TX	\$90,000	100.0	\$0	0.0	\$90,000	0.0	\$585,030	15.4

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

Sioux City, IA-NE-SD	\$0	0.0	\$0	0.0	\$0	0.0	\$311,250	0.0
Springfield, OH	\$471,684	100.0	\$0	0.0	\$471,684	0.0	\$569,602	82.8
St. Augustine, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$151,755	0.0
St. Cloud, MN	\$599,000	100.0	\$0	0.0	\$599,000	0.0	\$1,665,640	36.0
Syracuse, NY	\$5,486,928	100.0	\$0	0.0	\$5,486,928	0.4	\$6,726,928	81.6
Terre Haute, IN	\$86,533	100.0	\$0	0.0	\$86,533	0.0	\$106,688	81.1
Texarkana-Texarkana, TX-AR	\$397,626	100.0	\$0	0.0	\$397,626	0.0	\$539,811	73.7
Topeka, KS	\$1,200,000	100.0	\$0	0.0	\$1,200,000	0.1	\$1,200,000	100.0
Turlock, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$576,000	0.0
Tuscaloosa, AL	\$380,000	100.0	\$0	0.0	\$380,000	0.0	\$960,250	39.6
Victoria, TX	\$230,256	100.0	\$0	0.0	\$230,256	0.0	\$727,466	31.7
Victorville-Hesperia, CA	\$1,051,327	100.0	\$0	0.0	\$1,051,327	0.1	\$3,996,619	26.3
Weirton-Steubenville, WV-OH-PA	\$66,836	100.0	\$0	0.0	\$66,836	0.0	\$195,616	34.2
Wheeling, WV-OH	\$45,000	100.0	\$0	0.0	\$45,000	0.0	\$45,000	100.0
Wichita Falls, TX	\$528,492	100.0	\$0	0.0	\$528,492	0.0	\$1,745,285	30.3
Winchester, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$956,000	0.0
Youngstown, OH-PA	\$370,137	100.0	\$0	0.0	\$370,137	0.0	\$3,799,595	9.7
Yuba City, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$200,000	0.0
Yuma, AZ-CA	\$216,221	100.0	\$0	0.0	\$216,221	0.0	\$2,526,992	8.6
SUBTOTAL	\$72,611,611	100.0	\$0	0.0	\$72,611,611	5.5	\$233,336,324	31.1
ALABAMA GOV APP	\$648,188	100.0	\$0	0.0	\$648,188	0.0	\$1,220,646	0.0
CALIFORNIA GOV APP	\$288,000	0.0	\$0	0.0	\$288,000	0.0	\$4,317,800	6.7
CONNECTICUT GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$131,938,400	0.0
DELAWARE GOV APP	\$5,253,400	0.0	\$0	0.0	\$5,253,400	0.4	\$8,069,351	65.1
FLORIDA GOV APP	\$250,000	100.0	\$0	0.0	\$250,000	0.0	\$4,642,196	5.4
GEORGIA GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$2,036,395	0.0
HAWAII GOV APP	\$25,000,000	100.0	\$0	0.0	\$25,000,000	1.9	\$37,929,400	65.9
ILLINOIS GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$2,094,863	0.0
IOWA GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$1,686,372	0.0
KANSAS GOV APP	\$500,000	0.0	\$0	0.0	\$500,000	0.0	\$500,000	100.0
LOUISIANA GOV APP	\$1,046,921	100.0	\$0	0.0	\$1,046,921	0.1	\$3,417,402	30.6
MAINE GOV APP	\$458,789	100.0	\$0	0.0	\$458,789	0.0	\$944,137	48.6
MICHIGAN GOV APP	\$319,304	0.0	\$0	0.0	\$319,304	0.0	\$1,991,884	16.0

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
NEW HAMPSHIRE GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$659,056	0.0
NEW JERSEY GOV APP	\$145,220,069	0.0	\$139,256,048	0.0	\$284,476,117	21.6	\$520,185,404	54.7
NEW YORK GOV APP	\$1,356,162	0.0	\$0	0.0	\$1,356,162	0.1	\$1,971,840	68.8
OHIO GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$688,725	0.0
OREGON GOV APP	\$47,200	0.0	\$0	0.0	\$47,200	0.0	\$9,832,876	0.5
PENNSYLVANIA GOV APP	\$0	0.0	\$0	0.0	\$0	0.0	\$6,163,596	0.0
PUERTO RICO GOV APP	\$75,656	0.0	\$7,000,000	0.0	\$7,075,656	0.5	\$26,169,316	27.0
RHODE ISLAND GOV APP	\$20,645,000	0.0	\$0	0.0	\$20,645,000	1.6	\$44,802,654	46.1
SUBTOTAL	\$201,108,689	57.9	\$146,256,048	42.1	\$347,364,737	26.3	\$811,262,313	42.8
<b>TOTAL</b>	<b>\$1,095,538,151</b>	<b>83.1</b>	<b>\$222,842,459</b>	<b>16.9</b>	<b>\$1,318,380,610</b>	<b>100.0</b>	<b>\$4,404,634,672</b>	<b>29.9</b>

Bus preventive maintenance obligations are included in Bus Other in Table 15; rail PM is included in Fixed Guideway.

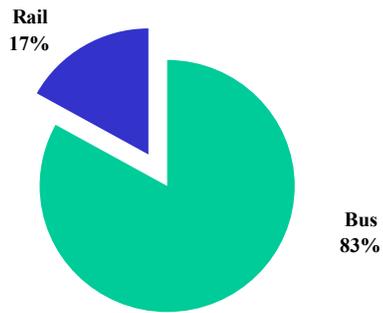
% of Total percentages are based on TOTAL preventive maintenance obligation of \$907,724,948. Bus and rail %s based on UZA total PM.

Total capital obligations = Total Bus + Fixed Guideway + New Starts obligations from Table 15.

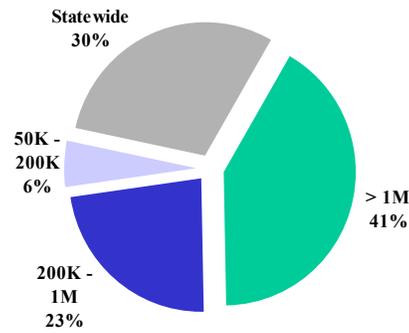
Below SUBTOTALs: Capital obligations and % of PM obligations are shown based on entire population group (including areas without PM).

**Table 16 cont'd.** FY 2013 Urbanized Area Formula Obligations for Preventive Maintenance

*Preventive Maintenance Obligations, by Type*



*Preventive Maintenance Obligations, by Population Category*



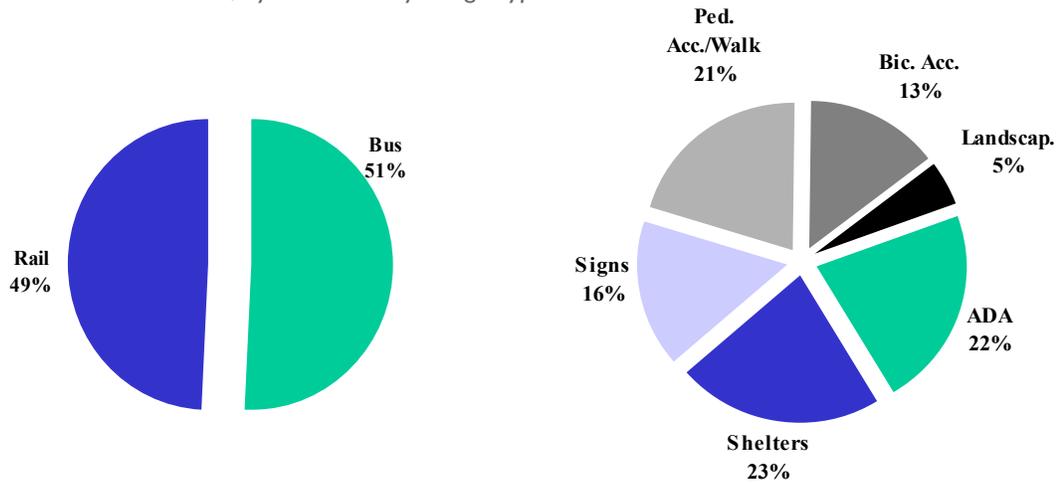
**Table 17**

*FY 2013 Section 5307 Urbanized Area Formula Program Obligations for Transit Enhancement*

CATEGORY	BUS	RAIL	TOTAL	% OF TOTAL
Bicycle Access, Facilities & Equipment on Buses	\$1,802,556	\$6,747,997	\$8,550,553	13.2
Bus Shelters	14,604,708	0	14,604,708	22.5
Enhanced ADA Access	2,038,371	12,340,037	14,378,408	22.2
Historic Mass Transp. Bldgs., including Operations	102,774	0	102,774	0.2
Landscaping/Scenic Beautification	1,410,413	1,868,443	3,278,856	5.1
Ped. Access / Walkways	8,837,140	4,572,308	13,409,448	20.7
Public Art	7,465	0	7,465	0.0
Signage	4,171,989	6,339,812	10,511,801	16.2
<b>Total</b>	<b>\$32,975,416</b>	<b>\$31,868,597</b>	<b>\$64,844,013</b>	<b>100.0</b>
<b>Percent of Total</b>	<b>50.9</b>	<b>49.1</b>	<b>100.0</b>	

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 18** FY 2013 Urbanized Area Formula Program Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		ARTICULATED BUS		COMMUTER BUS		TROLLEY BUS		VAN/STA. WAGON		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
<b>&gt; 1 MILLION POPULATION</b>																				
Atlanta, GA	5	\$2,000,000	0	-\$124,688	4	\$180,000	0	-\$23,211	0	\$0	0	\$0	0	\$0	38	\$759,164	0	\$0	47	\$2,791,265
Baltimore, MD	137	\$67,300,000	1	\$180,546	6	\$448,000	38	\$3,787,030	10	\$8,000,000	0	\$0	0	\$0	120	\$6,956,860	0	\$0	312	\$86,672,436
Boston, MA--NH--RI	0	\$0	5	\$2,500,000	0	\$0	3	\$205,821	0	\$0	2	\$1,100,000	0	\$0	0	\$0	0	\$0	10	\$3,805,821
Charlotte, NC-SC	4	\$1,015,645	0	\$0	7	\$3,074,938	39	\$1,437,272	0	\$0	34	\$1,942,617	0	\$0	16	\$379,601	0	\$0	100	\$7,850,073
Chicago, IL-IN	97	\$41,257,683	0	-\$280,000	0	\$0	41	\$3,403,000	0	\$0	0	\$187,782	0	\$0	151	\$5,488,203	0	\$0	289	\$50,056,668
Cincinnati, OH-KY-IN	52	\$16,899,251	0	\$0	0	\$0	28	\$1,845,538	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	80	\$18,744,789
Cleveland, OH	50	\$18,604,658	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$1,187,376	0	\$0	66	\$19,792,034
Dallas--Fort Worth--Arlington, TX	0	\$0	0	\$0	0	\$0	8	\$453,800	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$453,800
Detroit, MI	12	\$4,058,859	0	\$0	0	\$0	71	\$4,620,686	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	83	\$8,679,545
Houston, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	78	\$5,262,075	0	\$0	78	\$5,262,075
Indianapolis, IN	0	\$0	0	\$0	0	\$0	7	\$440,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$440,000
Jacksonville, FL	3	\$970,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$970,000
Kansas City, MO-KS	5	\$1,615,027	0	\$0	5	\$1,660,000	5	\$360,000	0	\$0	1	\$460,000	0	\$0	0	\$0	0	\$0	16	\$4,095,027
Las Vegas-Henderson, NV	12	\$5,808,897	0	\$0	0	\$0	24	\$2,693,250	7	\$4,733,284	0	\$0	0	\$0	50	\$2,386,054	0	\$0	93	\$15,621,485
Los Angeles-Long Beach-Anaheim, CA	44	\$26,285,626	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	44	\$26,285,626
Memphis, TN-MS-AR	8	\$2,351,721	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$2,351,721
Miami, FL	18	\$9,884,230	0	\$0	0	\$0	35	\$2,369,000	2	\$1,952,444	0	\$0	0	\$0	0	\$0	0	\$0	55	\$14,205,674
Milwaukee, WI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$190,000	0	\$0	7	\$190,000
Minneapolis-St. Paul, MN-WI	50	\$18,508,075	0	\$0	17	\$4,782,155	70	\$3,120,000	4	\$2,434,320	20	\$8,864,000	0	\$0	0	\$0	0	\$0	161	\$37,708,550
New York--Newark, NY-NJ-CT	52	\$21,076,000	0	\$0	0	\$0	5	\$280,000	0	\$0	0	\$0	0	\$0	10	\$336,000	0	\$0	67	\$21,692,000
Philadelphia, PA-NJ-DE-MD	68	\$31,925,646	0	\$0	0	\$0	68	\$2,964,817	39	\$26,322,066	0	\$0	0	\$0	0	-\$22,894	0	\$0	175	\$61,189,635
Phoenix-Mesa, AZ	22	\$11,904,808	0	\$0	0	\$0	39	\$3,394,779	0	\$0	0	\$0	0	\$0	45	\$1,534,012	0	\$0	106	\$16,833,599
Pittsburgh, PA	0	\$188,908	0	\$0	0	\$0	0	\$0	33	\$18,470,600	1	\$98,822	0	\$0	0	\$0	0	\$0	34	\$18,758,330
Providence, RI-MA	0	\$0	8	\$2,361,273	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$176,000	0	\$0	12	\$2,537,273
Riverside--San Bernardino, CA	0	\$0	0	\$0	0	\$0	4	\$394,250	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$394,250
San Antonio, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$3,440,517	0	\$0	0	\$0	3	\$288,000	0	\$0	3	\$3,728,517
San Francisco--Oakland, CA	36	\$26,738,382	0	\$0	0	\$0	0	\$0	18	\$16,742,037	0	\$0	8	\$15,502,261	35	\$4,163,725	0	\$0	97	\$63,146,405
Seattle, WA	1	\$193,909	0	\$0	0	\$0	0	\$0	(7)	\$2,182,730	0	\$0	0	\$0	0	\$0	3	\$3,180,295	(3)	\$5,556,934
St. Louis, MO-IL	19	\$6,245,302	7	\$2,577,656	0	\$0	0	\$0	12	\$7,200,000	0	\$0	0	\$0	15	\$1,578,663	0	\$0	53	\$17,601,621
Tampa--St. Petersburg, FL	12	\$7,057,910	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	19	\$811,803	0	\$0	31	\$7,869,713
Virginia Beach, VA	0	\$0	5	\$1,908,800	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,908,800
Washington, DC-VA-MD	87	\$44,427,220	0	\$0	5	\$1,600,000	0	\$0	0	\$0	2	\$800,000	0	\$0	138	\$6,673,426	0	\$0	232	\$53,500,646
<b>SUB-TOTAL</b>	<b>794</b>	<b>\$366,317,757</b>	<b>26</b>	<b>\$9,123,587</b>	<b>44</b>	<b>\$11,745,093</b>	<b>485</b>	<b>\$31,746,032</b>	<b>118</b>	<b>\$91,477,998</b>	<b>60</b>	<b>\$13,453,221</b>	<b>8</b>	<b>\$15,502,261</b>	<b>745</b>	<b>\$38,148,068</b>	<b>3</b>	<b>\$3,180,295</b>	<b>2,283</b>	<b>\$580,694,312</b>
<b>200,000 - 1 MILLION POPULATION</b>																				
Aberdeen-Bel Air South-Bel Air North, MD	0	\$0	0	\$0	0	\$0	1	\$158,608	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$158,608
Akron, OH	10	\$3,176,000	0	\$0	0	\$0	17	\$1,407,800	2	\$1,440,000	0	\$0	0	\$0	0	\$0	0	\$0	29	\$6,023,800
Albuquerque, NM	40	\$14,463,464	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	30	\$1,992,000	0	\$0	70	\$16,455,464

**Table 18 cont'd.** FY 2013 Urbanized Area Formula Program Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		ARTICULATED BUS		COMMUTER BUS		TROLLEY BUS		VAN/STA. WAGON		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Allentown, PA-NJ	5	\$600,000	5	\$493,984	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$999,200	0	\$0	25	\$2,093,184
Anchorage, AK	5	\$1,682,945	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$421,940	0	\$0	17	\$2,104,885
Ann Arbor, MI	4	\$1,350,730	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	25	\$500,000	0	\$0	29	\$1,850,730
Augusta-Richmond County, GA-SC	0	\$0	0	\$0	0	\$0	1	\$56,440	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$56,440
Birmingham, AL	3	\$813,007	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$813,007
Boise City, ID	0	\$0	5	\$1,542,790	2	\$166,788	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$1,709,578
Boston, MA--NH--RI	0	\$0	4	\$1,386,592	2	\$608,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,994,592
Bremerton, WA	0	\$0	0	\$0	0	\$0	6	\$1,275,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,275,000
Bristol-Bristol, TN-VA	0	\$0	0	\$0	0	\$0	2	\$120,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$120,000
Buffalo, NY	4	\$1,594,932	0	\$0	0	\$0	9	\$680,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$2,274,932
Burlington, VT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$4,000	0	\$0	1	\$4,000
Camarillo, CA	0	\$0	1	\$210,988	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$210,988
Canton, OH	0	\$0	0	\$0	0	\$0	9	\$333,533	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$333,533
Colorado Springs, CO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$296,215	0	\$0	8	\$296,215
Columbia, SC	0	\$0	0	\$0	0	\$0	9	\$910,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$910,000
Columbus, GA-AL	0	\$0	0	\$0	0	\$0	2	\$256,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$256,000
Columbus, OH	25	\$2,734,222	17	\$1,599,321	0	\$0	22	\$1,214,019	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	64	\$5,547,562
Concord, NC	0	\$0	8	\$2,050,400	0	\$0	7	\$622,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$2,672,900
Des Moines, IA	2	\$680,800	0	\$0	0	\$0	1	\$76,947	0	\$0	0	\$0	0	\$0	14	\$294,754	0	\$0	17	\$1,052,501
El Paso de Robles (Paso Robles)-Atascadero, CA	3	\$440,000	1	\$340,000	0	\$0	5	\$376,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$1,156,000
El Paso, TX-NM	1	\$500,000	0	\$0	0	\$0	0	\$0	1	\$415,000	0	\$0	0	\$0	0	\$0	0	\$0	2	\$915,000
Evansville, IN-KY	0	\$0	0	\$0	0	\$0	1	\$79,461	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$79,461
Flint, MI	2	\$1,353,898	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$1,353,898
Fresno, CA	7	\$3,250,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$3,250,000
Greensboro, NC	2	\$1,052,000	0	\$0	0	\$0	4	\$344,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,396,000
Harrisburg, PA	4	\$1,093,018	0	\$0	1	\$386,918	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,479,936
Huntsville, AL	0	\$0	0	\$0	0	\$0	2	\$448,000	0	\$0	0	\$0	0	\$0	1	\$35,144	0	\$0	3	\$483,144
Kennewick-Pasco, WA	9	\$2,000,000	0	\$0	0	\$0	35	\$2,300,000	0	\$0	0	\$0	0	\$0	45	\$750,000	0	\$0	89	\$5,050,000
Lafayette, LA	0	\$0	1	\$229,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$229,200
Lancaster, PA	0	\$0	4	\$2,914,308	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$243,770	0	\$0	4	\$3,158,078
Lansing, MI	42	\$3,166,482	0	\$0	0	\$0	7	\$300,883	0	\$0	0	\$0	0	\$0	24	\$458,652	0	\$0	73	\$3,926,017
Lincoln, NE	0	\$0	2	\$752,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$752,000
Little Rock, AR	0	\$0	2	\$664,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$132,800	0	\$0	4	\$796,800
Louisville/Jefferson County, KY-IN	21	\$9,492,596	0	\$0	1	\$208,368	12	\$691,632	0	\$0	0	\$0	0	\$0	8	\$200,000	0	\$0	42	\$10,592,596
Madison, WI	0	\$0	0	\$0	0	\$0	4	\$419,968	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$419,968
Mobile, AL	0	\$0	0	\$0	4	\$1,223,734	0	\$0	0	\$0	0	\$0	0	\$0	8	\$333,355	0	\$0	12	\$1,557,089
Nashua, NH-MA	0	\$0	0	\$0	1	\$337,942	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$337,942
Nashville-Davidson, TN	0	\$0	0	\$0	0	\$0	4	\$240,000	0	\$0	0	\$0	0	\$0	24	\$595,200	0	\$0	28	\$835,200

**Table 18 cont'd.** FY 2013 Urbanized Area Formula Program Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		ARTICULATED BUS		COMMUTER BUS		TROLLEY BUS		VAN/STA. WAGON		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Omaha, NE-IA	0	\$0	8	\$2,490,000	0	\$0	2	\$108,730	0	\$0	0	\$0	0	\$0	2	\$33,105	0	\$0	12	\$2,631,835
Raleigh, NC	11	\$3,680,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$3,680,000
Reading, PA	0	\$0	0	\$0	0	\$0	13	\$969,741	0	\$0	0	\$0	0	\$0	3	\$102,720	0	\$0	16	\$1,072,461
Rochester, NY	18	\$6,534,134	0	\$0	0	\$0	18	\$974,879	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	36	\$7,509,013
Scranton, PA	0	\$0	4	\$1,103,121	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,103,121
Springfield, MA-CT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	30	\$1,208,000	0	\$0	30	\$1,208,000
<b>Tucson, AZ</b>	<b>10</b>	<b>\$4,157,597</b>	<b>6</b>	<b>\$2,141,400</b>	<b>0</b>	<b>\$0</b>	<b>18</b>	<b>\$1,431,750</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>20</b>	<b>\$1,025,050</b>	<b>0</b>	<b>\$0</b>	<b>54</b>	<b>\$8,755,797</b>
Tulsa, OK	0	\$0	0	\$0	0	\$0	3	\$365,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$365,000
<b>Visalia, CA</b>	<b>1</b>	<b>\$450,000</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>1</b>	<b>\$450,000</b>
Waldorf, MD	0	\$0	0	\$0	0	\$0	7	\$315,739	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$315,739
Westminster, MD	0	\$0	0	\$0	0	\$0	2	\$96,398	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$96,398
Wichita, KS	0	\$0	16	\$5,427,079	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$5,427,079
Worcester, MA-CT	4	\$2,482,570	12	\$7,394,695	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$56,000	0	\$0	26	\$9,933,265
York, PA	0	\$0	0	\$0	0	\$0	3	\$210,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$210,000
<b>SUB-TOTAL</b>	<b>233</b>	<b>\$66,748,395</b>	<b>96</b>	<b>\$30,739,878</b>	<b>11</b>	<b>\$2,931,750</b>	<b>226</b>	<b>\$16,783,028</b>	<b>3</b>	<b>\$1,855,000</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>282</b>	<b>\$9,681,905</b>	<b>0</b>	<b>\$0</b>	<b>851</b>	<b>\$128,739,956</b>
<b>&lt; 200,000 POPULATION</b>																				
Alton, IL-MO	1	\$224,991	0	\$0	7	\$2,223,509	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$2,448,500
Barnstable Town, MA	0	\$0	0	\$0	5	\$1,806,500	11	\$536,000	0	\$0	0	\$0	0	\$0	6	\$136,000	0	\$0	22	\$2,478,500
Battle Creek, MI	0	\$0	0	\$0	0	\$0	3	\$179,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$179,200
Bay City, MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$203,566	0	\$0	10	\$203,566
Benton Harbor-St. Joseph-Fair Plain, MI	0	\$0	0	\$0	0	\$0	9	\$417,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$417,400
Blacksburg, VA	0	\$0	4	\$1,309,980	0	\$0	1	\$70,533	2	\$1,056,359	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,436,872
Bloomington, IN	0	\$0	0	\$0	0	\$0	1	\$64,900	0	\$0	0	\$0	0	\$0	2	\$78,957	0	\$0	3	\$143,857
Bloomington--Normal, IL	0	\$0	5	\$1,640,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,640,000
Bonita Springs, FL	2	\$785,939	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$754,807	8	\$270,193	0	\$0	13	\$1,810,939
Burlington, NC	0	\$0	0	\$0	0	\$0	6	\$375,000	0	\$0	0	\$0	0	\$0	14	\$300,000	0	\$0	20	\$675,000
Casper, WY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$112,000	0	\$0	1	\$112,000
Charleston, WV	0	\$0	0	\$0	5	\$1,269,181	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,269,181
Chattanooga, TN-GA	0	\$0	4	\$1,600,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,600,000
Cheyenne, WY	0	\$0	0	\$0	0	\$0	3	\$240,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$240,000
Clarksville, TN-KY	0	\$0	0	\$0	1	\$283,480	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$283,480
Columbus, IN	0	\$0	0	\$0	0	\$0	1	\$51,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$51,000
Corvallis, OR	0	\$0	1	\$322,131	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$322,131
Danville, IL-IN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$40,000	0	\$0	1	\$40,000
Danville, VA	0	\$0	0	\$0	2	\$188,552	2	\$123,438	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$311,990
Decatur, IL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	-\$274	0	\$0	0	-\$274
Dubuque, IA-IL	0	\$0	0	\$0	0	\$0	1	\$87,172	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$87,172
Duluth, MN-WI	4	\$1,000,000	0	\$0	0	\$0	6	\$576,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$1,576,000
Durham, NC	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$172,800	0	\$0	9	\$172,800

**Table 18 cont'd.** FY 2013 Urbanized Area Formula Program Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		ARTICULATED BUS		COMMUTER BUS		TROLLEY BUS		VAN/STA. WAGON		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Elkhart, IN-MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$1,880,000	7	\$360,000	0	\$0	14	\$2,240,000
Elmira, NY	0	\$0	0	\$0	0	\$0	4	\$431,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$431,000
Fairfield, CA	6	\$481,368	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$481,368
Fargo, ND-MN	0	\$0	0	\$0	0	\$0	1	\$20,000	0	\$0	0	\$0	0	\$0	1	\$20,000	0	\$0	2	\$40,000
Gainesville, FL	3	\$1,280,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,280,000
Gilroy--Morgan Hill, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$178,245	0	\$0	3	\$178,245
Glens Falls, NY	0	\$0	0	\$0	1	\$144,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$144,000
Grand Rapids, MI	10	\$3,052,800	0	\$0	0	\$0	6	\$386,779	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$3,439,579
Great Falls, MT	0	\$0	4	\$1,212,120	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,212,120
Greenville, NC	0	\$0	1	\$297,801	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$297,801
Harlingen, TX	0	\$0	0	\$0	0	\$0	5	\$400,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$400,000
Harrisonburg, VA	0	\$0	0	\$0	0	\$0	2	\$96,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$96,000
Hartford, CT	0	\$0	0	\$0	0	\$0	22	\$1,232,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	22	\$1,232,000
Holland, MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$24,000	0	\$0	1	\$24,000
Jackson, MS	0	\$0	0	\$0	0	\$0	5	\$508,408	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$508,408
Jacksonville, NC	0	\$0	0	\$0	2	\$187,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$187,200
Johnson City, TN	0	\$0	0	\$0	2	\$377,817	1	\$23,557	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$401,374
Kingston, NY	0	\$0	0	\$0	0	\$0	2	\$296,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$296,000
Knoxville, TN	5	\$1,407,200	0	\$0	0	\$0	5	\$287,800	0	\$0	0	\$0	0	\$0	3	\$180,000	0	\$0	13	\$1,875,000
Kokomo, IN	0	\$0	2	\$747,000	0	\$0	2	\$96,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$843,000
Lafayette, IN	5	\$1,695,497	0	\$0	0	\$0	1	\$50,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,745,497
Lima, OH	0	\$0	4	\$1,161,000	1	\$306,816	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,467,816
Longview, WA-OR	0	\$0	0	\$0	0	\$0	2	\$106,886	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$106,886
Mansfield, OH	0	\$0	0	\$0	0	\$0	3	\$229,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$229,500
Marysville, WA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	45	\$817,785	0	\$0	45	\$817,785
Mayagüez, PR	0	\$0	0	\$0	0	\$0	1	\$72,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$72,000
McAllen, TX	0	\$0	2	\$937,900	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$24,900	0	\$0	3	\$962,800
Modesto, CA	7	\$3,301,623	1	\$344,836	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$3,646,459
Monessen-California, PA	2	\$776,166	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$776,166
Morgantown, WV	0	\$0	2	\$691,373	1	\$210,419	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$901,792
Mount Vernon, WA	0	\$0	0	\$0	0	\$0	0	\$0	1	\$183,379	0	\$0	0	\$0	0	\$0	0	\$0	1	\$183,379
Muncie, IN	1	\$314,737	0	\$0	0	\$0	1	\$81,009	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$395,746
Muskegon, MI	0	\$0	0	\$0	0	\$0	1	\$80,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$80,000
New Haven, CT	0	\$0	0	\$0	0	\$0	48	\$2,864,294	0	\$0	0	\$0	0	\$0	4	\$168,506	0	\$0	52	\$3,032,800
Newark, OH	0	\$0	0	\$0	0	\$0	3	\$160,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$160,000
North Port-Port Charlotte, FL	0	\$0	0	\$0	0	\$0	4	\$377,511	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$377,511
Owensboro, KY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$233,081	0	\$0	7	\$233,081
Parkersburg, WV-OH	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$44,000	0	\$0	1	\$44,000
Pensacola, FL-AL	0	\$0	2	\$781,005	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$781,005

**Table 18 cont'd.** FY 2013 Urbanized Area Formula Program Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		ARTICULATED BUS		COMMUTER BUS		TROLLEY BUS		VAN/STA. WAGON		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Pittsfield, MA	0	\$0	0	\$0	0	\$0	4	\$420,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$420,000
Port St. Lucie, FL	0	\$0	0	\$0	0	\$0	2	\$310,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$310,000
Porterville, CA	0	\$0	0	\$0	0	\$0	2	\$172,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$172,000
Reno, NV-CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$399,639	0	\$0	4	\$399,639
Richmond, VA	5	\$2,179,773	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$988,800	0	\$0	20	\$3,168,573
Roanoke, VA	0	\$0	9	\$2,412,991	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$2,412,991
Rochester, MN	3	\$669,084	0	\$0	0	\$0	4	\$264,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$933,084
Saginaw, MI	0	\$0	0	\$0	0	\$0	2	\$203,566	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$203,566
Salisbury, MD-DE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$36,000	0	\$0	1	\$36,000
Santa Maria, CA	4	\$1,376,594	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$360,609	0	\$0	0	\$0	6	\$1,737,203
Sarasota--Bradenton, FL	0	\$0	6	\$2,350,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$2,350,000
Sioux City, IA-NE-SD	0	\$0	1	\$311,250	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$311,250
<b>St. Augustine, FL</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>1</b>	<b>\$75,000</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>1</b>	<b>\$75,000</b>
Terre Haute, IN	0	\$0	0	\$0	0	\$0	0	\$20,155	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$20,155
Tuscaloosa, AL	0	\$0	1	\$311,250	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$116,200	0	\$0	3	\$427,450
Victoria, TX	0	\$0	0	\$0	0	\$0	5	\$351,828	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$351,828
Victorville-Hesperia, CA	2	\$853,773	0	\$0	0	\$0	3	\$491,342	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,345,115
Weirton-Stuebenville, WV-OH-PA	0	\$0	0	\$0	0	\$0	1	\$57,600	0	\$0	0	\$0	0	\$0	1	\$45,600	0	\$0	2	\$103,200
Winchester, VA	0	\$0	0	\$0	2	\$396,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$396,000
Youngstown, OH--PA	0	\$0	8	\$2,762,252	0	\$0	4	\$263,114	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$3,025,366
<b>SUB TOTAL</b>	<b>60</b>	<b>\$19,399,545</b>	<b>57</b>	<b>\$19,192,889</b>	<b>29</b>	<b>\$7,393,474</b>	<b>191</b>	<b>\$13,147,992</b>	<b>3</b>	<b>\$1,239,738</b>	<b>0</b>	<b>\$0</b>	<b>12</b>	<b>\$2,995,416</b>	<b>147</b>	<b>\$4,949,998</b>	<b>0</b>	<b>\$0</b>	<b>499</b>	<b>\$68,319,052</b>
ALABAMA GOV APP	0	\$0	0	\$0	0	\$0	6	\$362,818	0	\$0	0	\$0	0	\$0	5	\$206,400	0	\$0	11	\$569,218
CALIFORNIA GOV APP	7	\$1,351,547	5	\$2,040,673	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$3,392,220
CONNECTICUT GOV APP	26	\$12,836,000	0	\$0	13	\$6,084,000	22	\$1,207,200	14	\$9,475,200	3	\$1,416,000	0	\$0	0	\$0	0	\$0	78	\$31,018,400
DELAWARE GOV APP	0	\$0	0	\$0	0	\$0	27	\$1,997,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	27	\$1,997,600
FLORIDA GOV APP	10	\$1,342,000	0	\$0	0	\$0	3	\$360,715	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$1,702,715
GEORGIA GOV APP	0	\$0	0	\$0	0	\$0	7	\$738,235	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$738,235
HAWAII GOV APP	33	\$12,599,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	33	\$12,599,400
ILLINOIS GOV APP	0	\$0	1	\$490,245	0	\$0	1	\$150,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$640,245
IOWA GOV APP	1	\$328,000	3	\$829,572	1	\$307,200	0	\$0	0	\$0	0	\$0	0	\$0	3	\$221,600	0	\$0	8	\$1,686,372
MICHIGAN GOV APP	0	\$0	0	\$0	4	\$536,000	6	\$160,849	0	\$0	0	\$0	0	\$0	8	\$218,131	0	\$0	18	\$914,980
NEW JERSEY GOV APP	0	\$0	0	\$0	0	\$0	2	\$126,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$126,000
NEW YORK GOV APP	0	\$0	0	\$0	0	\$0	3	\$295,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$295,000
OREGON GOV APP	1	\$352,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$352,000
PUERTO RICO GOV APP	0	\$0	0	\$0	8	\$890,000	6	\$425,960	0	\$0	0	\$0	0	\$0	4	\$227,600	0	\$0	18	\$1,543,560
RHODE ISLAND GOV APP	13	\$5,897,549	0	\$0	0	\$0	7	\$621,016	0	\$0	0	\$0	4	\$1,664,000	0	\$0	0	\$0	24	\$8,182,565
<b>SUB TOTAL</b>	<b>91</b>	<b>\$34,706,496</b>	<b>9</b>	<b>\$3,360,490</b>	<b>26</b>	<b>\$7,817,200</b>	<b>90</b>	<b>\$6,445,393</b>	<b>14</b>	<b>\$9,475,200</b>	<b>3</b>	<b>\$1,416,000</b>	<b>4</b>	<b>\$1,664,000</b>	<b>20</b>	<b>\$873,731</b>	<b>0</b>	<b>\$0</b>	<b>257</b>	<b>\$65,758,510</b>
<b>TOTAL</b>	<b>1,118</b>	<b>\$467,772,648</b>	<b>131</b>	<b>\$43,223,955</b>	<b>81</b>	<b>\$22,494,043</b>	<b>801</b>	<b>\$54,974,453</b>	<b>135</b>	<b>\$102,808,198</b>	<b>63</b>	<b>\$14,869,221</b>	<b>12</b>	<b>\$17,166,261</b>	<b>1,047</b>	<b>\$48,703,704</b>	<b>3</b>	<b>\$3,180,295</b>	<b>3,890</b>	<b>\$843,511,830</b>

"Other" category includes bus artic trolley, ferry. 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., negative balance) to another category.

**Table 19** FY 2013 Urbanized Area Formula Obligations for Fixed Guideway Modernization Projects

AREA	ROLLING STOCK TOTAL	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP.	ELECTRIFIC. POWER DIST.	SIGNAL COMMUNICATION	OTHER CAPITAL ITEMS	TRANSIT ENHANCEMENTS	TOTAL	% OF TOTAL	RANK
Albuquerque, NM	\$0	\$0	\$150,000	\$0	\$0	\$0	\$7,353,430	\$0	\$7,503,430	0.4	21
Anchorage, AK	\$0	\$0	\$0	\$0	\$0	\$5,770,200	\$5,728,807	\$47,546	\$11,546,553	0.6	17
Atlanta, GA	\$0	\$950,000	\$2,500,000	\$585,138	\$0	\$0	\$6,250,000	\$3,430,564	\$13,715,702	0.7	15
Baltimore, MD	\$13,878,000	\$2,612,000	\$3,287,500	\$3,562,000	\$1,073,000	\$5,215,000	\$8,393,004	\$4,516,004	\$42,536,508	2.3	9
Boston, MA-NH-RI	\$0	\$65,229,226	\$1,400,000	\$0	\$0	\$0	\$31,727,742	\$0	\$98,356,968	5.3	4
Buffalo, NY	\$60,000	\$686,252	\$1,014,311	\$1,840,470	\$80,000	\$56,665	\$0	\$0	\$3,737,698	0.2	28
Camarillo, CA	\$0	\$41,376	\$0	\$0	\$0	\$0	\$0	\$0	\$41,376	0.0	38
Charlotte, NC-SC	\$2,489,647	\$256,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$4,345,647	0.2	26
Chattanooga, TN-GA	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	0.0	39
Chicago, IL-IN	\$42,129,874	\$6,310,854	\$3,500,000	\$27,891,538	\$2,296,716	\$2,664,247	\$103,534,873	\$0	\$188,328,102	10.2	3
Cleveland, OH	\$0	\$2,080,000	\$80,000	\$0	\$0	\$0	\$0	\$720,000	\$2,880,000	0.2	30
CONNECTICUT GOV APP	\$0	\$0	\$0	\$0	\$14,000,000	\$0	\$0	\$0	\$14,000,000	0.8	14
Dallas-Fort Worth-Arlington, TX	\$0	\$3,373,035	\$0	\$0	\$0	\$0	\$0	\$968,980	\$4,342,015	0.2	27
DELAWARE GOV APP	\$0	\$0	\$508,000	\$0	\$0	\$0	\$0	\$0	\$508,000	0.0	35
Denver-Aurora, CO	\$0	\$0	\$5,501,409	\$0	\$0	\$0	\$1,659,591	\$0	\$7,161,000	0.4	22
Detroit, MI	\$413,815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,815	0.0	36
Jacksonville, FL	\$0	\$200,000	\$184,250	\$547,645	\$0	\$0	\$0	\$0	\$931,895	0.1	33
Los Angeles-Long Beach-Santa Ana, CA	\$0	\$221,232	\$0	\$1,255,214	\$0	\$1,190,554	\$1,875,932	\$0	\$4,542,932	0.2	25
Miami, FL	\$8,958,600	\$0	\$0	\$347,091	\$474,008	\$0	\$9,138,033	\$606,979	\$19,524,711	1.1	13
Milwaukee, WI	\$13,464,000	\$13,021,043	\$1,524,050	\$7,005,700	\$6,561,150	\$1,473,900	\$8,911,853	\$0	\$51,961,696	2.8	8
Minneapolis-St. Paul, MN	\$0	\$0	\$7,741,500	\$636,200	\$0	\$0	\$0	\$0	\$8,377,700	0.5	20
Nashville-Davidson, TN	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,440,000	\$0	\$2,640,000	0.1	31
NEW HAMPSHIRE GOV APP	\$0	\$0	\$0	\$0	\$0	\$0	\$659,056	\$0	\$659,056	0.0	34
NEW JERSEY GOV APP	\$227,979,375	\$0	\$0	\$800,000	\$0	\$0	\$139,256,048	\$1,000,000	\$369,035,423	20.0	2
New Orleans, LA	\$0	-\$80,000	\$0	-\$220,000	\$0	\$523,520	\$3,241,073	\$0	\$3,464,593	0.2	29
New York-Newark, NY-NJ-CT	\$91,550,503	\$77,316,344	\$77,177,102	\$0	\$55,750,000	\$323,469,100	\$300,000	\$11,065,444	\$636,628,493	34.6	1
OREGON GOV APP	\$0	\$0	\$0	\$0	\$0	\$0	\$9,327,330	\$0	\$9,327,330	0.5	19
PENNSYLVANIA GOV APP	\$0	\$0	\$5,693,596	\$0	\$0	\$0	\$400,000	\$70,000	\$6,163,596	0.3	23
Philadelphia, PA-NJ-DE-MD	\$3,789,453	\$18,912,427	\$1,282,214	\$5,049,427	\$1,610,628	\$4,155,191	\$16,514,300	\$1,690,141	\$53,003,781	2.9	7
Portland, OR-WA	\$0	\$0	\$0	\$0	\$0	\$0	\$9,495,500	\$345,808	\$9,841,308	0.5	18
PUERTO RICO GOV APP	\$0	\$0	\$125,000	\$4,916,085	\$1,300,000	\$5,825,000	\$10,262,000	\$1,738,000	\$24,166,085	1.3	12
Salt Lake City, UT	\$0	\$0	\$0	\$270,697	\$0	\$0	\$12,853,478	\$203,022	\$13,327,197	0.7	16
San Diego, CA	\$0	\$36,180,000	\$338,299	\$96,319	\$0	\$103,222	\$0	\$0	\$36,717,840	2.0	10
San Francisco-Oakland, CA	\$26,688,704	\$0	\$1,288,411	\$0	\$0	\$5,000,000	\$0	\$341,000	\$33,318,115	1.8	11
Seattle, WA	\$1,350,993	\$57,211,422	\$1,686,585	\$0	\$0	\$0	\$2,534,010	\$1,946,971	\$64,729,981	3.5	6

**Table 19 cont'd.** FY 2013 Urbanized Area Formula Obligations for Fixed Guideway Modernization Projects

AREA	ROLLING STOCK TOTAL	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP.	ELECTRIFIC. POWER DIST.	SIGNAL COMMUNICATION	OTHER CAPITAL ITEMS	TRANSIT ENHANCEMENTS	TOTAL	% OF TOTAL	RANK
St. Louis, MO-IL	\$0	\$883,658	\$0	\$0	\$0	\$0	\$0	\$344,789	\$1,228,447	0.1	32
Stockton, CA	\$0	-\$1,073,407	\$0	\$3,232,865	\$0	\$1,664,400	\$1,654,031	\$0	\$5,477,889	0.3	24
Tampa-St. Petersburg, FL	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	0.0	37
Washington, DC-VA-MD	\$16,579,200	\$30,851,029	\$3,739,402	\$4,879,680	\$0	\$5,279,712	\$21,843,647	\$2,833,349	\$86,006,019	4.7	5
<b>TOTAL</b>	<b>\$449,332,164</b>	<b>\$316,394,491</b>	<b>\$118,721,629</b>	<b>\$62,696,069</b>	<b>\$83,145,502</b>	<b>\$362,390,711</b>	<b>\$416,153,738</b>	<b>\$31,868,597</b>	<b>\$1,840,702,901</b>	<b>100.0</b>	
<b>Percent of Total</b>	<b>\$24</b>	<b>\$17</b>	<b>\$6</b>	<b>\$3</b>	<b>\$5</b>	<b>\$20</b>	<b>\$23</b>	<b>\$2</b>	<b>\$100</b>		

"Other" includes contingencies, real estate, administration, contracts, preventive maintenance. Transitway lines may include HOV and busways, in addition to rail lines.

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

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

**Table 20** FY 2013 Urbanized Area Formula Obligations for New Starts

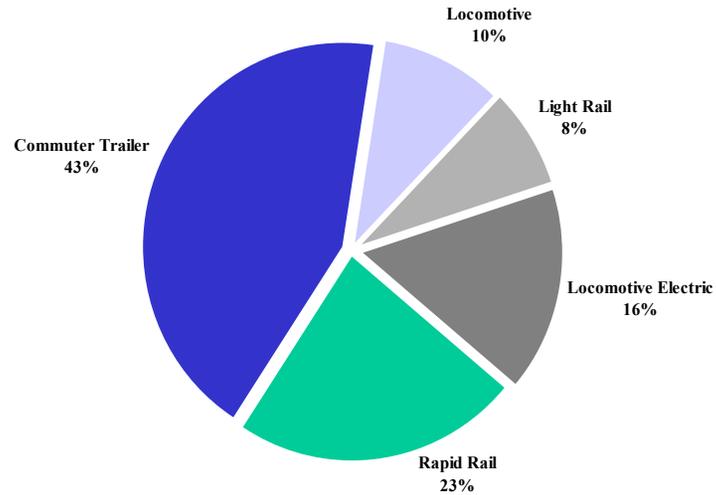
Area	Rolling Stock Total	Transitway Lines	Station Stops/ Terminals	Other Capital Items	Total	Percent of Total	Rank
New York--Newark, NY-NJ-CT	\$0	\$0	\$13,758,805	\$0	\$13,758,805	51.5	1
Phoenix-Mesa, AZ	\$0	\$3,500,000	\$0	\$0	\$3,500,000	13.1	3
Portland, OR-WA	\$0	\$0	\$0	\$9,300,000	\$9,300,000	34.8	2
Virginia Beach, VA	\$175,999	\$0	\$0	\$0	\$175,999	0.7	4
<b>TOTAL</b>	<b>\$175,999</b>	<b>\$3,500,000</b>	<b>\$13,758,805</b>	<b>\$9,300,000</b>	<b>\$26,734,804</b>	<b>100.0</b>	
<b>Percent of Total</b>	<b>0.7</b>	<b>13.1</b>	<b>51.5</b>	<b>34.8</b>	<b>100.0</b>		

Transitway 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/Communications 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 21** FY 2012 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 Elec		Total Purchases		% of TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$		\$
Baltimore, MD	0	\$0	0	\$0	0	\$0	0	\$0	2	\$10,549,000	0	\$0	2	\$10,549,000	2.6	\$4,485,994
Buffalo, NY	0	\$0	1	\$60,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$60,000	0.0	\$4,645,953
Chicago, IL-IN	0	\$0	0	\$0	20	\$25,141,688	40	\$16,488,460	165	\$499,726	0	\$0	225	\$42,129,874	10.4	\$773,094
Los Angeles--Long Beach--Santa Ana, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0.0	\$60,092,101
Miami, FL	0	\$0	0	\$0	2	\$8,958,600	0	\$0	0	\$0	0	\$0	2	\$8,958,600	2.2	\$3,451,551
NEW JERSEY GOV APP	0	\$0	1	\$26,901,509	1	\$526,175	201	\$136,970,596	0	\$0	2	\$63,581,095	205	\$227,979,375	56.5	\$6,052,800
New York--Newark, NY-NJ-CT	300	\$91,550,503	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	300	\$91,550,503	22.7	\$22,006,752
San Francisco--Oakland, CA	0	\$0	14	\$5,120,704	0	\$0	0	\$0	0	\$0	0	\$0	14	\$5,120,704	1.3	\$4,459,000
Seattle, WA	0	\$0	0	\$0	2	\$755,993	0	\$0	0	\$0	0	\$0	2	\$755,993	0.2	\$190,651
Washington, DC-VA-MD	0	\$0	0	\$0	1	\$3,000,000	64	\$13,579,200	0	\$0	0	\$0	65	\$16,579,200	4.1	\$3,951,819
<b>TOTAL</b>	<b>300</b>	<b>\$91,550,503</b>	<b>16</b>	<b>\$32,082,213</b>	<b>26</b>	<b>\$38,382,456</b>	<b>305</b>	<b>\$167,038,256</b>	<b>167</b>	<b>\$11,048,726</b>	<b>2</b>	<b>\$63,581,095</b>	<b>816</b>	<b>\$403,683,249</b>	<b>100.0</b>	<b>\$60,750</b>
<b>Percent of Total</b>		<b>22.7</b>		<b>7.9</b>		<b>9.5</b>		<b>\$41</b>		<b>2.7</b>		<b>15.8</b>		<b>100.0</b>		<b>\$2,000,000</b>

Includes both Fixed Guideway Modernization and New Starts Funds.



**Table 22** *FY 2013 Urbanized Area Program Obligations for Ferryboats and Related Expenditures*

GRANTEE	PURPOSE	AMOUNT
LOUISIANA GOV APP	Rehabilitation / Rebuild	\$1,838,331
San Francisco-Oakland, CA	Mid Life Rebuild (Rail)	\$4,208,000
	Purchase - Replacement	\$14,800,000
	Rehabilitation / Rebuild	\$2,560,000
Seattle, WA	Purchase - Replacement	\$2,000,000
<b>Total</b>		<b>\$25,406,331</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% of the funds for this discretionary program may be used for “clean diesel” buses. A bus built with lightweight composite materials also can be qualified as a clean fuels bus for this program.

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

In FY 2013, approximately \$39 million was obligated for the Clean Fuels program for the purchase of facilities and 66 vehicles.

Under the MAP 21 authorizing legislation, the Clean Fuels program has been repealed. Once all of the funds appropriated have been obligated under this program, it will no longer be a part of the statistical summaries.

**Table 23** FY 2013 Obligations for Clean Fuels Program (Section 5308)

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL # OF VEHICLES	BUS PURCHASES								BUS OTHER	MAINTENANCE FACILITY
				BIODIESEL		HYBRID ELECTRIC		COMPRESSED NATURAL GAS		OTHER			
				#	\$	#	\$	#	\$	#	\$		
AL	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
AK	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
AMER SAMOA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
AZ	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
AK	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
CA	\$0	0	0	0	\$0	0	\$0	0	\$0	0	\$0		
CO	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
CT	\$165,000	0.4	6	0	\$0	0	\$0	6	\$165,000	0	\$0		
DE	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
DC	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
FL	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	\$2,512,500	\$2,320,000
GA	\$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		
HI	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
ID	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
IL	\$8,606,185	21.8	14	2	\$935,078	12	\$7,671,107	0	\$0	0	\$0	\$117,171	
IN	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
IO	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
KA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
KY	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
LA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
MA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
MD	\$3,066,286	7.8	8	0	\$0	0	\$0	8	\$3,066,286	0	\$0		
MA	\$3,551,000	9.0	3	0	\$0	0	\$0	0	\$0	3	\$3,551,000		\$913,000
MI	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
MN	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	\$204,187	\$3,150,148
MS	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
MO	\$1,394,400	3.5	4	0	\$0	0	\$0	4	\$1,394,400	0	\$0		
MT	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
NE	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		

**Table 23 cont'd.** FY 2013 Obligations for Clean Fuels Program (Section 5308)

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL # OF VEHICLES	BUS PURCHASES								BUS OTHER	MAINTENANCE FACILITY
				BIODIESEL		HYBRID ELECTRIC		COMPRESSED NATURAL GAS		OTHER			
				#	\$	#	\$	#	\$	#	\$		
NV	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
NH	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
NJ	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
NM	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
NY	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
NC	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
ND	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
N MARIANA ISL	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
OH	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		\$1,023,000
OK	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
OR	\$1,058,250	2.7	4	0	\$0	2	\$913,000	0	\$0	2	\$145,250		
PA	\$2,500,000	6.3	9	0	\$0	9	\$2,500,000	0	\$0	0	\$0		
PR	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
RI	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
SC	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
SD	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
TN	\$3,043,200	7.7	4	0	\$0	0	\$0	0	\$0	4	\$3,043,200		
TX	\$1,167,858	3.0	11	0	\$0	0	\$0	11	\$1,167,858	0	\$0		
UT	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
VT	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
VA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
VI	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
WA	\$1,500,000	3.8	3	0	\$0	3	\$1,500,000	0	\$0	0	\$0	\$3,150,000	
WV	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
WI	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
WY	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0		
<b>Total</b>	<b>\$39,442,185</b>	<b>66.1</b>	<b>66</b>	<b>2</b>	<b>\$935,078</b>	<b>26</b>	<b>\$12,584,107</b>	<b>29</b>	<b>\$5,793,544</b>	<b>9</b>	<b>\$6,739,450</b>	<b>\$5,983,858</b>	<b>\$7,406,148</b>
<b>Percent of Vehicles by Type</b>			<b>100.0</b>	<b>3.0</b>		<b>39.4</b>		<b>43.9</b>		<b>13.6</b>			

Note: Does not include funds transferred into the section 5309 Bus and Bus Facilities Program.  
 Table 24 includes Rehabilitation and Rebuild in the total number of vehicles. Table 10A represents Bus Purchases only.

## Capital Program (including 49 U.S.C. § 5309, 5337, and 5339)

The Capital 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 fund up to 80% of the net project costs, unless the grant recipient requests a lower federal grant percentage. In FY 2013, the Section 5309 obligations totaled about \$4.3 billion. The total number of bus and related vehicle purchases budgeted in FY 2013 was 1,497. FTA's Annual Statistical Summaries historically have grouped the Section 5309 Bus and Bus Facilities, Section 5309 Fixed Guideway Modernization, and Section 5309 New Starts Program under the overall umbrella of the Capital Program. The FY 13 Statistical Summaries continue this practice to allow for historical comparisons and includes additional programs authorized by MAP-21 that replaced the Bus and Bus Facilities and Fixed Guideway Modernization programs.

### Bus and Bus Facilities

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% of Section 5309 bus funds must be used in non-urbanized areas. In FY 2013, 19% was obligated for projects in non-urbanized/statewide areas. In FY 2013, the Section 5309 obligations for bus and maintenance facilities were approximately \$966 million. The funding appropriated for the bus capital program is fully allocated to projects designated by Congress. In MAP-21, the Bus and Bus Facilities program under Section 5309, which funds the majority portion of bus and bus-related, has been repealed and replaced with Section 5339, Bus and Bus Facilities Formula Program. The Section 5309, Bus and Bus Facilities program data will continue to be displayed in the statistical summaries until all of the funds have been obligated. Going forward, the program will be represented as Section 5339 in future statistical summaries. See Table 53 for a full breakout of the FY 2013 Section 5339 program and a brief write-up.

### Fixed Guideway Modernization

The formula for allocating Fixed Guideway Modernization consists of seven tiers. 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 National Transit Database, 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 2013, the Section 5309 obligations for Fixed Guideway Modernization were approximately \$1.7 billion. In MAP-21, this program has been replaced with the Section 5337, State of Good Repair formula grants program. Section 5309, Fixed Guideway Modernization program data will continue to be displayed in the statistical summaries until all of the funds have been obligated. Going forward, the program will be represented as Section 5337 in future statistical summaries. See Table 55 for a full breakout of the FY 2013 Section 5337 program and a brief write-up.

### New Starts

New Starts funding provides for the 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 annual New Starts 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. In FY 2013, funding for New Starts projects was fully-allocated by Congress. The obligations for Section 5309, New Starts projects were approximately \$1.7 billion. In MAP-21, the New Starts program under Section 5309 has been changed and will be classified as Fixed Guideway Capital Investment Grants. Section 5309, New Starts program data will continue to be displayed in the statistical summaries until all of the funds associated with this program have been obligated. Going forward, Section 5309 will contain only Fixed Guideway Capital Investment Grants.

**Table 24** FY 2013 Capital Program (Section 5309) Obligations by Population Group

CATEGORY	URBANIZED AREAS > 1 MILLION POPULATION	URBANIZED AREAS 200,000 - 1 MILLION	URBANIZED AREAS 50,000 - 200,000	STATEWIDE	TOTAL	% OF TOTAL
BUS						
BUS PURCHASES	\$233,877,317	\$64,491,356	\$35,407,068	\$106,935,933	\$440,711,674	10.2
BUS OTHER	\$139,476,767	\$31,312,719	\$46,988,954	\$31,790,819	\$249,569,259	5.8
MAINTENANCE FACILITY	\$134,771,284	\$36,237,589	\$63,049,880	\$42,252,457	\$276,311,210	6.4
SUBTOTAL	\$508,125,368	\$132,041,664	\$145,445,902	\$180,979,209	\$966,592,143	22.3
FIXED GUIDEWAY MOD	\$1,366,639,621	\$23,795,958	\$281,827	\$265,434,252	\$1,656,151,658	38.3
NEW STARTS	\$983,251,029	\$40,000,000	\$24,859,436	\$645,648,069	\$1,693,758,534	39.2
PLANNING	\$500,000	\$0	\$0	-\$1,216,714	-\$716,714	(0.0)
RESEARCH	\$7,515,978	\$0	\$0	\$2,970,000	\$10,485,978	0.2
<b>TOTAL</b>	<b>\$2,866,031,996</b>	<b>\$195,837,622</b>	<b>\$170,587,165</b>	<b>\$1,093,814,816</b>	<b>\$4,326,271,599</b>	<b>100.0</b>
<b>Percent of Total</b>	<b>66.2</b>	<b>4.5</b>	<b>3.9</b>	<b>25.3</b>	<b>100.0</b>	

Includes Spare Parts / Assoc Capital Maintenance

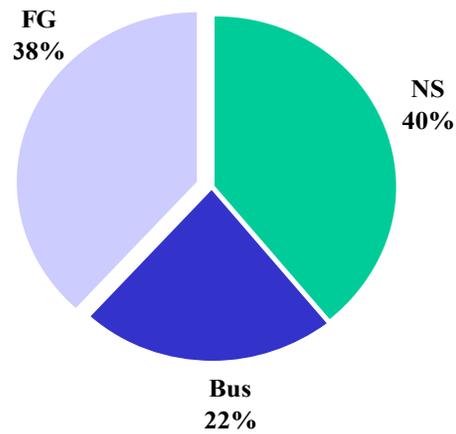
PURCHASES BY TYPE	#	%	\$
40 ft Bus	682	45.6	\$329,434,876
35 ft Bus	107	7.1	\$27,122,154
30 ft Bus	16	1.1	\$1,929,285
<30 ft Bus	395	26.4	\$29,979,801
Bus Articulated	29	1.9	\$22,379,288
Bus Commuter/Suburban	2	0.1	\$172,576
Bus Dual Mode	4	0.3	\$4,000,000
Bus Trolley Articulated	9	0.6	\$10,800,277
Sedan/Station Wagon	3	0.2	\$64,800
Vans	250	16.7	\$13,852,513
<b>TOTAL</b>	<b>1,497</b>	<b>100.0</b>	<b>\$439,735,570</b>

Percentage based on number of vehicles, not dollar amount.

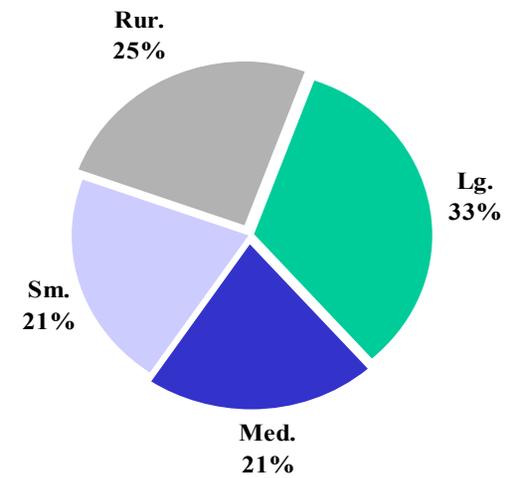
**Table 24 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

BUS PURCHASES BY POPULATION GROUP	#	\$
OVER 1 MILLION	490	\$233,161,290
200,000 - 1 MILLION	317	\$64,256,519
50,000 - 200,000	320	\$35,404,828
UNDER 50,000	370	\$106,912,933
TOTAL	1,497	\$439,735,570
<b>TOTAL</b>	<b>1,497</b>	<b>\$439,735,570</b>

Percentage of Obligations, by Category



Percentage of Vehicles, by Population Group



**Table 25** FY 2013 Capital Program (Section 5309) Obligations by State and Category

STATE	BUS PURCHASES	# OF BUSES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY MOD	%	NEW STARTS	%	PLANNING	%	RESEARCH	%	TOTAL	% OF TOTAL	RANK
AL	\$224,553	3	\$220,000	\$400,000	\$844,553	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$844,553	0.0	50
AK	\$1,304,000	8	\$2,904,859	\$120,000	\$4,328,859	14.4	\$18,275,577	60.7	\$7,500,000	24.9	\$0	0.0	\$0	0.0	\$30,104,436	0.7	21
AMER SAMOA	\$0	0	\$0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	53
AZ	\$1,449,798	3	\$2,581,189	\$0	\$4,030,987	10.2	\$0	0.0	\$35,481,000	89.8	\$0	0.0	\$0	0.0	\$39,511,987	0.9	20
AK	\$0	0	\$0	\$0	\$0	0.0	\$111,157	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$111,157	0.0	52
CA	\$21,579,683	59	\$23,257,991	\$2,386,040	\$47,223,714	11.7	\$87,163,248	21.6	\$266,766,415	66.0	\$0	0.0	\$2,970,000	0.7	\$404,123,377	9.3	3
CO	\$4,579,502	22	\$1,217,878	\$47,268	\$5,844,648	3.6	\$16,945,946	10.3	\$141,766,415	86.2	\$0	0.0	\$0	0.0	\$164,557,009	3.8	10
CT	\$0	0	\$2,000,000	\$10,000,000	\$12,000,000	6.7	\$108,000,000	60.1	\$59,599,626	33.2	\$0	0.0	\$0	0.0	\$179,599,626	4.2	8
DE	\$0	0	\$5,000,000	\$0	\$5,000,000	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$5,000,000	0.1	34
DC	\$0	0	\$0	\$0	\$0	0.0	\$97,305,877	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$97,305,877	2.2	15
FL	\$15,864,116	45	\$1,658,544	\$23,677,552	\$41,200,212	26.7	\$25,576,698	16.6	\$87,308,000	56.7	\$0	0.0	\$0	0.0	\$154,084,910	3.6	11
GA	\$137,600	4	\$8,183,400	\$31,364,600	\$39,685,600	29.5	\$93,000,000	69.1	\$0	0.0	\$0	0.0	\$1,915,978	1.4	\$134,601,578	3.1	12
GUAM	\$0	0	\$0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	53
HI	\$5,327,657	22	\$8,285,000	\$0	\$13,612,657	2.7	\$0	0.0	\$491,277,358	97.3	\$0	0.0	\$0	0.0	\$504,890,015	11.7	2
ID	\$0	0	\$0	\$2,543,492	\$2,543,492	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,543,492	0.1	43
IL	\$26,741,260	29	\$7,833,492	\$5,575,200	\$40,149,952	12.6	\$277,310,060	87.2	\$0	0.0	\$500,000	0.2	\$0	0.0	\$317,960,012	7.3	5
IN	\$12,891,372	43	\$240,000	\$24,900	\$13,156,272	47.3	\$14,661,941	52.7	\$0	0.0	\$0	0.0	\$0	0.0	\$27,818,213	0.6	22
IO	\$2,853,536	27	\$0	\$3,142,371	\$5,995,907	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$5,995,907	0.1	32
KA	\$0	0	\$1,040,400	\$39,600	\$1,080,000	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,080,000	0.0	48
KY	\$5,135,311	43	\$2,154,551	\$13,672,115	\$20,961,977	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$20,961,977	0.5	24
LA	\$5,424,878	28	\$1,540,414	\$322,502	\$7,287,794	92.5	\$586,706	7.5	\$0	0.0	\$0	0.0	\$0	0.0	\$7,874,500	0.2	29
MA	\$1,780,000	28	\$880,000	\$255,160	\$2,915,160	68.5	\$1,342,405	31.5	\$0	0.0	\$0	0.0	\$0	0.0	\$4,257,565	0.1	35
MD	\$2,528,222	10	\$0	\$40,800,000	\$43,328,222	53.2	\$38,152,677	46.8	\$0	0.0	\$0	0.0	\$0	0.0	\$81,480,899	1.9	17
MA	\$17,796,456	31	\$29,586,317	\$7,559,336	\$54,942,109	65.8	\$28,595,690	34.2	\$0	0.0	\$0	0.0	\$0	0.0	\$83,537,799	1.9	16
MI	\$19,094,813	136	\$13,896,785	\$11,444,964	\$44,436,562	62.5	\$1,805,649	2.5	\$24,859,436	35.0	\$0	0.0	\$0	0.0	\$71,101,647	1.6	18
MN	\$13,198,609	36	\$18,719,959	\$1,821,766	\$33,740,334	26.2	\$2,056,000	1.6	\$93,040,064	72.2	\$0	0.0	\$0	0.0	\$128,836,398	3.0	13
MS	\$0	0	\$0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	53
MO	\$8,137,324	37	\$178,595	\$3,601,450	\$11,917,369	45.7	\$14,141,643	54.3	\$0	0.0	\$0	0.0	\$0	0.0	\$26,059,012	0.6	23
MT	\$840,000	2	\$38,112	\$444,090	\$1,322,202	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,322,202	0.0	47
NE	\$0	0	\$63,500	\$4,136,500	\$4,200,000	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$4,200,000	0.1	36
NV	\$5,612,232	14	\$0	\$0	\$5,612,232	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$5,612,232	0.1	33

**Table 25 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by State and Category

STATE	BUS PURCHASES	# OF BUSES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY MOD	%	NEW STARTS	%	PLANNING	%	RESEARCH	%	TOTAL	% OF TOTAL	RANK
NH	\$112,050	2	\$156,500	\$0	\$268,550	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$268,550	0.0	51
NJ	\$73,556,000	121	\$0	\$0	\$73,556,000	33.6	\$146,801,179	67.0	\$0	0.0	-\$1,216,714	(0.6)	\$0	0.0	\$219,140,465	5.1	6
NM	\$1,920,000	7	\$223,234	\$423,266	\$2,566,500	88.3	\$340,000	11.7	\$0	0.0	\$0	0.0	\$0	0.0	\$2,906,500	0.1	40
NY	\$68,713,428	125	\$41,302,273	\$19,767,899	\$129,783,600	20.7	\$464,050,383	73.9	\$28,398,554	4.5	\$0	0.0	\$5,600,000	0.9	\$627,832,537	14.5	1
NC	\$11,302,541	23	\$8,533,951	\$979,359	\$20,815,851	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$20,815,851	0.5	25
ND	\$637,466	4	\$222,242	\$1,899,745	\$2,759,453	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,759,453	0.1	41
N MARIANA ISL	\$0	0	\$156,960	\$872,640	\$1,029,600	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,029,600	0.0	49
OH	\$13,381,616	79	\$14,478,854	\$3,018,019	\$30,878,489	73.2	\$11,328,286	26.8	\$0	0.0	\$0	0.0	\$0	0.0	\$42,206,775	1.0	19
OK	\$1,541,202	22	\$460,896	\$0	\$2,002,098	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,002,098	0.0	44
OR	\$7,377,209	33	\$5,980,294	\$2,000,000	\$15,357,503	12.1	\$17,148,109	13.5	\$94,510,943	74.4	\$0	0.0	\$0	0.0	\$127,016,555	2.9	14
PA	\$6,530,200	15	\$6,506,738	\$34,952,958	\$47,989,896	22.0	\$170,496,801	78.0	\$0	0.0	\$0	0.0	\$0	0.0	\$218,486,697	5.1	7
PR	\$0	0	\$0	\$0	\$0	0.0	\$2,977,398	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,977,398	0.1	39
RI	\$0	0	\$400,000	\$0	\$400,000	11.4	\$3,109,086	88.6	\$0	0.0	\$0	0.0	\$0	0.0	\$3,509,086	0.1	37
SC	\$658,500	1	\$314,000	\$858,000	\$1,830,500	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,830,500	0.0	45
SD	\$2,368,800	36	\$0	\$330,457	\$2,699,257	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,699,257	0.1	42
TN	\$8,347,067	25	\$83,547	\$327,200	\$8,757,814	69.4	\$3,867,743	30.6	\$0	0.0	\$0	0.0	\$0	0.0	\$12,625,557	0.3	27
TX	\$31,905,943	270	\$10,383,241	\$15,989,571	\$58,278,755	18.2	\$1,868,947	0.6	\$259,325,601	81.2	\$0	0.0	\$0	0.0	\$319,473,303	7.4	4
UT	\$1,560,000	4	\$20,000	\$0	\$1,580,000	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,580,000	0.0	46
VT	\$0	0	-\$2,338,068	\$9,901,639	\$7,563,571	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$7,563,571	0.2	30
VA	\$0	0	\$0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	53
VI	\$0	0	\$2,600,000	\$700,000	\$3,300,000	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$3,300,000	0.1	38
WA	\$26,502,059	60	\$26,438,472	\$5,894,146	\$58,834,677	34.2	\$9,132,452	5.3	\$103,962,037	60.5	\$0	0.0	\$0	0.0	\$171,929,166	4.0	9
WV	\$5,080,000	18	\$636,600	\$2,772,800	\$8,489,400	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$8,489,400	0.2	28
WI	\$6,716,671	22	\$528,539	\$7,244,605	\$14,489,815	100.3	\$0	0.0	-\$36,915	(0.3)	\$0	0.0	\$0	0.0	\$14,452,900	0.3	26
WY	\$0	0	\$1,000,000	\$5,000,000	\$6,000,000	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$6,000,000	0.1	31
<b>TOTAL</b>	<b>\$440,711,674</b>	<b>1,497</b>	<b>\$249,569,259</b>	<b>\$276,311,210</b>	<b>\$966,592,143</b>	<b>22.3</b>	<b>\$1,656,151,658</b>	<b>38.3</b>	<b>\$1,693,758,534</b>	<b>39.2</b>	<b>-\$716,714</b>	<b>(0.0)</b>	<b>\$10,485,978</b>	<b>0.2</b>	<b>\$4,326,271,599</b>	<b>100.0</b>	

Spare Parts/Assoc Capital Maintenance not included in # of buses but included in overall Bus Purchases Total.

**Table 26** FY 2013 Capital Program (Section 5309) Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
<b>&gt; 1 MILLION POPULATION</b>											
Atlanta, GA	\$0	\$8,183,400	\$31,204,600	\$0	0.0	\$93,000,000	100.0	\$0	0.0	\$93,000,000	2.2
Baltimore, MD	\$0	\$0	\$40,000,000	\$40,000,000	51.2	\$38,152,677	48.8	\$0	0.0	\$78,152,677	1.8
Boston, MA--NH--RI	\$17,908,506	\$24,228,825	\$1,431,764	\$43,569,095	60.4	\$28,595,690	39.6	\$0	0.0	\$72,164,785	1.7
Charlotte, NC-SC	\$3,866,118	\$348,520	\$0	\$4,214,638	100.0	\$0	0.0	\$0	0.0	\$4,214,638	0.1
Chicago, IL-IN	\$21,506,260	\$7,479,394	\$5,500,000	\$34,485,654	10.6	\$291,972,001	89.4	\$0	0.0	\$326,457,655	7.6
Cincinnati, OH-KY-IN	\$2,500,000	\$1,200,054	\$0	\$3,700,054	100.0	\$0	0.0	\$0	0.0	\$3,700,054	0.1
Cleveland, OH	\$2,672,524	\$3,000,000	\$0	\$5,672,524	33.4	\$11,328,286	66.6	\$0	0.0	\$17,000,810	0.4
Dallas--Fort Worth--Arlington, TX	\$12,000,000	\$1,729,028	\$402,500	\$14,131,528	16.4	\$1,868,947	2.2	\$70,303,715	81.5	\$86,304,190	2.0
Denver--Aurora, CO	\$0	\$0	\$0	\$0	0.0	\$16,945,946	10.7	\$141,766,415	89.3	\$158,712,361	3.7
Detroit, MI	\$7,716,531	\$20,000	\$3,933,594	\$11,670,125	86.6	\$1,805,649	13.4	\$0	0.0	\$13,475,774	0.3
Houston, TX	\$0	\$493,697	\$10,883,991	\$11,377,688	5.7	\$0	0.0	\$189,021,886	94.3	\$200,399,574	4.7
Indianapolis, IN	\$11,391,372	\$0	\$0	\$11,391,372	100.0	\$0	0.0	\$0	0.0	\$11,391,372	0.3
Jacksonville, FL	\$1,360,116	\$12,200	\$296,000	\$1,668,316	100.0	\$0	0.0	\$0	0.0	\$1,668,316	0.0
Kansas City, MO-KS	\$1,717,021	\$61,541	\$2,024,000	\$3,802,562	100.0	\$0	0.0	\$0	0.0	\$3,802,562	0.1
Las Vegas-Henderson, NV	\$5,000,000	\$0	\$0	\$5,000,000	100.0	\$0	0.0	\$0	0.0	\$5,000,000	0.1
Los Angeles-Long Beach-Anaheim, CA	\$0	\$0	\$0	\$0	0.0	\$33,299,309	100.0	\$0	0.0	\$33,299,309	0.8
Memphis, TN-MS-AR	\$5,292,156	\$0	\$31,200	\$5,323,356	59.8	\$3,585,916	40.2	\$0	0.0	\$8,909,272	0.2
Miami, FL	\$10,000,000	\$890,525	\$50,852	\$10,941,377	30.6	\$24,862,239	69.4	\$0	0.0	\$35,803,616	0.8
Milwaukee, WI	\$969,600	\$148,005	\$3,240,000	\$4,357,605	100.0	\$0	0.0	\$0	0.0	\$4,357,605	0.1
Minneapolis-St. Paul, MN-WI	\$13,198,609	\$2,602,400	\$0	\$15,801,009	14.2	\$2,056,000	1.9	\$93,040,064	83.9	\$110,897,073	2.6
New York--Newark, NY-NJ-CT	\$64,476,600	\$36,272,672	\$14,324,465	\$115,073,737	18.9	\$464,269,285	76.4	\$28,398,554	4.7	\$607,741,576	14.2
Orlando, FL	\$0	\$525,819	\$769,000	\$1,294,819	100.0	\$0	0.0	\$0	0.0	\$1,294,819	0.0
Philadelphia, PA-NJ-DE-MD	\$0	\$5,284,462	\$2,672,338	\$7,956,800	5.9	\$126,034,362	94.1	\$0	0.0	\$133,991,162	3.1
Phoenix-Mesa, AZ	\$0	\$2,581,189	\$0	\$2,581,189	6.8	\$0	0.0	\$35,481,000	93.2	\$38,062,189	0.9
Pittsburgh, PA	\$2,870,200	\$0	\$11,315,906	\$14,186,106	27.9	\$36,719,550	72.1	\$0	0.0	\$50,905,656	1.2
Portland, OR-WA	\$5,000,000	\$2,968,203	\$3,142,200	\$11,110,403	9.0	\$17,148,109	14.0	\$94,510,943	77.0	\$122,769,455	2.9
Riverside--San Bernardino, CA	\$4,540	\$0	\$227,240	\$231,780	100.0	\$0	0.0	\$0	0.0	\$231,780	0.0
Salt Lake City-West Valley City, UT	\$1,560,000	\$20,000	\$0	\$1,580,000	100.0	\$0	0.0	\$0	0.0	\$1,580,000	0.0

**Table 26 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
San Antonio, TX	\$2,492,944	\$1,042,976	\$1,191,200	\$4,727,120	100.0	\$0	0.0	\$0	0.0	\$4,727,120	0.1
San Diego, CA	\$0	\$22,623,845	\$0	\$22,623,845	72.4	\$8,639,740	27.6	\$0	0.0	\$31,263,585	0.7
San Francisco--Oakland, CA	\$16,973,943	\$0	\$0	\$16,973,943	5.9	\$42,084,086	14.7	\$226,766,415	79.3	\$285,824,444	6.7
San Juan, PR	\$0	\$0	\$0	\$0	0.0	\$2,977,398	100.0	\$0	0.0	\$2,977,398	0.1
Seattle, WA	\$15,800,277	\$15,160,012	\$2,130,434	\$33,090,723	22.6	\$9,132,452	6.2	\$103,962,037	71.1	\$146,185,212	3.4
St. Louis, MO-IL	\$5,000,000	\$0	\$0	\$5,000,000	26.1	\$14,141,643	73.9	\$0	0.0	\$19,141,643	0.4
Tampa--St. Petersburg, FL	\$2,600,000	\$0	\$0	\$2,600,000	78.4	\$714,459	21.6	\$0	0.0	\$3,314,459	0.1
Washington, DC-VA-MD	\$0	\$2,600,000	\$0	\$2,600,000	2.6	\$97,305,877	97.4	\$0	0.0	\$99,905,877	2.3
SUB-TOTAL	\$233,877,317	\$139,476,767	\$134,771,284	\$468,737,368	16.6	\$1,366,639,621	48.5	\$983,251,029	34.9	\$2,818,628,018	65.9
<b>200,000 - 1 MILLION POPULATION</b>											
Akron, OH	\$2,032,250	\$0	\$224,400	\$2,256,650	100.0	\$0	0.0	\$0	0.0	\$2,256,650	0.1
Albany-Schenectady, NY	\$1,026,492	\$0	\$0	\$1,026,492	100.0	\$0	0.0	\$0	0.0	\$1,026,492	0.0
Albuquerque, NM	\$0	\$223,234	\$59,266	\$282,500	45.4	\$340,000	54.6	\$0	0.0	\$622,500	0.0
Altoona, PA	\$0	\$200,000	\$0	\$200,000	100.0	\$0	0.0	\$0	0.0	\$200,000	0.0
Anchorage, AK	\$1,304,000	\$2,904,859	\$120,000	\$4,328,859	19.2	\$18,275,577	80.8	\$0	0.0	\$22,604,436	0.5
Ann Arbor, MI	\$693,590	\$0	\$0	\$693,590	100.0	\$0	0.0	\$0	0.0	\$693,590	0.0
Baton Rouge, LA	\$5,204,763	\$188,123	\$322,502	\$5,715,388	100.0	\$0	0.0	\$0	0.0	\$5,715,388	0.1
Bellingham, WA	\$4,455,632	\$0	\$0	\$4,455,632	100.0	\$0	0.0	\$0	0.0	\$4,455,632	0.1
Beloit, WI-IL	\$660,000	\$0	\$0	\$660,000	100.0	\$0	0.0	\$0	0.0	\$660,000	0.0
Binghamton, NY-PA	\$2,240,000	\$0	\$0	\$2,240,000	100.0	\$0	0.0	\$0	0.0	\$2,240,000	0.1
Boise City, ID	\$0	\$0	\$80,858	\$80,858	100.0	\$0	0.0	\$0	0.0	\$80,858	0.0
Bremerton, WA	\$0	\$114,443	\$0	\$114,443	0.0	\$0	0.0	\$0	0.0	\$114,443	0.0
Burlington, VT	\$0	\$0	\$2,338,068	\$2,338,068	100.0	\$0	0.0	\$0	0.0	\$2,338,068	0.1
Canton, OH	\$1,361,200	\$0	\$383,443	\$1,744,643	100.0	\$0	0.0	\$0	0.0	\$1,744,643	0.0
Columbus, OH	\$0	\$1,000,000	\$2,000,000	\$3,000,000	100.0	\$0	0.0	\$0	0.0	\$3,000,000	0.1
Corpus Christi, TX	\$0	\$0	\$848,480	\$848,480	100.0	\$0	0.0	\$0	0.0	\$848,480	0.0
Davenport, IA-IL	\$2,160,000	\$0	\$0	\$2,160,000	100.0	\$0	0.0	\$0	0.0	\$2,160,000	0.1
Dayton, OH	\$4,000,000	\$10,460,576	\$409,346	\$14,869,922	100.0	\$0	0.0	\$0	0.0	\$14,869,922	0.3
Des Moines, IA	\$624,613	\$0	\$3,142,371	\$3,766,984	100.0	\$0	0.0	\$0	0.0	\$3,766,984	0.1
El Paso de Robles (Paso Robles)-Atascadero, CA	\$2,280,000	\$0	\$0	\$2,280,000	100.0	\$0	0.0	\$0	0.0	\$2,280,000	0.1
El Paso, TX-NM	\$5,000,000	\$0	\$0	\$5,000,000	100.0	\$0	0.0	\$0	0.0	\$5,000,000	0.1

**Table 26 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Erie, PA	\$3,660,000	\$0	\$0	\$3,660,000	100.0	\$0	0.0	\$0	0.0	\$3,660,000	0.1
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	\$1,065,720	\$0	\$0	\$1,065,720	100.0	\$0	0.0	\$0	0.0	\$1,065,720	0.0
Green Bay, WI	\$0	\$87,722	\$225,000	\$312,722	100.0	\$0	0.0	\$0	0.0	\$312,722	0.0
Hanford, CA	\$913,200	\$0	\$0	\$913,200	100.0	\$0	0.0	\$0	0.0	\$913,200	0.0
Huntington, WV-KY-OH	\$2,520,000	\$29,400	\$380,000	\$2,929,400	0.7	\$0	0.0	\$0	99.3	\$2,929,400	0.1
Huntsville, AL	\$224,553	\$0	\$0	\$224,553	100.0	\$0	0.0	\$0	0.0	\$224,553	0.0
Kennewick-Pasco, WA	\$1,000,000	\$0	\$0	\$1,000,000	100.0	\$0	0.0	\$0	0.0	\$1,000,000	0.0
Lafayette, LA	\$220,115	\$456,291	\$0	\$676,406	100.0	\$0	0.0	\$0	0.0	\$676,406	0.0
Lakeland, FL	\$0	\$200,000	\$0	\$200,000	100.0	\$0	0.0	\$0	0.0	\$200,000	0.0
Lansing, MI	\$661,180	\$6,282,285	\$0	\$6,943,465	10.2	\$0	0.0	\$0	89.8	\$6,943,465	0.2
Lexington-Fayette, KY	\$0	\$34,000	\$8,780,000	\$8,814,000	100.0	\$0	0.0	\$0	0.0	\$8,814,000	0.2
Little Rock, AR	\$0	\$0	\$0	\$0	0.0	\$111,157	100.0	\$0	0.0	\$111,157	0.0
Louisville/Jefferson County, KY-IN	\$4,000,000	\$0	\$0	\$4,000,000	100.0	\$0	0.0	\$0	0.0	\$4,000,000	0.1
Lubbock, TX	\$0	\$0	\$875,000	\$875,000	100.0	\$0	0.0	\$0	0.0	\$875,000	0.0
Madison, WI	\$5,087,071	\$0	\$0	\$5,087,071	100.0	\$0	0.0	\$0	0.0	\$5,087,071	0.1
Nashville-Davidson, TN	\$2,284,251	\$0	\$0	\$2,284,251	100.0	\$0	0.0	\$0	0.0	\$2,284,251	0.1
New Orleans, LA	\$0	\$896,000	\$0	\$896,000	60.4	\$586,706	39.6	\$0	0.0	\$1,482,706	0.0
Omaha, NE-IA	\$0	\$63,500	\$4,136,500	\$4,200,000	100.0	\$0	0.0	\$0	0.0	\$4,200,000	0.1
Portland, ME	\$0	\$0	\$0	\$0	0.0	\$1,342,405	100.0	\$0	0.0	\$1,342,405	0.0
Raleigh, NC	\$0	\$0	\$601,661	\$601,661	100.0	\$0	0.0	\$0	0.0	\$601,661	0.0
Rochester, NY	\$970,336	\$1,827,400	\$5,129,684	\$7,927,420	100.0	\$0	0.0	\$0	0.0	\$7,927,420	0.2
Sacramento, CA	\$0	\$249,000	\$0	\$249,000	0.6	\$0	0.0	\$40,000,000	99.4	\$40,249,000	0.9
Salem, OR	\$589,300	\$2,800,000	\$0	\$3,389,300	100.0	\$0	0.0	\$0	0.0	\$3,389,300	0.1
South Bend, IN-MI	\$0	\$240,000	\$0	\$240,000	100.0	\$0	0.0	\$0	0.0	\$240,000	0.0
Spokane, WA	\$1,881,002	\$0	\$1,066,000	\$2,947,002	100.0	\$0	0.0	\$0	0.0	\$2,947,002	0.1
Springfield, MA-CT	\$0	\$0	\$4,754,464	\$4,754,464	100.0	\$0	0.0	\$0	0.0	\$4,754,464	0.1
Springfield, MO	\$258,863	\$53,054	\$320,946	\$632,863	100.0	\$0		\$0	0.0	\$632,863	0.0
Stockton, CA	\$0	\$0	\$0	\$0	0.0	\$3,140,113		\$0	0.0	\$3,140,113	0.1
Tucson, AZ	\$1,449,798	\$0	\$0	\$1,449,798	100.0	\$0		\$0	0.0	\$1,449,798	0.0
Tulsa, OK	\$663,427	\$460,896	\$0	\$1,124,323	100.0	\$0		\$0	0.0	\$1,124,323	0.0

**Table 26 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Wichita, KS	\$0	\$1,040,400	\$39,600	\$1,080,000	100.0	\$0		\$0	0.0	\$1,080,000	0.0
Worcester, MA-CT	\$0	\$1,501,536	\$0	\$1,501,536	100.0	\$0		\$0	0.0	\$1,501,536	0.0
SUB-TOTAL	\$64,491,356	\$31,312,719	\$36,237,589	\$132,041,664	67.4	\$23,795,958	12.2	\$40,000,000	20.4	\$195,837,622	4.6
<b>50,000 - 200,000 POPULATION</b>											
Billings, MT	\$0	\$38,112	\$0	\$38,112	100.0	\$0	0.0	\$0	0.0	\$38,112	0.0
Bismarck, ND	\$123,466	\$16,800	\$379,067	\$519,333	100.0	\$0	0.0	\$0	0.0	\$519,333	0.0
Bloomington, IN	\$0	\$0	\$24,900	\$24,900	100.0	\$0	0.0	\$0	0.0	\$24,900	0.0
Bloomington--Normal, IL	\$0	\$272,320	\$75,200	\$347,520	100.0	\$0	0.0	\$0	0.0	\$347,520	0.0
Bonita Springs, FL	\$0	\$0	\$6,309,200	\$6,309,200	100.0	\$0	0.0	\$0	0.0	\$6,309,200	0.1
Charleston, WV	\$2,000,000	\$0	\$0	\$2,000,000	100.0	\$0	0.0	\$0	0.0	\$2,000,000	0.0
Chattanooga, TN-GA	\$0	\$83,547	\$296,000	\$379,547	57.4	\$281,827	42.6	\$0	0.0	\$661,374	0.0
Columbia, MO	\$1,161,440	\$0	\$886,204	\$2,047,644	100.0	\$0	0.0	\$0	0.0	\$2,047,644	0.0
Cumberland, MD	\$528,222	\$0	\$0	\$528,222	100.0	\$0	0.0	\$0	0.0	\$528,222	0.0
Davis, CA	\$1,320,000	\$0	\$336,000	\$1,656,000	100.0	\$0	0.0	\$0	0.0	\$1,656,000	0.0
Duluth, MN-WI	\$0	\$16,000,000	\$0	\$16,000,000	100.0	\$0	0.0	\$0	0.0	\$16,000,000	0.4
Durham, NC	\$7,436,423	\$0	\$0	\$7,436,423	100.0	\$0	0.0	\$0	0.0	\$7,436,423	0.2
Eau Claire, WI	\$0	\$292,812	\$0	\$292,812	100.0	\$0	0.0	\$0	0.0	\$292,812	0.0
Fargo, ND-MN	\$514,000	\$0	\$0	\$514,000	100.0	\$0	0.0	\$0	0.0	\$514,000	0.0
Fayetteville, NC	\$0	\$8,015,000	\$31,120	\$8,046,120	100.0	\$0	0.0	\$0	0.0	\$8,046,120	0.2
Gainesville, FL	\$0	\$0	\$15,878,500	\$15,878,500	100.0	\$0	0.0	\$0	0.0	\$15,878,500	0.4
Galveston, TX	\$12,412,999	\$7,117,540	\$1,750,000	\$21,280,539	100.0	\$0	0.0	\$0	0.0	\$21,280,539	0.5
Grand Forks, ND-MN	\$0	\$205,442	\$1,520,678	\$1,726,120	100.0	\$0	0.0	\$0	0.0	\$1,726,120	0.0
Grand Junction, CO	\$650,000	\$1,181,428	\$0	\$1,831,428	100.0	\$0	0.0	\$0	0.0	\$1,831,428	0.0
Grand Rapids, MI	\$0	\$0	\$0	\$0	0.0	\$0	0.0	\$24,859,436	100.0	\$24,859,436	0.6
Great Falls, MT	\$0	\$0	\$370,000	\$370,000	100.0	\$0	0.0	\$0	0.0	\$370,000	0.0
Hartford, CT	\$0	\$2,000,000	\$0	\$2,000,000	100.0	\$0	0.0	\$0	0.0	\$2,000,000	0.0
Jackson, TN	\$557,411	\$0	\$0	\$557,411	100.0	\$0	0.0	\$0	0.0	\$557,411	0.0
Janesville, WI	\$0	\$0	\$3,779,605	\$3,779,605	100.0	\$0	0.0	\$0	0.0	\$3,779,605	0.1
Jefferson City, MO	\$0	\$64,000	\$370,300	\$434,300	100.0	\$0	0.0	\$0	0.0	\$434,300	0.0
Johnson City, TN	\$213,249	\$0	\$0	\$213,249	100.0	\$0	0.0	\$0	0.0	\$213,249	0.0
Johnstown, PA	\$0	\$1,022,276	\$14,977,724	\$16,000,000	100.0	\$0	0.0	\$0	0.0	\$16,000,000	0.4

**Table 26 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Leominster--Fitchburg, MA	\$0	\$3,229,064	\$0	\$3,229,064	100.0	\$0	0.0	\$0	0.0	\$3,229,064	0.1
Longview, WA-OR	\$373,500	\$0	\$0	\$373,500	0.0	\$0	0.0	\$0	0.0	\$373,500	0.0
Marysville, WA	\$0	\$832,178	\$1,337,512	\$2,169,690	100.0	\$0	0.0	\$0	0.0	\$2,169,690	0.1
Monessen-California, PA	\$0	\$0	\$3,986,990	\$3,986,990	100.0	\$0	0.0	\$0	0.0	\$3,986,990	0.1
Morgantown, WV	\$560,000	\$0	\$0	\$560,000	100.0	\$0	0.0	\$0	0.0	\$560,000	0.0
Muncie, IN	\$1,500,000	\$0	\$0	\$1,500,000	100.0	\$0	0.0	\$0	0.0	\$1,500,000	0.0
Muskegon, MI	\$482,240	\$0	\$0	\$482,240	100.0	\$0	0.0	\$0	0.0	\$482,240	0.0
Norman, OK	\$703,375	\$0	\$0	\$703,375	100.0	\$0	0.0	\$0	0.0	\$703,375	0.0
Owensboro, KY	\$1,135,311	\$920,497	\$4,892,115	\$6,947,923	100.0	\$0	0.0	\$0	0.0	\$6,947,923	0.2
Parkersburg, WV-OH	\$0	\$607,200	\$2,392,800	\$3,000,000	100.0	\$0	0.0	\$0	0.0	\$3,000,000	0.1
Pittsfield, MA	\$0	\$626,892	\$1,373,108	\$2,000,000	100.0	\$0	0.0	\$0	0.0	\$2,000,000	0.0
Pocatello, ID	\$0	\$0	\$1,410,000	\$1,410,000	100.0	\$0	0.0	\$0	0.0	\$1,410,000	0.0
Port St. Lucie, FL	\$0	\$30,000	\$374,000	\$404,000	100.0	\$0	0.0	\$0	0.0	\$404,000	0.0
Portsmouth, NH-ME	\$0	\$156,500	\$0	\$156,500	100.0	\$0	0.0	\$0	0.0	\$156,500	0.0
Reno, NV-CA	\$612,232	\$0	\$0	\$612,232	100.0	\$0	0.0	\$0	0.0	\$612,232	0.0
Santa Fe, NM	\$1,920,000	\$0	\$0	\$1,920,000	100.0	\$0	0.0	\$0	0.0	\$1,920,000	0.0
Sioux Falls, SD	\$1,203,200	\$0	\$260,457	\$1,463,657	100.0	\$0	0.0	\$0	0.0	\$1,463,657	0.0
Syracuse, NY	\$0	\$4,095,000	\$0	\$4,095,000	100.0	\$0	0.0	\$0	0.0	\$4,095,000	0.1
Tyler, TX	\$0	\$0	\$38,400	\$38,400	100.0	\$0	0.0	\$0	0.0	\$38,400	0.0
Victorville-Hesperia, CA	\$0	\$182,346	\$0	\$182,346	100.0	\$0	0.0	\$0	0.0	\$182,346	0.0
SUB-TOTAL	\$35,407,068	\$46,988,954	\$63,049,880	\$145,445,902	85.3	\$281,827	0.2	\$24,859,436	14.6	\$170,587,165	4.0
<b>UNDER 50,000 POPULATIONS &amp; RURAL AREAS/STATEWIDE</b>											
ALABAMA GOV APP	\$0	\$220,000	\$400,000	\$620,000	100.0	\$0	0.0	\$0	0.0	\$620,000	0.0
ALASKA GOV APP	\$0	\$0	\$0	\$0	0.0	\$0	0.0	\$7,500,000	100.0	\$7,500,000	0.2
CALIFORNIA GOV APP	\$88,000	\$202,800	\$1,822,800	\$2,113,600	100.0	\$0	0.0	\$0	0.0	\$2,113,600	0.0
COLORADO GOV APP	\$2,863,782	\$36,450	\$47,268	\$2,947,500	100.0	\$0	0.0	\$0	0.0	\$2,947,500	0.1
CONNECTICUT GOV APP	\$0	\$0	\$10,000,000	\$10,000,000	5.6	\$108,000,000	60.8	\$59,599,626	33.6	\$177,599,626	4.2
DELAWARE GOV APP	\$0	\$5,000,000	\$0	\$5,000,000	100.0	\$0	0.0	\$0	0.0	\$5,000,000	0.1
FLORIDA GOV APP	\$1,904,000	\$0	\$0	\$1,904,000	2.1	\$0	0.0	\$87,308,000	97.9	\$89,212,000	2.1
GEORGIA GOV APP	\$137,600	\$0	\$160,000	\$297,600	100.0	\$0	0.0	\$0	0.0	\$297,600	0.0
HAWAII GOV APP	\$5,327,657	\$8,285,000	\$0	\$13,612,657	2.7	\$0	0.0	\$491,277,358	97.3	\$504,890,015	11.8

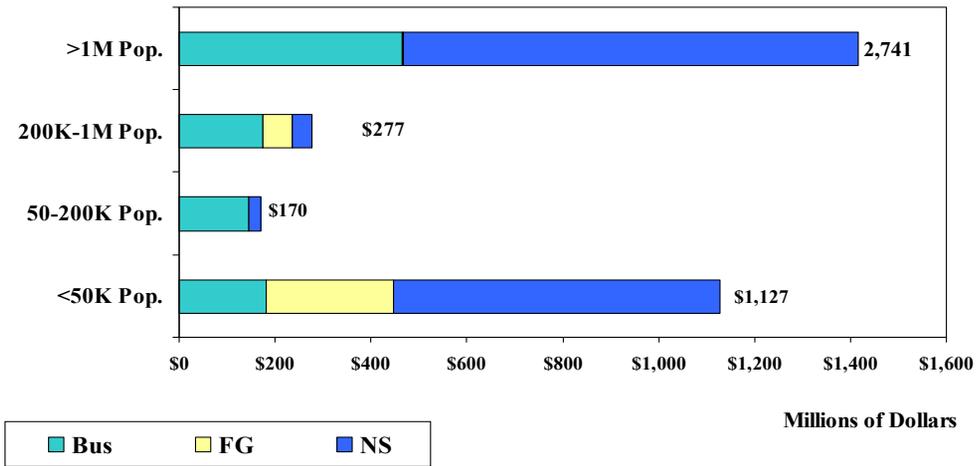
**Table 26 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
IDAHO GOV APP	\$0	\$0	\$1,052,634	\$1,052,634	100.0	\$0	0.0	\$0	0.0	\$1,052,634	0.0
ILLINOIS GOV APP	\$3,075,000	\$81,778	\$0	\$3,156,778	100.0	\$0	0.0	\$0	0.0	\$3,156,778	0.1
IOWA GOV APP	\$2,228,923	\$0	\$0	\$2,228,923	100.0	\$0	0.0	\$0	0.0	\$2,228,923	0.1
MAINE GOV APP	\$1,780,000	\$880,000	\$255,160	\$2,915,160	100.0	\$0	0.0	\$0	0.0	\$2,915,160	0.1
MARYLAND GOV APP	\$2,000,000	\$0	\$800,000	\$2,800,000	100.0	\$0	0.0	\$0	0.0	\$2,800,000	0.1
MICHIGAN GOV APP	\$5,541,272	\$7,594,500	\$7,511,370	\$20,647,142	100.0	\$0	0.0	\$0	0.0	\$20,647,142	0.5
MINNESOTA GOV APP	\$0	\$117,559	\$1,821,766	\$1,939,325	100.0	\$0	0.0	\$0	0.0	\$1,939,325	0.0
MONTANA GOV APP	\$840,000	\$0	\$74,090	\$914,090	100.0	\$0	0.0	\$0	0.0	\$914,090	0.0
NEW JERSEY GOV APP	\$73,556,000	\$0	\$0	\$73,556,000	33.4	\$146,801,179	66.6	\$0	0.0	\$220,357,179	5.2
NEW MEXICO GOV APP	\$0	\$0	\$364,000	\$364,000	100.0	\$0	0.0	\$0	0.0	\$364,000	0.0
NEW YORK GOV APP	\$0	-\$892,799	\$313,750	-\$579,049	72.6	-\$218,902	27.4	\$0	0.0	-\$797,951	(0.0)
NORTH CAROLINA GOV APP	\$0	\$170,431	\$346,578	\$517,009	100.0	\$0	0.0	\$0	0.0	\$517,009	0.0
Northern Mariana Islands	\$0	\$156,960	\$872,640	\$1,029,600	100.0	\$0	0.0	\$0	0.0	\$1,029,600	0.0
OHIO GOV APP	\$815,642	\$18,278	\$830	\$834,750	100.0	\$0	0.0	\$0	0.0	\$834,750	0.0
OKLAHOMA GOV APP	\$174,400	\$0	\$0	\$174,400	100.0	\$0	0.0	\$0	0.0	\$174,400	0.0
OREGON GOV APP	\$1,787,909	\$212,091	\$0	\$2,000,000	100.0	\$0	0.0	\$0	0.0	\$2,000,000	0.0
PENNSYLVANIA GOV APP	\$0	\$0	\$2,000,000	\$2,000,000	20.5	\$7,742,889	79.5	\$0	0.0	\$9,742,889	0.2
RHODE ISLAND GOV APP	\$0	\$400,000	\$0	\$400,000	11.4	\$3,109,086	88.6	\$0	0.0	\$3,509,086	0.1
SOUTH CAROLINA GOV APP	\$658,500	\$314,000	\$858,000	\$1,830,500	100.0	\$0	0.0	\$0	0.0	\$1,830,500	0.0
SOUTH DAKOTA GOV APP	\$1,165,600	\$0	\$70,000	\$1,235,600	100.0	\$0	0.0	\$0	0.0	\$1,235,600	0.0
VERMONT GOV APP	\$0	-\$2,338,068	\$7,563,571	\$5,225,503	100.0	\$0	0.0	\$0	0.0	\$5,225,503	0.1
VIRGINIA GOV APP	\$0	\$0	\$700,000	\$700,000	100.0	\$0	0.0	\$0	0.0	\$700,000	0.0
WASHINGTON GOV APP	\$2,991,648	\$10,331,839	\$218,000	\$13,541,487	100.0	\$0	0.0	\$0	0.0	\$13,541,487	0.3
WISCONSIN GOV APP	\$0	\$0	\$0	\$0	0.0	\$0	0.0	-\$36,915	100.0	-\$36,915	(0.0)
WYOMING GOV APP	\$0	\$1,000,000	\$5,000,000	\$6,000,000	100.0	\$0	0.0	\$0	0.0	\$6,000,000	0.1
SUB-TOTAL	\$106,935,933	\$31,790,819	\$42,252,457	\$180,979,209	16.6	\$265,434,252	24.3	\$645,648,069	59.1	\$1,092,061,530	25.5
<b>TOTAL</b>	<b>\$440,711,674</b>	<b>\$249,569,259</b>	<b>\$276,311,210</b>	<b>\$927,204,143</b>		<b>\$1,656,151,658</b>		<b>\$1,693,758,534</b>		<b>\$4,277,114,335</b>	<b>100.0</b>

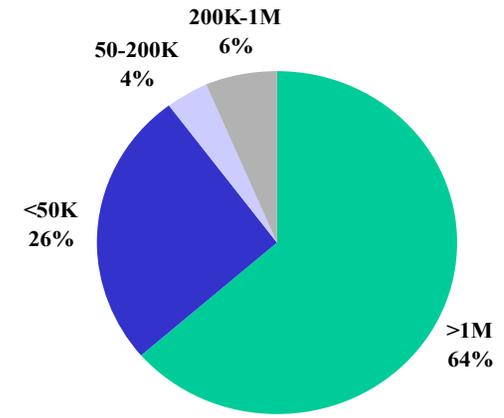
Table does not include Planning (\$-716,714) and Research (\$10,485,978).

**Table 26 cont'd.** FY 2013 Capital Program (Section 5309) Obligations by Population Group

Obligations by Population Size and Category



Obligations by Population Size



**Table 27** FY 2013 Capital Program (Section 5309) Obligations for Preventive Maintenance

URBANIZED AREA / STATE	BUS	% Bus	RAIL	% Rail	TOTAL	% of TOTAL	TOTAL CAPITAL OBLIGATIONS	PM AS % OF CAP. OBS.
<b>&gt; 1 MILLION POPULATION</b>								
Atlanta, GA	\$0	0.0	\$39,350,000	100.0	\$39,350,000	11.0	\$134,303,978	29.3
Charlotte, NC-SC	\$348,520	100.0	\$0	0.0	\$348,520	0.1	\$4,214,638	8.3
Cleveland, OH	\$0	0.0	\$5,342,314	100.0	\$5,342,314	1.5	\$17,000,810	31.4
Dallas--Fort Worth--Arlington, TX	\$0	0.0	\$1,868,947	100.0	\$1,868,947	0.5	\$86,304,190	2.2
Denver--Aurora, CO	\$0	0.0	\$8,682,471	100.0	\$8,682,471	2.4	\$158,712,361	5.5
Kansas City, MO-KS	\$61,541	100.0	\$0	0.0	\$61,541	0.0	\$3,802,562	1.6
Los Angeles-Long Beach-Anaheim, CA	\$0	0.0	\$18,990,990	100.0	\$18,990,990	5.3	\$33,299,309	57.0
Memphis, TN-MS-AR	\$0	0.0	\$1,385,916	100.0	\$1,385,916	0.4	\$8,909,272	15.6
Miami, FL	\$0	0.0	\$20,462,239	100.0	\$20,462,239	5.7	\$35,803,616	57.2
New York--Newark, NY-NJ-CT	\$2,000,000	100.0	\$0	0.0	\$2,000,000	0.6	\$613,341,576	0.3
Philadelphia, PA-NJ-DE-MD	\$0	0.0	\$14,770,600	100.0	\$14,770,600	4.1	\$133,991,162	11.0
Phoenix-Mesa, AZ	\$2,581,189	100.0	\$0	0.0	\$2,581,189	0.7	\$38,062,189	6.8
Pittsburgh, PA	\$0	0.0	\$7,179,104	100.0	\$7,179,104	2.0	\$50,905,656	14.1
Portland, OR-WA	\$240,784	1.4	\$17,148,109	98.6	\$17,388,893	4.9	\$122,769,455	14.2
San Diego, CA	\$20,623,845	73.1	\$7,600,000	26.9	\$28,223,845	7.9	\$31,263,585	90.3
Seattle, WA	\$10,724,176	100.0	\$0	0.0	\$10,724,176	3.0	\$146,185,212	7.3
St. Louis, MO-IL	\$0		\$3,370,085	100.0	\$3,370,085	0.9	\$19,141,643	17.6
Washington, DC-VA-MD	\$0		\$6,784,981	100.0	\$6,784,981	1.9	\$99,905,877	6.8
<b>SUBTOTAL</b>	<b>\$36,580,055</b>	<b>19.3</b>	<b>\$152,935,756</b>	<b>80.7</b>	<b>\$189,515,811</b>	<b>53.1</b>	<b>\$1,737,917,091</b>	<b>10.9</b>
<b>200,000 - 1 MILLION POPULATION</b>								
Anchorage, AK		0.0	\$8,374,666	100.0	\$8,374,666	2.3	\$22,604,436	37.0
Dayton, OH	\$9,239,922	100.0	\$0	0.0	\$9,239,922	2.6	\$14,869,922	62.1
New Orleans, LA		0.0	\$586,706	100.0	\$586,706	0.2	\$1,482,706	39.6
Portland, ME		0.0	\$1,342,405	100.0	\$1,342,405	0.4	\$1,342,405	100.0
<b>SUBTOTAL</b>	<b>\$9,239,922</b>	<b>47.3</b>	<b>\$10,303,777</b>	<b>52.7</b>	<b>\$19,543,699</b>	<b>5.5</b>	<b>\$40,299,469</b>	<b>48.5</b>
<b>50,000 - 200,000 POPULATION</b>								
Chattanooga, TN-GA	\$0	0	\$230,401	100	\$230,401	0.1	\$661,374	34.8
<b>SUBTOTAL</b>	<b>\$0</b>	<b>0.0</b>	<b>\$230,401</b>	<b>100.0</b>	<b>\$230,401</b>	<b>0.1</b>	<b>\$661,374</b>	<b>34.8</b>
<b>STATEWIDE</b>								
NEW JERSEY GOV APP	\$0	0.0	\$146,801,179	100.0	\$146,801,179	41.1	\$219,140,465	67.0
WASHINGTON GOV APP	\$1,000,000	100.0	\$0	0.0	\$1,000,000	0.3	\$13,541,487	7.4
<b>SUBTOTAL</b>	<b>\$1,000,000</b>	<b>0.7</b>	<b>\$146,801,179</b>	<b>99.3</b>	<b>\$147,801,179</b>	<b>41.4</b>	<b>\$232,681,952</b>	<b>63.5</b>
<b>TOTAL</b>	<b>\$46,819,977</b>	<b>13.1</b>	<b>\$310,271,113</b>	<b>86.9</b>	<b>\$357,091,090</b>	<b>100.0</b>	<b>\$2,011,559,886</b>	<b>17.8</b>

Bus preventive maintenance obligations are included in Bus Other in Table 26; rail PM is included in Fixed Guideway.

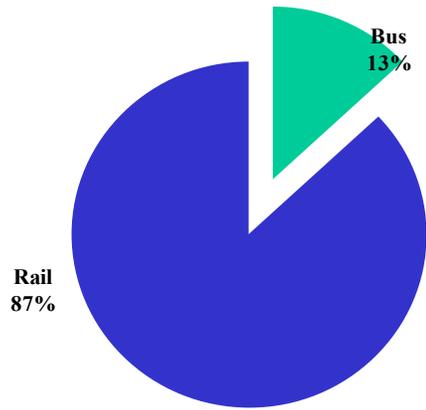
Bus and rail %s are based on the UZA total PM.

Total capital obligations = Total Bus + Fixed Guideway + New Starts obligations from Table 26.

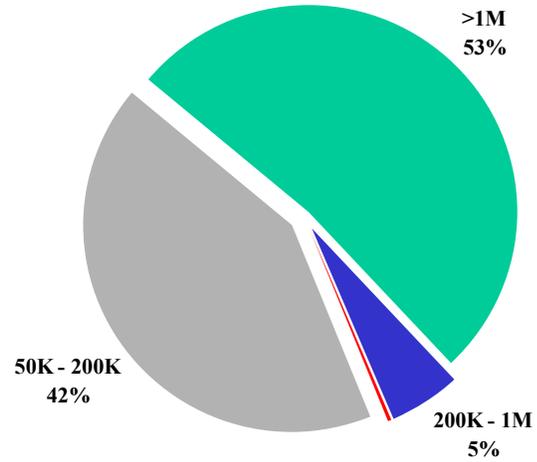
Below SUBTOTALs: Capital obligations and % of PM obligations are shown based on entire population group (including areas without PM).

**Table 27 cont'd.** FY 2013 Capital Program (Section 5309) Obligations for Preventive Maintenance

Preventive Maintenance Obligations, by Type



Preventive Maintenance Obligations, by Population Group



**Table 28** FY 2013 Capital Program (Section 5309) Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		BUS ARTICULATED		VANS		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
<b>&gt; 1 MILLION POPULATION</b>																
Charlotte, NC-SC	4	\$1,969,094	0	\$0	4	\$1,897,024	0	\$0	0	\$0	0	\$0	0	\$0	8	\$3,866,118
Chicago, IL-IN	3	\$8,354,260	0	\$0	0	\$0	0	\$0	14	\$13,152,000	0	\$0	0	\$0	17	\$21,506,260
Cincinnati, OH-KY-IN	7	\$2,500,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,500,000
Cleveland, OH	5	\$1,863,724	0	\$0	0	\$0	11	\$796,800	0	\$0	0	\$0	0	\$0	16	\$2,660,524
Dallas--Fort Worth--Arlington, TX	56	\$20,400,000	0	\$0	(24)	-\$8,400,000	0	\$0	0	\$0	0	\$0	0	\$0	32	\$12,000,000
Detroit, MI	18	\$6,213,200	0	\$0	0	\$0	2	\$996,000	0	\$0	0	\$0	0	\$0	20	\$7,209,200
Indianapolis, IN	32	\$11,032,000	0	\$0	0	\$0	7	\$359,372	0	\$0	0	\$0	0	\$0	39	\$11,391,372
Jacksonville, FL	4	\$1,285,136	0	\$0	0	\$0	0	\$0	0	\$0	1	\$74,980	0	\$0	5	\$1,360,116
Kansas City, MO-KS	0	\$0	0	\$0	5	\$1,717,021	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,717,021
Las Vegas-Henderson, NV	0	\$0	0	\$0	0	\$0	0	\$0	8	\$5,000,000	0	\$0	0	\$0	8	\$5,000,000
Memphis, TN-MS-AR	12	\$5,196,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$5,196,000
Miami, FL	24	\$10,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$10,000,000
Milwaukee, WI	0	\$0	3	\$969,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$969,600
Minneapolis-St. Paul, MN-WI	36	\$13,198,609	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	36	\$13,198,609
New York--Newark, NY-NJ-CT	107	\$64,034,544	0	\$0	0	\$0	5	\$442,056	0	\$0	0	\$0	0	\$0	112	\$64,476,600
Pittsburgh, PA	0	\$0	0	\$0	0	\$0	0	\$0	5	\$2,870,200	0	\$0	0	\$0	5	\$2,870,200
Portland, OR-WA	14	\$5,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	14	\$5,000,000
Riverside--San Bernardino, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Salt Lake City-West Valley City, UT	2	\$712,000	2	\$752,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,464,000
San Antonio, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	30	\$2,492,944	0	\$0	30	\$2,492,944
San Francisco--Oakland, CA	19	\$16,973,943	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	19	\$16,973,943
Seattle, WA	6	\$5,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$5,000,000
Seattle, WA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$10,800,277	9	\$10,800,277
St. Louis, MO-IL	0	\$0	9	\$3,325,759	0	\$0	0	\$0	0	\$0	13	\$1,674,241	0	\$0	22	\$5,000,000
Tampa--St. Petersburg, FL	4	\$2,600,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$2,600,000
SUB-TOTAL	353	\$176,332,510	14	\$5,047,359	-15	-\$4,785,955	25	\$2,594,228	27	\$21,022,200	44	\$4,242,165	9	\$10,800,277	457	\$215,252,784
<b>200,000 - 1 MILLION POPULATION</b>																
Akron, OH	0	\$0	0	\$0	0	\$0	24	\$2,032,250	0	\$0	0	\$0	0	\$0	24	\$2,032,250
Albany-Schenectady, NY	3	\$1,026,492	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,026,492
Anchorage, AK	3	\$984,000	0	\$0	0	\$0	0	\$0	0	\$0	5	\$320,000	0	\$0	8	\$1,304,000
Ann Arbor, MI	2	\$693,590	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$693,590
Baton Rouge, LA	0	\$0	12	\$4,206,039	0	\$0	0	\$0	0	\$0	15	\$998,724	0	\$0	27	\$5,204,763

**Table 28 cont'd.** FY 2013 Capital Program (Section 5309) Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		BUS ARTICULATED		VANS		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Bellingham, WA	8	\$4,455,632	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$4,455,632
Beloit, WI-IL	0	\$0	2	\$660,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$660,000
Binghamton, NY-PA	7	\$2,240,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,240,000
Canton, OH	4	\$1,361,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,361,200
Davenport, IA-IL	5	\$2,160,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$2,160,000
Dayton, OH	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$4,000,000	4	\$4,000,000
Des Moines, IA	1	\$351,024	0	\$0	0	\$0	4	\$273,589	0	\$0	0	\$0	0	\$0	5	\$624,613
El Paso de Robles (Paso Robles)-Atascadero, CA	6	\$2,280,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$2,280,000
El Paso, TX-NM	11	\$4,793,250	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$4,793,250
Erie, PA	8	\$2,936,240	0	\$0	0	\$0	2	\$723,760	0	\$0	0	\$0	0	\$0	10	\$3,660,000
Flint, MI	10	\$1,040,000	23	\$2,100,000	0	\$0	30	\$860,000	0	\$0	0	\$0	0	\$0	63	\$4,000,000
Fort Collins, CO	0	\$0	3	\$1,065,720	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,065,720
Hanford, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	30	\$913,200	0	\$0	30	\$913,200
Huntington, WV-KY-OH	0	\$0	3	\$840,000	0	\$0	6	\$1,680,000	0	\$0	0	\$0	0	\$0	9	\$2,520,000
Huntsville, AL	0	\$0	0	\$0	0	\$0	1	\$145,409	0	\$0	2	\$79,144	0	\$0	3	\$224,553
Kennewick-Pasco, WA	4	\$1,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,000,000
Lafayette, LA	0	\$0	1	\$220,115	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$220,115
Lansing, MI	2	\$500,000	0	\$0	0	\$0	2	\$161,180	0	\$0	0	\$0	0	\$0	4	\$661,180
Louisville/Jefferson County, KY-IN	12	\$4,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$4,000,000
Madison, WI	17	\$5,087,071	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	17	\$5,087,071
Nashville-Davidson, TN	4	\$809,211	0	\$0	0	\$0	2	\$117,952	2	\$1,357,088	0	\$0	0	\$0	8	\$2,284,251
Rochester, NY	3	\$970,336	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$970,336
Sacramento, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Salem, OR	0	\$0	0	\$0	0	\$0	6	\$400,193	0	\$0	4	\$161,020	0	\$0	10	\$561,213
South Bend, IN-MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Spokane, WA	5	\$1,000,000	0	\$0	0	\$0	0	\$0	0	\$0	12	\$881,002	0	\$0	17	\$1,881,002
Springfield, MO	0	\$0	0	\$0	0	\$0	2	\$258,863	0	\$0	0	\$0	0	\$0	2	\$258,863
Tucson, AZ	3	\$1,449,798	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,449,798
Tulsa, OK	0	\$0	2	\$663,427	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$663,427
SUB-TOTAL	118	\$39,137,844	46	\$9,755,301	0	\$0	79	\$6,653,196	2	\$1,357,088	68	\$3,353,090	4	\$4,000,000	317	\$64,256,519

**Table 28 cont'd.** FY 2013 Capital Program (Section 5309) Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		BUS ARTICULATED		VANS		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
<b>50,000 - 200,000 POPULATION</b>																
Bismarck, ND	0	\$0	0	\$0	0	\$0	1	\$63,200	0	\$0	2	\$60,266	0	\$0	3	\$123,466
Charleston, WV	0	\$0	6	\$1,850,000	1	\$150,000	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,000,000
Columbia, MO	2	\$745,200	0	\$0	0	\$0	0	\$0	0	\$0	6	\$416,240	0	\$0	8	\$1,161,440
Cumberland, MD	0	\$0	0	\$0	0	\$0	4	\$528,222	0	\$0	0	\$0	0	\$0	4	\$528,222
Davis, CA	3	\$1,320,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,320,000
Durham, NC	15	\$7,436,423	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$7,436,423
Fargo, ND-MN	1	\$514,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$514,000
Galveston, TX	0	\$0	0	\$0	0	\$0	170	\$11,186,417	0	\$0	25	\$1,054,006	2	\$172,576	197	\$12,412,999
Grand Junction, CO	0	\$0	0	\$0	2	\$650,000	0	\$0	0	\$0	0	\$0	0	\$0	2	\$650,000
Jackson, TN	0	\$0	0	\$0	2	\$493,003	2	\$64,408	0	\$0	0	\$0	0	\$0	4	\$557,411
Johnson City, TN	0	\$0	0	\$0	1	\$213,249	0	\$0	0	\$0	0	\$0	0	\$0	1	\$213,249
Longview, WA-OR	0	\$0	1	\$373,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$373,500
Morgantown, WV	0	\$0	2	\$560,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$560,000
Muncie, IN	4	\$1,500,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,500,000
Muskegon, MI	0	\$0	0	\$0	0	\$0	4	\$480,000	0	\$0	0	\$0	0	\$0	4	\$480,000
Norman, OK	0	\$0	0	\$0	0	\$0	2	\$106,240	0	\$0	14	\$597,135	0	\$0	16	\$703,375
Owensboro, KY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	31	\$1,135,311	0	\$0	31	\$1,135,311
Reno, NV-CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$612,232	0	\$0	6	\$612,232
Santa Fe, NM	0	\$0	5	\$1,849,288	0	\$0	0	\$0	0	\$0	2	\$70,712	0	\$0	7	\$1,920,000
Sioux Falls, SD	0	\$0	0	\$0	4	\$1,203,200	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,203,200
SUB TOTAL	25	\$11,515,623	14	\$4,632,788	10	\$2,709,452	183	\$12,428,487	0	\$0	86	\$3,945,902	2	\$172,576	320	\$35,404,828
<b>UNDER 50,000 POPULATION &amp; RURAL AREAS</b>																
CALIFORNIA GOV APP	0	\$0	0	\$0	0	\$0	1	\$88,000	0	\$0	0	\$0	0	\$0	1	\$88,000
COLORADO GOV APP	9	\$2,481,782	0	\$0	0	\$0	4	\$282,000	0	\$0	4	\$100,000	0	\$0	17	\$2,863,782
FLORIDA GOV APP	0	\$0	0	\$0	7	\$1,624,000	5	\$280,000	0	\$0	0	\$0	0	\$0	12	\$1,904,000
GEORGIA GOV APP	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$137,600	0	\$0	4	\$137,600
HAWAII GOV APP	8	\$3,087,657	6	\$1,504,000	0	\$0	8	\$736,000	0	\$0	0	\$0	0	\$0	22	\$5,327,657
ILLINOIS GOV APP	0	\$0	7	\$3,052,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$3,052,000
IOWA GOV APP	0	\$0	2	\$491,823	2	\$587,050	0	\$0	0	\$0	18	\$1,150,050	0	\$0	22	\$2,228,923
MAINE GOV APP	0	\$0	0	\$0	6	\$720,000	19	\$1,000,000	0	\$0	3	\$60,000	0	\$0	28	\$1,780,000
MARYLAND GOV APP	6	\$2,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$2,000,000
MICHIGAN GOV APP	1	\$98,654	10	\$1,130,870	4	\$234,738	26	\$3,874,255	0	\$0	2	\$202,755	0	\$0	43	\$5,541,272

**Table 28 cont'd.** FY 2013 Capital Program (Section 5309) Obligations for Motor Vehicles

URBANIZED AREA	40-ft BUSES		35-ft BUSES		30-ft BUSES		<30-ft BUSES		BUS ARTICULATED		VANS		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
MONTANA GOV APP	0	\$0	0	\$0	2	\$840,000	0	\$0	0	\$0	0	\$0	0	\$0	2	\$840,000
NEW JERSEY GOV APP	121	\$73,556,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	121	\$73,556,000
OHIO GOV APP	0	\$0	0	\$0	0	\$0	24	\$815,642	0	\$0	0	\$0	0	\$0	24	\$815,642
OKLAHOMA GOV APP	0	\$0	0	\$0	0	\$0	1	\$60,000	0	\$0	3	\$114,400	0	\$0	4	\$174,400
OREGON GOV APP	4	\$1,245,000	2	\$344,450	0	\$0	2	\$153,508	0	\$0	1	\$44,951	0	\$0	9	\$1,787,909
SOUTH CAROLINA GOV APP	0	\$0	1	\$658,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$658,500
SOUTH DAKOTA GOV APP	0	\$0	0	\$0	0	\$0	12	\$655,200	0	\$0	17	\$445,600	3	\$64,800	32	\$1,165,600
WASHINGTON GOV APP	6	\$2,183,350	5	\$505,063	0	\$0	4	\$247,235	0	\$0	0	\$56,000	0	\$0	15	\$2,991,648
SUB-TOTAL	155	\$84,652,443	33	\$7,686,706	21	\$4,005,788	106	\$8,191,840	0	\$0	52	\$2,311,356	3	\$64,800	370	\$106,912,933
<b>TOTAL</b>	<b>651</b>	<b>\$311,638,420</b>	<b>107</b>	<b>\$27,122,154</b>	<b>16</b>	<b>\$1,929,285</b>	<b>393</b>	<b>\$29,867,751</b>	<b>29</b>	<b>\$22,379,288</b>	<b>250</b>	<b>\$13,852,513</b>	<b>18</b>	<b>\$15,037,653</b>	<b>1,464</b>	<b>\$421,827,064</b>

"Other" category includes Commuter/Suburban Bus, Sedan/Station Wagon, Artic Trolley Bus, BusDual Mode and Ferry Boats.  
 If quantity = 0, funds are supplemental to a previous purchase. A negative obligation indicates a budget revision to previously obligated funds.  
 Includes Rehabilitation and Rebuild. Does not include Spare Parts/Associated Capital Maintenance (\$976,104).

**Table 29** FY 2013 Capital Program (Section 5309) Obligations for Fixed Guideway Modernization

AREA	ROLLING STOCK	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP.	ELECTRIF., POWER DIST.	SIGNALS/ COMMUNICATIONS	TRANSIT ENHANCEMENTS	OTHER	TOTAL	% OF TOTAL	RANK
Albuquerque, NM	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$100,000	\$340,000	0.0	32
Anchorage, AK	\$0	\$583,145	\$0	\$0	\$0	\$0	\$0	\$17,692,432	\$18,275,577	1.1	14
Atlanta, GA	\$0	\$9,500,000	\$7,650,000	\$0	\$0	\$30,000,000	\$0	\$45,850,000	\$93,000,000	5.6	7
Baltimore, MD	\$24,250,677	\$0	\$13,022,000	\$0	\$0	\$880,000	\$0	\$0	\$38,152,677	2.3	9
Boston, MA-NH-RI	\$5,874,602	\$9,880,000	\$3,996,800	\$5,539,690	\$0	\$560,000	\$0	\$2,744,598	\$28,595,690	1.7	12
Chattanooga, TN-GA	\$0	\$51,426	\$0	\$0	\$0	\$0	\$0	\$230,401	\$281,827	0.0	33
Chicago, IL-IN	\$49,685,626	\$30,344,653	\$13,316,000	\$11,386,200	\$14,232,494	\$23,015,183	\$0	\$149,991,845	\$291,972,001	17.6	2
Cleveland, OH	\$892,400	\$2,783,532	\$231,880	\$0	\$914,160	\$0	\$0	\$6,506,314	\$11,328,286	0.7	18
CONNECTICUT GOV APP	\$0	\$0	\$0	\$0	\$60,000,000	\$48,000,000	\$0	\$0	\$108,000,000	6.5	5
Dallas-Fort Worth-Arlington, TX	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,868,947	\$1,868,947	0.1	27
Denver-Aurora, CO	\$0	\$7,167,575	\$284,477	\$0	\$0	\$0	\$0	\$9,493,894	\$16,945,946	1.0	16
Detroit, MI	\$560,000	\$1,026,987	\$0	\$0	\$0	\$0	\$218,662	\$0	\$1,805,649	0.1	28
Little Rock, AR	\$0	\$0	\$0	\$111,157	\$0	\$0	\$0	\$0	\$111,157	0.0	34
Los Angeles-Long Beach-Santa Ana, CA	\$1,328,089	\$6,159,774	\$182,109	\$1,584,563	\$0	\$5,053,784	\$0	\$18,990,990	\$33,299,309	2.0	11
Memphis, TN-MS-AR	\$0	\$2,004,000	\$0	\$0	\$0	\$0	\$0	\$1,581,916	\$3,585,916	0.2	22
Miami, FL	\$3,400,000	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$20,462,239	\$24,862,239	1.5	13
Minneapolis-St. Paul, MN	\$0	\$0	\$960,000	\$1,096,000	\$0	\$0	\$0	\$0	\$2,056,000	0.1	26
NEW JERSEY GOV APP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$146,801,179	\$146,801,179	8.9	3
New Orleans, LA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$586,706	\$586,706	0.0	31
NEW YORK GOV APP	\$0	\$0	-\$218,902	\$0	\$0	\$0	\$0	\$0	-\$218,902	(0.0)	36
New York-Newark, NY-NJ-CT	\$40,013,505	\$354,015,388	\$0	\$0	\$5,293,392	\$64,947,000	\$0	\$0	\$464,269,285	28.0	1
PENNSYLVANIA GOV APP	\$0	\$0	\$7,342,889	\$0	\$0	\$0	\$0	\$400,000	\$7,742,889	0.5	21
Philadelphia, PA-NJ-DE-MD	\$15,518,120	\$8,957,017	-\$408,834	\$0	\$362,748	\$44,785,236	\$0	\$56,820,075	\$126,034,362	7.6	4
Pittsburgh, PA	\$0	\$19,478,999	\$0	\$5,043,047	\$1,920,000	\$2,240,000	\$0	\$8,037,504	\$36,719,550	2.2	10
Portland, ME	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,342,405	\$1,342,405	0.1	29
Portland, OR-WA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,148,109	\$17,148,109	1.0	15
RHODE ISLAND GOV APP	\$0	\$0	\$0	\$3,109,086	\$0	\$0	\$0	\$0	\$3,109,086	0.2	24
San Diego, CA	\$0	\$0	\$0	\$1,039,740	\$0	\$0	\$0	\$7,600,000	\$8,639,740	0.5	20
San Francisco-Oakland, CA	\$2,615,000	\$26,992,086	\$1,025,000	\$2,500,000	\$0	\$2,600,000	\$6,352,000	\$0	\$42,084,086	2.5	8
San Juan, PR	\$0	\$0	\$2,977,398	\$0	\$0	\$0	\$0	\$0	\$2,977,398	0.2	25
Seattle, WA	\$1,340,843	\$7,791,609	\$0	\$0	\$0	\$0	\$0	\$0	\$9,132,452	0.6	19

**Table 29 cont'd.** FY 2013 Capital Program (Section 5309) Obligations for Fixed Guideway Modernization

AREA	ROLLING STOCK	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP.	ELECTRIF., POWER DIST.	SIGNALS/ COMMUNICATIONS	TRANSIT ENHANCEMENTS	OTHER	TOTAL	% OF TOTAL	RANK
St. Louis, MO-IL	\$0	\$5,583,738	\$32,000	\$138,100	\$167,600	\$2,498,842	\$0	\$5,721,363	\$14,141,643	0.9	17
Stockton, CA	\$0	\$1,448,039	\$0	\$1,692,074	\$0	\$0	\$0	\$0	\$3,140,113	0.2	23
Tampa-St. Petersburg, FL	\$674,459	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$714,459	0.0	30
WASHINGTON GOV APP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	35
Washington, DC-VA-MD	\$0	\$0	\$19,441,448	\$546,942	\$939,031	\$8,176,139	\$0	\$68,202,317	\$97,305,877	5.9	6
<b>TOTAL</b>	<b>\$146,153,321</b>	<b>\$493,807,968</b>	<b>\$69,834,265</b>	<b>\$35,026,599</b>	<b>\$83,829,425</b>	<b>\$232,756,184</b>	<b>\$6,570,662</b>	<b>\$588,173,234</b>	<b>\$1,656,151,658</b>	<b>100.0</b>	
<b>Percent of Total</b>	<b>9</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>36</b>	<b>100</b>		

Transitway 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. Electrify./ Power Dist. includes traction power, AC power lighting, substation distribution, vehicle locator systems. Signal/Communications includes train control/signal systems, communications systems, radios. Other includes contingencies, real estate, administration, contracts, preventive maintenance.

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

**Table 30** FY 2013 Capital Obligations (Section 5309) for New Starts Program

AREA	ROLLING STOCK	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP. FACILITIES	ELECTRIF./ POWER DISTRIBUTION	SIGNALS/ COMMUNICATIONS	TRANSIT ENHANCEMENTS	OTHER	TOTAL	% OF TOTAL	RANK
ALASKA GOV APP	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000	8.1	5
Dallas--Fort Worth--Arlington, TX	-\$4,963,759	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$4,963,759	(5.3)	7
Denver--Aurora, CO	\$15,202,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,202,048	16.4	4
Grand Rapids, MI	\$5,424,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,424,000	5.8	6
HAWAII GOV APP	\$16,878,027	\$0	\$7,485,000	\$0	\$0	\$0	\$0	\$0	\$24,363,027	26.2	2
Houston, TX	\$27,741,514	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,741,514	29.9	1
Minneapolis--St. Paul, MN	\$17,587,798	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,587,798	18.9	3
<b>TOTAL</b>	<b>\$85,369,628</b>	<b>\$0</b>	<b>\$7,485,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$92,854,628</b>		
<b>Percent of Total</b>	<b>91.94</b>	<b>0.00</b>	<b>8.06</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>100.0</b>	

Note: Transitway 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. 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, professional services, systems, sitework and special conditions.

**Table 31** FY 2013 Capital Program (Section 5309) Obligations for Rail Rolling Stock Purchases and Rehabilitation/Rebuild

AREA	LIGHT RAIL		HEAVY RAIL		COM. RAIL CAR TRAILER		COM. LOCOMOTIVE DIESEL		RAIL SELF PROPELLED ELEC.		COM. RAIL CAR USED		CABLE CAR		TOTAL PURCHASES		% OF TOTAL
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	
Baltimore, MD	0	\$0	0	\$0	0	\$0	0	\$0	5	\$21,034,000	0	\$0	0	\$0	5	\$21,034,000	10.7
Boston, MA-NH-RI	0	\$0	0	\$0	0	\$0	63	\$2,636,870	0	\$0	332	\$3,127,218	0	\$0	395	\$5,764,088	2.9
Chicago, IL-IN	0	\$0	28	\$37,567,743	1	\$1,499,700	41	\$7,713,801	14	\$2,904,382	0	\$0	0	\$0	84	\$49,685,626	25.3
Dallas-Fort Worth-Arlington, TX	0	-\$4,963,759	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	-\$4,963,759	(2.5)
Denver-Aurora, CO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$15,202,048	0	\$0	0	\$0	0	\$15,202,048	7.7
HAWAII GOV APP	0	\$0	80	\$16,878,027	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	80	\$16,878,027	8.6
Houston, TX	0	\$27,741,514	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$27,741,514	14.1
Los Angeles-Long Beach-Santa Ana, CA	0	\$0	0	\$0	0	\$0	46	\$1,328,089	0	\$0	0	\$0	0	\$0	46	\$1,328,089	0.7
Miami, FL	0	\$0	0	\$0	2	\$3,400,000	0	\$0	0	\$0	0	\$0	0	\$0	2	\$3,400,000	1.7
Minneapolis-St. Paul, MN	0	\$17,587,798	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$17,587,798	8.9
New York-Newark, NY-NJ-CT	0	\$0	300	\$40,013,505	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	300	\$40,013,505	20.3
San Francisco-Oakland, CA	4	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$960,000	5	\$960,000	0.5
Seattle, WA	0	\$0	0	\$0	0	\$0	2	\$1,340,843	0	\$0	0	\$0	0	\$0	2	\$1,340,843	0.7
Tampa-St. Petersburg, FL	71	\$674,459	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	71	\$674,459	0.3
<b>TOTAL</b>	<b>75</b>	<b>\$41,040,012</b>	<b>408</b>	<b>\$94,459,275</b>	<b>3</b>	<b>\$4,899,700</b>	<b>152</b>	<b>\$13,019,603</b>	<b>19</b>	<b>\$39,140,430</b>	<b>332</b>	<b>\$3,127,218</b>	<b>1</b>	<b>\$960,000</b>	<b>990</b>	<b>\$196,646,238</b>	<b>100.0</b>
<b>Percent of Total</b>		<b>20.9</b>		<b>48.0</b>		<b>2.5</b>		<b>6.6</b>		<b>19.9</b>		<b>1.6</b>		<b>0.5</b>		<b>100.0</b>	

Includes both Fixed Guideway and New Starts obligations.

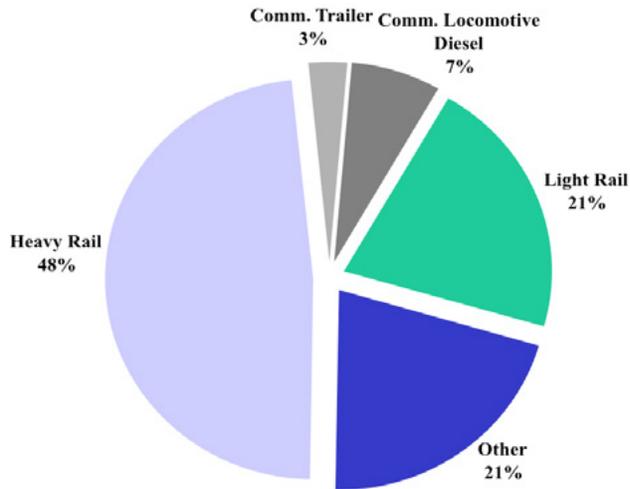
A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

If quantity of cars = 0, funds are supplemental to a multi-year purchase agreement. No quantities are shown for spare parts purchase.

**Table 31 cont'd.**

*FY 2013 Capital Program (Section 5309) Obligations for Rail Rolling Stock Purchases and Rehabilitation/Rebuild*

*Obligations for Rolling Stock Purchases and Rehabilitation*

**Table 32**

*FY 2013 Capital Program (Section 5309) Obligations for Ferry Boats and Related Expenditures*

GRANTEE	PURPOSE	AMOUNT
ALASKA GOV APP	2012 Rehab Ferry Boats (80/20) (06)	\$7,500,000
MAINE GOV APP	Reab/Rebuild Ferry Boats	\$400,000
San Francisco-Oakland, CA	Ferry Boats	\$1,655,000
WASHINGTON GOV APP	Rehab/Rebuild Ferry Boats (11/12 5309FG)(06)	\$4,051,839

## 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 older adults and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of older adults and persons with disabilities in each state. In FY 2013, approximately \$180 million was obligated 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.

Under MAP-21, the Section 5310 program consolidates the New Freedom Program and the Elderly and Disabled Program. Along with the consolidation, at least 55% of program funds must be used on capital projects that meet the special needs of older adults and individuals with disabilities, and 45% may be used for public transportation projects that exceed the requirements of the Americans with Disability Act (ADA), etc. MAP-21 also expanded eligibility requirements of the funds, permitting them to be used for operating in addition to capital, for transportation services that address the needs of older adults and individuals with disabilities. Capital assistance is provided on an 80% federal, 20% local match basis, except vehicle-related equipment that is needed to meet ADA and Clean Air Act Amendment (CAAA) requirements, which is fundable on a 90% federal, 10% local match basis. Those eligible to receive Section 5310 funding include private non-profit agencies, public bodies approved by the state to coordinate services for older adults 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 services.

There is a three-year period of availability for Section 5310 funds. Any amount of a state's apportionment remaining unobligated will revert to FTA for reapportionment among the states and UZAs.

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 older adults and persons with disabilities. The Section 5310 program has enabled thousands of older adults and persons with disabilities to achieve greater mobility and independence.

**Table 33** FY 2013 Elderly and Persons with Disabilities Program (Section 5310) Obligations

STATE	RANK	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL VEHICLES		30-40 FT. BUSES		< 30 FT. BUSES		VANS/SEDANS/STATION WAGONS		OTHER	
				#	%	#	\$	#	\$	#	\$	#	\$
AL	8	\$5,403,674	3.0	50	2.8	3	\$161,514	0	\$0	47	\$1,791,729	0	\$0
AK	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
AMER SAMOA	N/A	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
AZ	N/A	\$3,240,042	1.8	71	4.0	0	\$0	15	\$807,846	56	\$1,453,859	0	0
AK	20	\$2,445,807	1.4	60	3.4	0	\$0	40	\$1,618,425	20	\$582,802	0	0
CA	1	\$59,400,000	32.9	0	0.0	0	\$0	0	\$0	0	\$0	0	0
CO	27	\$940,656	0.5	12	0.7	8	\$342,920	1	\$50,580	3	\$181,600	0	0
CT	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
DE	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
DC	N/A	\$402,551	0.2	8	0.5	0	\$0	4	\$183,200	4	\$169,920	0	0
FL	15	\$3,404,731	1.9	0	0.0	0	\$0	0	\$0	0	\$0	0	0
GA	N/A	\$0	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
HI	29	\$813,567	0.5	15	0.9	0	\$0	0	\$0	15	\$743,964	0	0
ID	36	\$410,121	0.2	5	0.3	0	\$0	2	\$110,880	3	\$126,831	0	0
IL	14	\$3,607,191	2.0	78	4.4	0	\$0	78	\$3,357,191	0	\$0	0	0
IN	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
IO	21	\$2,418,039	1.3	4	0.2	3	\$446,622	1	\$55,563	0	\$0	0	0
KA	25	\$1,267,605	0.7	36	2.0	0	\$0	0	\$0	36	\$1,286,077	0	0
KY	N/A	\$3,866,920	2.1	152	8.6	0	\$0	0	\$0	152	\$3,665,531	0	0
LA	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
MA	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
MD	11	\$4,157,522	2.3	67	3.8	0	\$0	61	\$3,156,000	6	\$216,000	0	0
MA	N/A	\$3,007,354	1.7	102	5.8	0	\$0	31	\$705,096	71	\$2,000,197	0	0
MI	34	\$613,802	0.3	7	0.4	0	\$0	2	\$394,919	5	\$89,054	0	0
MN	23	\$1,895,520	1.1	31	1.8	1	\$97,600	30	\$1,625,600	0	\$0	0	0
MS	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
MO	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
MT	35	\$478,762	0.3	9	0.5	0	\$0	4	\$271,861	5	\$163,377	0	0
NE	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0

**Table 33 cont'd.** FY 2013 Elderly and Persons with Disabilities Program (Section 5310) Obligations

STATE	RANK	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL VEHICLES		30-40 FT. BUSES		< 30 FT. BUSES		VANS/SEDANS/STATION WAGONS		OTHER	
				#	%	#	\$	#	\$	#	\$	#	\$
NV	30	\$688,855	0.4	7	0.4	0	\$0	7	\$196,400	0	\$0	0	0
NH	19	\$2,511,091	1.4	0	0.0	0	\$0	0	\$0	0	\$0	0	0
NJ	5	\$7,446,734	4.1	129	7.3	5	\$634,763	94	\$4,984,000	30	\$906,800	0	0
NM	24	\$1,486,520	0.8	41	2.3	0	\$0	0	\$0	40	\$1,341,841	1	39,200
NY	3	\$9,139,530	5.1	193	11.0	28	\$2,590,843	165	\$6,548,687	0	\$0	0	0
NC	7	\$6,505,535	3.6	12	0.7	0	\$0	7	\$360,800	5	\$235,000	0	0
ND	38	\$365,156	0.2	6	0.3	0	\$0	4	\$151,156	2	\$214,000	0	0
N MARIANA ISL	N/A	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
OH	9	\$4,736,237	2.6	84	4.8	0	\$0	0	\$0	84	\$3,022,420	0	0
OK	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
OR	2	\$18,200,434	10.1	115	6.5	6	\$322,090	71	\$2,332,591	38	\$973,786	0	0
PA	10	\$4,180,438	2.3	85	4.8	0	\$0	82	\$4,074,304	3	\$106,134	0	0
PR	N/A	\$2,047,368	1.1	19	1.1	0	\$0	19	\$1,288,232	0	\$554,400	0	0
RI	33	\$635,708	0.4	8	0.5	0	\$0	0	\$0	8	\$635,708	0	0
SC	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
SD	N/A	\$645,548	0.4	0	0.0	0	\$0	(1)	-\$1,405	1	-\$12,308	0	0
TN	N/A	\$3,654,042	2.0	129	7.3	0	\$0	59	\$1,915,791	70	\$1,738,251	0	0
TX	4	\$8,120,427	4.5	40	2.3	0	\$0	33	\$2,132,862	7	\$325,950	0	0
UT	N/A	\$831,100	0.5	13	0.7	0	\$0	13	\$642,470	0	\$0	0	0
VT	39	\$118,400	0.1	5	0.3	0	\$0	5	\$118,400	0	\$0	0	0
VA	N/A	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
VI	40	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	0
WA	N/A	\$6,872,474	3.8	56	3.2	4	\$455,065	26	\$1,354,410	26	\$1,049,433	0	0
WV	N/A	\$1,121,217	0.6	28	1.6	0	\$0	0	\$0	28	\$848,541	0	0
WI	18	\$2,766,798	1.5	63	3.6	0	\$0	48	\$2,152,800	15	\$382,500	0	0
WY	31	\$645,661	0.4	18	1.0	1	\$156,000	7	\$272,550	10	\$132,121	0	0
<b>TOTAL</b>		<b>\$180,493,137</b>	<b>100.0</b>	<b>1,758</b>	<b>100.0</b>	<b>59</b>	<b>\$5,207,417</b>	<b>908</b>	<b>\$40,861,208</b>	<b>790</b>	<b>\$24,925,518</b>	<b>1</b>	<b>\$39,200</b>
<b>Percent of Vehicles by Type</b>				<b>100.0</b>		<b>3.4</b>		<b>51.6</b>		<b>44.9</b>		<b>0.1</b>	

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.  
 Table includes Rehabilitation and Rebuild,  
 Other includes Commuter/Suburban Bus.

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

The Section 5311 program provides funding for public transportation in non-urbanized areas. FY 2013 marked the start of MAP-21, with more than \$663 million appropriated to the Section 5311 program. The appropriation includes the Rural Transit Assistance Program (RTAP), Public Transportation on Indian Reservations Formula and Discretionary programs, and the Appalachian Development Public Transportation Assistance Program. 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 with populations 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 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 is encouraged by private for-profit enterprises under contract to an eligible recipient.

In this program, FTA financial assistance may be used for capital and administrative expenses, with a federal share of 80%, and for operating expenses, with a federal share of 50%. The state may use up to 15% 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% 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 2013, more than \$613 million was obligated under the Section 5311 program on behalf of numerous subrecipients.

### Rural Transit Assistance Program

The Rural Transit Assistance Program (RTAP) provides training, technical assistance, research, and related support services to providers of rural public transportation. SAFETEA-LU and MAP-21 direct a 2% 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 approximately \$5.4 million to the states in FY 2013.

### Public Transportation on Indian Reservations Program

The modified Tribal Transit Program continues to be a set-aside from the Formula Grants for Rural Areas program but now consists of a \$25 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10% local match is required under the discretionary program; however, there is no local match required under the formula program. Under this program, federally-recognized tribes may use program funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Examples of eligible activities include capital projects, operating costs of equipment and facilities for use in public transportation, and the acquisition of public transportation services, including service agreements with private providers of public transportation services. Only federally-recognized tribes are eligible recipients under the Tribal Transit Program. However, tribes that are not federally-recognized remain eligible to apply to the state as a sub-recipient for funding under the state's apportionment.

In FY 2013, more than \$15 million was obligated to 52 tribes.

### Appalachian Development Program

MAP-21 established this program as a take-down under the Section 5311 program to provide additional funding to support public transportation in the Appalachian region. A total of 16 states are eligible to receive an allocation under this provision. In FY 2013, the eligible 16 states received an equal share of \$20 million. This program is not represented by a separate table.

**Table 34** FY 2013 Non-Urbanized Area Formula/RTAP (Section 5311) Obligations by State and Category

STATE	CAPITAL	OPERATING	PROJECT ADMIN.	PLANNING	RTAP	STATE ADMIN.	TOTAL OBLIGATIONS	% of TOTAL	RANK
AL	\$1,359,363	\$5,631,798	\$3,222,011	\$114,651	\$79,674	\$1,997,485	\$12,404,982	2.0	22
AK	\$1,839,378	\$5,181,962	\$2,522,582	\$124,111	\$72,335	\$797,267	\$10,537,635	1.7	29
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
AZ	\$4,697,228	\$7,337,015	\$2,322,545	\$0	\$182,851	\$1,136,816	\$15,676,455	2.6	17
AK	\$113,112	\$7,309,115	\$3,196,160	\$40,000	\$205,544	\$1,184,265	\$12,048,196	2.0	23
CA	\$7,944,967	\$22,241,632	\$0	\$431,614	\$0	\$861,427	\$31,479,640	5.1	3
CO	\$3,102,111	\$6,748,933	\$700,202	\$0	\$157,766	\$320,431	\$11,029,443	1.8	25
CT	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	0.0	47
DE	\$1,927,687	\$190,083	\$0	\$0	\$78,297	\$0	\$2,196,067	0.4	40
DC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
FL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
GA	\$8,168,499	\$10,366,127	\$0	\$0	\$332,315	\$2,059,402	\$20,926,343	3.4	9
GUAM	\$499,000	\$902,165	\$0	\$0	\$0	\$159,205	\$1,560,370	0.3	42
HI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
ID	\$1,719,642	\$2,807,486	\$1,391,642	\$50,735	\$76,103	\$752,837	\$6,798,445	1.1	35
IL	\$9,472,595	\$12,896,849	\$7,223,827	\$373,658	\$102,399	\$3,500,844	\$33,570,172	5.5	2
IN	\$0	\$13,250,607	\$9,600	\$205,546	\$0	\$385,297	\$13,851,050	2.3	20
IO	\$3,343,331	\$9,929,578	\$0	\$347,176	\$206,685	\$0	\$13,826,770	2.3	21
KA	\$1,182,220	\$8,103,936	\$695,260	\$163,280	\$48,000	\$481,000	\$10,673,696	1.7	28
KY	\$372,604	\$15,330,017	\$1,805,898	\$40,371	\$228,767	\$675,000	\$18,452,657	3.0	12
LA	\$408,850	\$7,367,090	\$0	\$90,786	\$76,001	\$966,616	\$8,909,343	1.5	33
MA	\$34,816	\$564,428	\$20,000	\$0	\$0	\$133,999	\$753,243	0.1	44
MD	\$3,106,770	\$6,507,566	\$0	\$142,978	\$91,176	\$366,999	\$10,215,489	1.7	30
MA	\$2,521,531	\$5,549,115	\$0	\$85,613	\$132,589	\$879,989	\$9,168,837	1.5	32
MI	\$5,969,351	\$13,780,573	\$0	\$84,656	\$404,097	\$972,100	\$21,210,777	3.5	8
MN	\$4,044,800	\$10,109,931	\$556,624	\$0	\$181,232	\$2,333,371	\$17,225,958	2.8	15
MS	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	0.0	46
MO	\$4,143,053	\$11,069,229	\$1,385,256	\$125,000	\$147,169	\$750,000	\$17,619,707	2.9	13
MT	\$1,542,183	\$7,364,814	\$3,542,096	\$97,825	\$85,529	\$1,538,372	\$14,170,819	2.3	19
NE	\$1,021,618	\$5,720,857	\$2,726	\$106,600	\$11,765	\$957,218	\$7,820,784	1.3	34
NV	\$3,388,079	\$4,139,724	\$3,649,662	\$40,000	\$41,950	\$240,000	\$11,499,415	1.9	24
NH	\$861,827	\$1,247,867	\$917,791	\$0	\$0	\$0	\$3,027,485	0.5	39
NJ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
NM	\$300,000	\$5,500,602	\$2,501,767	\$90,925	\$50,000	\$1,015,004	\$9,458,298	1.5	31
NY	\$3,768,142	\$9,791,313	\$0	\$25,000	\$219,175	\$2,638,774	\$16,442,404	2.7	16
NC	\$9,087,144	\$1,589,048	\$12,129,224	\$830,295	\$286,319	\$1,238,134	\$25,160,164	4.1	4
ND	\$260,954	\$4,051,875	\$387,087	\$40,000	\$132,891	\$6,940	\$4,879,747	0.8	37
N MARIANA ISL	\$890,000	\$0	\$146,058	\$0	\$0	\$894,853	\$1,930,911	0.3	41
OH	\$8,492,746	\$15,347,363	\$0	\$364,005	\$20,000	\$0	\$24,224,114	4.0	6
OK	\$244,453	\$4,339,076	\$0	\$25,000	\$0	\$0	\$4,608,529	0.8	38
OR	\$2,415,225	\$15,263,185	\$246,090	\$318,553	\$125,723	\$1,283,759	\$19,652,535	3.2	10

**Table 34 cont'd.***FY 2013 Non-Urbanized Area Formula/RTAP (Section 5311) Obligations by State and Category*

STATE	CAPITAL	OPERATING	PROJECT ADMIN.	PLANNING	RTAP	STATE ADMIN.	TOTAL OBLIGATIONS	% of TOTAL	RANK
PA	\$6,258,000	\$16,186,043	\$0	\$100,000	\$261,926	\$100,000	\$22,905,969	3.7	7
PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
RI	\$0	\$580,294	\$0	\$71,328	\$0	\$0	\$651,622	0.1	45
SC	\$1,914,831	\$4,179,730	\$2,866,861	\$53,852	\$174,191	\$1,559,275	\$10,748,740	1.8	27
SD	\$128,000	\$6,706,137	\$3,858,946	\$0	\$135,219	\$100,119	\$10,928,421	1.8	26
TN	\$558,873	\$12,059,459	\$1,590,305	\$206,014	\$29,849	\$857,492	\$15,301,992	2.5	18
TX	\$9,034,230	\$24,099,893	\$6,584,700	\$79,568	\$559,043	\$1,130,000	\$41,487,434	6.8	1
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
VT	\$2,999,846	\$6,831,822	\$13,933,570	\$16,469	\$181,250	\$705,311	\$24,668,268	4.0	5
VA	\$856,841	\$0	\$0	\$0	\$0	\$0	\$856,841	0.1	43
VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
WA	\$1,207,389	\$15,497,426	\$87,218	\$181,180	\$78,091	\$1,459,959	\$18,511,263	3.0	11
WV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	48
WI	\$4,947,763	\$11,280,925	\$463,083	\$123,665	\$125,000	\$650,000	\$17,590,436	2.9	14
WY	\$809,368	\$4,052,052	\$980,806	\$54,400	\$44,519	\$320,378	\$6,261,523	1.0	36
<b>TOTAL</b>	<b>\$127,158,419</b>	<b>\$359,004,740</b>	<b>\$78,939,597</b>	<b>\$5,269,854</b>	<b>\$5,365,440</b>	<b>\$37,409,938</b>	<b>\$613,147,989</b>	<b>100.0</b>	
<b>Percent of Total</b>	<b>20.7</b>	<b>58.6</b>	<b>12.9</b>	<b>0.9</b>	<b>0.9</b>	<b>6.1</b>	<b>100.0</b>		

Table does not include Research Projects (\$2,787,098) for Massachusetts.

**Table 34A** FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) Obligations for Tribal Transit

STATE	EASTERN BANK OF CHEROKEE NATIONS	TOTAL
AK	Crooked Creek	\$65,427
AK	Gulkana Village Council	\$328,085
AK	Sitka Tribe	\$270,000
AK	Tetlin Village Council	\$230,000
AZ	Cocopah Tribe	\$242,860
AZ	Kaibab Paiute Tribal Council	\$103,500
AZ	Navajo Nation	\$500,000
AZ	Quechan Tribe	\$232,007
AZ	San Carlos Apache Tribe	\$214,739
AZ	Tohono O'Odham Nation	\$389,693
AZ	White Mountain Apache Tribe	\$362,500
AZ	Yavapai-Apache Nation	\$325,500
CA	Blue Lake Rancheria Tribe	\$230,000
CA	Bishop Paiute Tribe	\$182,828
CA	Reservation Transportation Authority	\$400,000
CA	Yurok Tribe	\$206,843
CO	Southern Ute Tribe	\$526,042
ID	Nez Perce Tribe	\$500,000
KS	Prairie Band of Potawatomi Nation	\$150,000
MI	Bay Mills Indian Community	\$213,136
MI	Little Traverse Bay Bands of Odawa Indians	\$124,000
MN	Fond Du Lac Reservation	\$285,000
MN	Red Lake Band of Chippewa Indians	\$439,284
MT	Confederated Salish-Kootenai Tribe	\$475,000
NC	Eastern Band of Cherokee Indians	\$140,000
NC	Sitting Bull College	\$200,860
NE	Santee Sioux Nation	\$221,934
NM	Santa Ana Pueblo	\$194,529
NM	Tesuque Pueblo	\$110,000
NV	Fallon Paiute-Shoshone Tribe	\$270,000
OK	Cheyenne & Arapaho Tribes	\$400,000
OK	Citizen Potawatomi Nation	\$450,000
OK	Cherokee Nation	\$450,000
OK	Choctaw Nation of Oklahoma	\$284,867
OK	Muscogee (Creek) Nation	\$500,000
OK	Miami Tribe of Oklahoma	\$500,000
OK	Ponca Tribe of Oklahoma	\$174,367
OR	Oglala Sioux Tribe Department of Transportation	\$164,000
OR	Confederated Tribes of the Umatilla Indian Reservation	\$338,372
OR	Confederated tribes of Warm Springs Reservation of Oregon	\$25,000
SC	Catawba Indian Nation	\$440,518
SD	Cheyenne River Sioux Tribe	\$500,000

**Table 34A cont'd.***FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) Obligations for Tribal Transit*

<b>STATE</b>	<b>EASTERN BANK OF CHEROKEE NATIONS</b>	<b>TOTAL</b>
SD	Lower Brule Sioux Tribe	\$250,000
SD	Oglala Sioux Tribe Department of Transportation	\$595,430
WA	Jamestown S'Klallam Tribe	\$160,680
WA	Kalispel Indian Community of the Kalispel Reservation	\$134,014
WA	Lummi Tribe of the Lummi Reservation	\$300,000
WA	Skokomish Indian Tribe of the Skokomish Reservation	\$73,400
WA	Snoqualmie Tribe	\$329,013
WA	Stillaguamish Tribe	\$25,000
WA	The Tulalip Tribes of Washington	\$483,762
WI	Menominee Indian Tribe of Wisconsin	\$475,000
<b>TOTAL</b>		<b>\$15,187,190</b>

**Table 35***FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) Obligations for Intercity Bus by Category*

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
AL	\$0	\$1,997,485	\$0	\$0	\$0	\$0	\$1,997,485	3.1
AK	\$744,339	\$579,125	\$0	\$0	\$0	\$0	\$1,323,464	2.0
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	\$0	\$610,906	\$0	\$0	\$0	\$0	\$610,906	0.9
AK	\$1,066,500	\$2,086,598	\$0	\$0	\$0	\$0	\$3,153,098	4.8
CA	\$3,538,707	\$502,141	\$0	\$0	\$0	\$0	\$4,040,848	6.2
CO	\$60,000	\$2,270,215	\$0	\$0	\$0	\$0	\$2,330,215	3.6
CT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
DE	\$0	\$190,083	\$0	\$0	\$0	\$0	\$190,083	0.3
DC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
FL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
GA	\$3,089,104	\$0	\$0	\$0	\$0	\$0	\$3,089,104	4.7
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ID	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
IL	\$2,509,094	\$3,483,377	\$0	\$0	\$0	\$0	\$5,992,471	9.2
IN	\$9,600	\$2,037,226	\$0	\$0	\$0	\$0	\$2,046,826	3.1
IO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KA	\$0	\$1,415,336	\$0	\$0	\$0	\$0	\$1,415,336	2.2
KY	\$374,994	\$2,088,463	\$0	\$0	\$0	\$0	\$2,463,457	3.8
LA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MD	\$0	\$752,521	\$0	\$0	\$0	\$0	\$752,521	1.2
MA	\$279,879	\$379,964	\$0	\$0	\$0	\$0	\$659,843	1.0
MI	\$2,868,970	\$0	\$0	\$0	\$0	\$0	\$2,868,970	4.4
MN	\$796,624	\$27,380	\$0	\$0	\$0	\$0	\$824,004	1.3
MS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MO	\$1,635,440	\$961,085	\$0	\$0	\$0	\$0	\$2,596,525	4.0
MT	\$195,582	\$365,711	\$0	\$0	\$0	\$0	\$561,293	0.9
NE	\$957,218	\$0	\$0	\$0	\$0	\$0	\$957,218	1.5
NV	\$0	\$893,433	\$0	\$0	\$0	\$0	\$893,433	1.4
NH	\$0	\$215,533	\$0	\$0	\$0	\$0	\$215,533	0.3
NJ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NM	\$731,110	\$805,312	\$0	\$0	\$0	\$0	\$1,536,422	2.4
NY	\$0	\$2,775,500	\$0	\$0	\$0	\$0	\$2,775,500	4.3
NC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ND	\$207,382	\$587,618	\$0	\$0	\$0	\$0	\$795,000	1.2

**Table 35 cont'd.***FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) Obligations for Intercity Bus by Category*

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	TOTAL OBLIGATIONS	% OF TOTAL
N MARIANA ISL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$1,710,153	\$1,710,153	\$0	\$0	\$0	\$0	\$3,420,306	5.3
OK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OR	\$936,663	\$1,588,358	\$200,865	\$0	\$0	\$0	\$2,725,886	4.2
PA	\$0	\$3,224,707	\$0	\$0	\$0	\$0	\$3,224,707	5.0
PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
RI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
SD	\$171,659	\$76,372	\$0	\$0	\$0	\$0	\$248,031	0.4
TN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TX	\$2,650,175	\$3,277,516	\$79,568	\$0	\$0	\$0	\$6,007,259	9.2
UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VT	\$0	\$912,255	\$0	\$0	\$0	\$0	\$912,255	1.4
VA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	\$0	\$2,189,939	\$0	\$0	\$0	\$0	\$2,189,939	3.4
WV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WI	\$993,862	\$371,852	\$0	\$0	\$0	\$0	\$1,365,714	2.1
WY	\$0	\$924,391	\$0	\$0	\$0	\$0	\$924,391	1.4
<b>TOTAL</b>	<b>\$25,527,055</b>	<b>\$39,300,555</b>	<b>\$280,433</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,108,043</b>	<b>100.0</b>
<b>Percent of Total</b>	<b>39.2</b>	<b>60.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	

Capital includes preventive maintenance.

**Table 36**

FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) Obligations for Vehicles Purchases by State

STATE	35' - 40' BUS		30' BUS		<30' BUS		INTERCITY BUS		VANS		OTHER		VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
AL	0	\$0	0	\$0	8	\$431,200	0	\$0	24	\$872,163	0	\$0	32	\$1,303,363
AK	6	\$1,513,363	0	\$0	4	\$218,085	0	\$0	2	\$75,030	0	\$0	12	\$1,806,478
AMER SAMOA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
AZ	4	\$931,500	2	\$238,500	16	\$2,181,926	0	\$0	4	\$171,376	0	\$0	26	\$3,523,302
AK	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
CA	3	\$884,620	6	\$1,934,288	16	\$1,385,502	0	\$0	3	\$138,834	0	\$0	28	\$4,343,244
CO	2	\$340,000	4	\$530,964	10	\$990,230	1	\$60,000	0	\$0	0	\$0	17	\$1,921,194
CT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
DE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
DC	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
FL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
GA	0	\$0	0	\$0	17	\$525,425	5	\$3,089,104	93	\$2,364,488	0	\$0	115	\$5,979,017
GUAM	0	\$0	2	\$499,000	0	\$0	0	\$0	0	\$0	0	\$0	2	\$499,000
HI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
ID	0	\$0	2	\$108,800	0	\$0	0	\$0	0	\$0	0	\$0	2	\$108,800
IL	0	\$0	0	\$0	132	\$9,472,595	0	\$0	0	\$0	0	\$0	132	\$9,472,595
IN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
IO	0	\$0	1	\$105,218	0	\$0	0	\$0	23	\$1,311,590	0	\$0	24	\$1,416,808
KA	0	\$0	0	\$0	0	\$0	0	\$0	33	\$1,182,220	0	\$0	33	\$1,182,220
KY	0	\$0	0	\$0	0	\$0	0	\$0	8	\$270,547	0	\$0	8	\$270,547
LA	0	\$0	0	\$0	0	\$0	0	\$0	12	\$408,850	0	\$0	12	\$408,850
MA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
MD	0	\$0	0	\$0	4	\$625,918	0	\$0	1	\$37,780	0	\$0	5	\$663,698
MA	3	\$825,000	1	\$260,000	4	\$749,000	0	\$0	0	\$0	0	\$0	8	\$1,834,000
MI	12	\$2,868,970	5	\$421,779	21	\$1,388,535	0	\$0	9	\$300,289	0	\$0	47	\$4,979,573
MN	0	\$0	0	\$0	51	\$3,752,736	10	\$240,000	0	\$0	0	\$0	61	\$3,992,736
MS	0	\$0	0	\$0	3	\$200,000	0	\$0	0	\$0	0	\$0	3	\$200,000
MO	0	\$0	0	\$0	53	\$1,840,000	2	\$1,527,440	27	\$720,000	0	\$0	82	\$4,087,440
MT	0	\$0	1	-\$26,629	1	\$413,692	0	\$0	5	\$132,935	0	\$0	7	\$519,998
NE	0	\$0	0	\$0	0	\$0	0	\$0	3	\$54,400	0	\$0	3	\$54,400
NV	0	\$0	0	\$0	0	\$0	0	\$0	2	\$66,388	0	\$0	2	\$66,388
NH	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
NJ	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
NM	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
NY	0	\$0	11	\$996,000	41	\$2,289,262	0	\$0	0	\$0	1	\$480,000	53	\$3,765,262
NC	4	\$1,272,000	0	\$0	57	\$2,794,551	0	\$0	127	\$3,674,432	0	\$0	188	\$7,740,983
ND	0	\$0	0	\$0	0	\$0	2	\$102,000	0	\$0	0	\$0	2	\$102,000
N MARIANA ISL	0	\$0	0	\$0	2	\$0	0	\$0	5	\$320,000	0	\$0	7	\$320,000
OH	0	\$0	0	\$0	0	\$0	0	\$0	64	\$2,653,510	0	\$0	64	\$2,653,510
OK	0	\$0	1	\$75,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$75,000
OR	2	\$187,138	3	\$271,412	2	\$94,447	0	\$0	0	\$0	0	\$0	7	\$552,997
PA	0	\$0	1	\$296,000	4	\$916,000	0	\$0	0	\$0	0	\$0	5	\$1,212,000

## SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 36 (cont'd.)**

FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) Obligations for Vehicles Purchases by State

STATE	35' - 40' BUS		30' BUS		<30' BUS		INTERCITY BUS		VANS		OTHER		VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
PR	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
RI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
SC	1	\$168,000	0	\$0	2	\$99,600	0	\$0	0	\$0	0	\$0	3	\$267,600
SD	0	\$0	0	\$0	1	\$100,000	0	\$0	0	\$0	0	\$0	1	\$100,000
TN	0	\$0	0	\$0	1	\$36,000	0	\$0	7	\$239,094	2	\$159,967	10	\$435,061
TX	0	\$541,616	0	\$0	4	\$371,699	4	\$720,000	2	\$149,236	0	\$0	10	\$1,782,551
UT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
VT	1	\$208,000	0	\$0	8	\$540,400	0	\$0	0	\$0	0	\$0	9	\$748,400
VA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
VI	0	\$0	0	\$0	1	\$101,823	0	\$0	5	\$1,161,200	0	-\$37,604	6	\$1,225,419
WA	2	\$217,793	0	\$0	2	\$53,072	0	\$0	16	\$384,400	0	\$0	20	\$655,265
WV	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
WI	2	\$656,000	9	\$405,160	2	\$38,400	0	\$0	5	\$94,880	0	\$0	18	\$1,194,440
WY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
<b>TOTAL</b>	<b>42</b>	<b>\$10,614,000</b>	<b>49</b>	<b>\$6,115,492</b>	<b>467</b>	<b>\$31,610,098</b>	<b>24</b>	<b>\$5,738,544</b>	<b>480</b>	<b>\$16,783,641</b>	<b>3</b>	<b>\$602,363</b>	<b>1065</b>	<b>\$71,464,138</b>
<b>Percent of Total</b>	<b>3.9</b>		<b>4.6</b>		<b>43.8</b>		<b>2.3</b>		<b>45.1</b>		<b>\$0</b>		<b>100.0</b>	

Note: Table includes Rehabilitation and Rebuild.

Does not include Bus Used (\$-680).

Other includes Bus Trolley, Bus Trolley Artic and Bus Commuter.

**Table 37***FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) RTAP Obligations by State and Activity*

	TRAINING	TECHNICAL ASSISTANCE	TRANSIT RESEARCH	SUPPORT SERVICES	PROGRAM RESERVE	TOTAL	% OF TOTAL	RANK
AL	\$79,674	\$56,354	\$33,035	\$25,262	\$0	\$194,325	2.2	24
AK	\$72,335	\$17,360	\$0	\$6,751	\$0	\$96,446	1.1	36
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
AZ	\$182,851	\$0	\$0	\$0	\$0	\$182,851	2.1	26
AK	\$205,544	\$0	\$0	\$0	\$0	\$205,544	2.3	22
CA	\$0	\$0	\$25,000	\$36,603	\$370,011	\$431,614	4.9	3
CO	\$157,766	\$0	\$0	\$0	\$0	\$157,766	1.8	30
CT	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
DE	\$78,297	\$0	\$0	\$0	\$0	\$78,297	0.9	38
DC	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
FL	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
GA	\$332,315	\$0	\$0	\$0	\$0	\$332,315	3.8	7
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
HI	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
ID	\$76,103	\$50,735	\$0	\$0	\$0	\$126,838	1.4	33
IL	\$102,399	\$204,798	\$40,959	\$127,901	\$0	\$476,057	5.4	2
IN	\$0	\$205,546	\$0	\$0	\$0	\$205,546	2.3	21
IO	\$206,685	\$0	\$0	\$0	\$0	\$206,685	2.3	20
KA	\$48,000	\$12,000	\$40,000	\$111,280	\$0	\$211,280	2.4	19
KY	\$228,767	\$17,500	\$0	\$22,871	\$0	\$269,138	3.0	10
LA	\$76,001	\$55,393	\$0	\$35,393	\$0	\$166,787	1.9	29
MA	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
MD	\$91,176	\$0	\$0	\$142,978	\$0	\$234,154	2.6	15
MA	\$132,589	\$40,000	\$0	\$45,613	\$0	\$218,202	2.5	18
MI	\$404,097	\$0	\$0	\$0	\$0	\$404,097	4.6	4
MN	\$181,232	\$0	\$0	\$0	\$0	\$181,232	2.0	27
MS	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
MO	\$147,169	\$125,000	\$0	\$0	\$0	\$272,169	3.1	9
MT	\$85,529	\$97,825	\$0	\$0	\$0	\$183,354	2.1	25
NE	\$11,765	\$100,000	\$0	\$0	\$0	\$111,765	1.3	34
NV	\$41,950	\$40,000	\$0	\$0	\$0	\$81,950	0.9	37
NH	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
NJ	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
NM	\$50,000	\$0	\$0	\$90,925	\$0	\$140,925	1.6	31
NY	\$219,175	\$20,000	\$0	\$5,000	\$0	\$244,175	2.8	11
NC	\$286,319	\$0	\$0	\$0	\$0	\$286,319	3.2	8
ND	\$132,891	\$0	\$0	\$40,000	\$0	\$172,891	2.0	28
N MARIANA ISL	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
OH	\$20,000	\$364,005	\$0	\$0	\$0	\$384,005	4.3	5

## SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 37** (cont'd.)

FY 2013 Non-Urbanized Area Formula Program/RTAP (Section 5311) RTAP Obligations by State and Activity

	TRAINING	TECHNICAL ASSISTANCE	TRANSIT RESEARCH	SUPPORT SERVICES	PROGRAM RESERVE	TOTAL	% OF TOTAL	RANK
OK	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
OR	\$125,723	\$117,688	\$0	\$0	\$0	\$243,411	2.8	12
PA	\$261,926	\$0	\$0	\$100,000	\$0	\$361,926	4.1	6
PR	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
RI	\$0	\$71,328	\$0	\$0	\$0	\$71,328	0.8	39
SC	\$174,191	\$50,838	\$0	\$3,014	\$0	\$228,043	2.6	16
SD	\$135,219	\$0	\$0	\$0	\$0	\$135,219	1.5	32
TN	\$29,849	\$206,014	\$0	\$0	\$0	\$235,863	2.7	13
TX	\$559,043	\$0	\$0	\$0	\$0	\$559,043	6.3	1
UT	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
VT	\$181,250	\$16,469	\$0	\$0	\$0	\$197,719	2.2	23
VA	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
VI	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
WA	\$78,091	\$78,091	\$0	\$78,089	\$0	\$234,271	2.6	14
WV	\$0	\$0	\$0	\$0	\$0	\$0	0.0	40
WI	\$125,000	\$55,000	\$0	\$35,000	\$8,665	\$223,665	2.5	17
WY	\$44,519	\$39,900	\$0	\$14,500	\$0	\$98,919	1.1	35
<b>TOTAL</b>	<b>\$5,365,440</b>	<b>\$2,041,844</b>	<b>\$138,994</b>	<b>\$921,180</b>	<b>\$378,676</b>	<b>\$8,846,134</b>	<b>100.0</b>	
<b>Percent by Type</b>	<b>60.7</b>	<b>23.1</b>	<b>1.6</b>	<b>10.4</b>	<b>4.3</b>	<b>100.0</b>		

## 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. A Job Access project provides 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, expanding fixed-route mass transit routes, demand-responsive van service, ridesharing and carpooling activities, bicycling, and local car loan programs that assist individuals in purchasing and maintaining vehicles for shared-rides. Capital and operating costs for such projects are eligible. Matching funds may include those from other federal programs, such as the Department of Health and Human Services' (DHHS) Temporary Assistance to Needy Families (TANF) and the Department of Labor's (DOL) Work Force Investment Act (WIA).

Under the MAP-21 authorization, the JARC program has been repealed. Job access and reverse commute projects are now funded under the Section 5307, Urbanized Area formula program. Once all of the funding has been obligated, the JARC program will no longer be represented in the statistical summaries.

During FY 2013, funds totaling approximately \$132 million were obligated under the Section 5316 program.

**Table 38** FY 2013 Job Access/Reverse Commute Program (Section 5316) Obligations for Vehicles by Type

TYPE OF VEHICLE	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	1	\$150,000	1	\$150,000
35 ft bus	0	\$0	0	\$0	1	\$104,000	3	\$932,016	4	\$1,036,016
30 ft bus	0	\$0	3	\$204,750	8	\$471,468	2	\$360,000	13	\$1,036,218
< 30 ft bus	6	\$480,220	0	\$0	25	\$1,166,673	21	\$1,099,089	52	\$2,745,982
Vans	12	\$502,896	5	\$217,876	6	\$163,160	129	\$4,925,811	152	\$5,809,743
Bus Commuter/Suburban	0	\$0	0	\$0	0	\$0	5	\$2,114,065	5	\$2,114,065
<b>Total</b>	<b>18</b>	<b>\$983,116</b>	<b>8</b>	<b>\$422,626</b>	<b>40</b>	<b>\$1,905,301</b>	<b>161</b>	<b>\$9,580,981</b>	<b>227</b>	<b>\$12,892,024</b>
<b>Percent of Total (\$)</b>		<b>7.9</b>		<b>3.5</b>		<b>17.6</b>		<b>70.9</b>	<b>100.0</b>	
<b>Percent of Total (#)</b>	<b>7.6</b>		<b>3.3</b>		<b>14.8</b>		<b>74.3</b>			<b>100.0</b>

Table includes Rehabilitation and Rebuild. Also includes Leasing.

**Table 39** FY 2013 Job Access/Reverse Commute Program (Section 5316) Obligations by Population Group

POPULATION GROUP	CAPITAL	OPERATING	PLANNING	TOTAL	%
Over 1,000,000	\$9,661,394	\$25,591,906	\$888,543	\$36,141,843	27.4
200,000 -1,000,000	\$2,473,432	\$13,251,185	-\$32,740	\$15,691,877	11.9
50,000 - 200,000	\$7,170,678	\$12,223,008	\$15,000	\$19,408,686	14.7
Under 50,000	\$18,646,579	\$41,858,976	-\$27	\$60,505,528	45.9
<b>Total</b>	<b>\$37,952,083</b>	<b>\$92,925,075</b>	<b>\$870,776</b>	<b>\$131,747,934</b>	
<b>Percent of Total</b>	<b>28.8</b>	<b>70.5</b>	<b>0.7</b>	<b>100.0</b>	

**Table 40***FY 2013 Job Access/Reverse Commute Programs (Section 5316) Obligations by State and Category*

STATE	CAPITAL	PLANNING	OPERATING	TOTAL	% OF TOTAL	RANK	% CAP.	% PLA.	% OP.
AL	\$448,799	\$2,685,591	\$0	\$3,134,390	2.4	14	14.3	85.7	0.0
AK	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
AMER SAMOA	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
AZ	\$269,984	\$3,713,012	\$0	\$3,982,996	3.0	11	6.8	93.2	0.0
AK	\$0	\$819,311	\$0	\$819,311	0.6	36	0.0	100.0	0.0
CA	\$6,169,934	\$5,319,581	\$0	\$11,489,515	8.7	2	53.7	46.3	0.0
CO	\$553,185	\$1,872,242	-\$32,767	\$2,392,660	1.8	17	0.0	0.0	0.0
CT	\$0	\$2,884,593	\$0	\$2,884,593	2.2	15	0.0	0.0	0.0
DE	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
DC	\$1,326,001	\$261,943	\$0	\$1,587,944	1.2	23	0.0	0.0	0.0
FL	\$1,364,512	\$7,392,043	\$0	\$8,756,555	6.6	3	15.6	84.4	0.0
GA	\$1,445,446	\$4,521,975	\$0	\$5,967,421	4.5	7	24.2	75.8	0.0
GUAM	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
HI	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
ID	\$648,873	\$214,096	\$0	\$862,969	0.7	32	75.2	24.8	0.0
IL	\$3,649,333	\$4,191,856	\$0	\$7,841,189	6.0	5	46.5	53.5	0.0
IN	\$215,089	\$1,359,678	\$0	\$1,574,767	1.2	24	13.7	86.3	0.0
IO	\$667,988	\$157,780	\$0	\$825,768	0.6	35	80.9	19.1	0.0
KA	\$480,162	\$440,028	\$0	\$920,190	0.7	30	52.2	47.8	0.0
KY	\$5,000	\$835,366	\$0	\$840,366	0.6	34	0.6	99.4	0.0
LA	\$75,775	\$1,647,098	\$0	\$1,722,873	1.3	22	4.4	95.6	0.0
MA	\$0	\$652,272	\$0	\$652,272	0.5	37	0.0	100.0	0.0
MD	\$1,848,297	\$1,616,100	\$0	\$3,464,397	2.6	12	0.0	0.0	0.0
MA	\$193,148	\$587,853	\$688,637	\$1,469,638	1.1	26	13.1	40.0	46.9
MI	\$724,106	\$2,131,266	\$0	\$2,855,372	2.2	16	25.4	74.6	0.0
MN	\$273,962	\$1,591,345	\$0	\$1,865,307	1.4	21	14.7	85.3	0.0
MS	\$149,360	\$399,311	\$0	\$548,671	0.4	38	27.2	72.8	0.0
MO	\$159,360	\$1,272,274	\$0	\$1,431,634	1.1	27	11.1	88.9	0.0
MT	-\$34,008	\$341,426	\$0	\$307,418	0.2	41	0.0	0.0	0.0
NE	\$72,245	\$801,003	\$0	\$873,248	0.7	31	8.3	91.7	0.0
NV	\$40,800	\$804,628	\$0	\$845,428	0.6	33	4.8	95.2	0.0
NH	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
NJ	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
NM	\$0	\$346,191	\$0	\$346,191	0.3	40	0.0	100.0	0.0
NY	\$2,022,196	\$2,163,281	\$0	\$4,185,477	3.2	10	48.3	51.7	0.0
NC	\$1,002,519	\$3,658,673	\$0	\$4,661,192	3.5	9	21.5	78.5	0.0
ND	\$15,272	\$158,500	\$0	\$173,772	0.1	43	8.8	91.2	0.0

**Table 40 cont'd.***FY 2013 Job Access/Reverse Commute Programs (Section 5316) Obligations by State and Category*

STATE	CAPITAL	PLANNING	OPERATING	TOTAL	% OF TOTAL	RANK	% CAP.	% PLA.	% OP.
N MARIANA ISL	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
OH	\$802,010	\$6,584,251	\$199,906	\$7,586,167	5.8	6	10.6	86.8	2.6
OK	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
OR	\$56,387	\$1,431,616	\$0	\$1,488,003	1.1	25	3.8	96.2	0.0
PA	\$2,746,264	\$2,885,706	\$0	\$5,631,970	4.3	8	48.8	51.2	0.0
PR	\$1,952,552	\$6,384,935	\$0	\$8,337,487	6.3	4	0.0	0.0	0.0
RI	\$0	\$1,150,847	\$0	\$1,150,847	0.9	28	0.0	0.0	0.0
SC	\$1,244,160	\$998,230	\$0	\$2,242,390	1.7	19	55.5	44.5	0.0
SD	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
TN	\$308,900	\$2,011,446	\$0	\$2,320,346	1.8	18	13.3	86.7	0.0
TX	\$5,779,590	\$10,481,977	\$15,000	\$16,276,567	12.4	1	35.5	64.4	0.1
UT	\$473,493	\$665,724	\$0	\$1,139,217	0.9	29	41.6	58.4	0.0
VT	\$0	\$285,205	\$0	\$285,205	0.2	42	0.0	100.0	0.0
VA	\$0	\$480,551	\$0	\$480,551	0.4	39	0.0	100.0	0.0
VI	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
WA	\$254,302	\$3,098,885	\$0	\$3,353,187	2.5	13	7.6	92.4	0.0
WV	\$0	\$0	\$0	\$0	0.0	45	0.0	0.0	0.0
WI	\$547,087	\$1,604,254	\$0	\$2,151,341	1.6	20	25.4	74.6	0.0
WY	\$0	\$21,132	\$0	\$21,132	0.0	44	0.0	100.0	0.0
<b>TOTAL</b>	<b>\$37,952,083</b>	<b>\$92,925,075</b>	<b>\$870,776</b>	<b>\$131,747,934</b>	<b>100.0</b>		<b>28.8</b>	<b>70.5</b>	<b>0.7</b>
<b>Percent of Total</b>	<b>28.8</b>	<b>70.5</b>	<b>0.7</b>	<b>100.0</b>					

**Table 41** FY 2013 Job Access/Reverse Commute Obligations by Population Group and UZA

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
<b>OVER 1 MILLION</b>								
Atlanta, GA	\$107,403	5.6	\$0	0.0	\$1,817,365	94.4	\$1,924,768	1.5
Austin, TX	\$81,876	35.3	\$0	0.0	\$150,254	64.7	\$232,130	0.2
Baltimore, MD	\$1,779,196	79.6	\$0	0.0	\$457,010	20.4	\$2,236,206	1.7
Bonita Springs, FL	\$19,056	100.0	\$0	0.0	\$0	0.0	\$19,056	0.0
Boston, MA-NH-RI	\$0	0.0	\$688,637	100.0	\$0	0.0	\$688,637	0.5
Charlotte, NC-SC	\$0	0.0	\$0	0.0	\$355,674	100.0	\$355,674	0.3
Chicago, IL-IN	\$3,061,533	52.5	\$0	0.0	\$2,766,710	47.5	\$5,828,243	4.4
Cincinnati, OH-KY-IN	\$74,820	6.6	\$0	0.0	\$1,050,815	93.4	\$1,125,635	0.9
Cleveland, OH	\$0	0.0	\$199,906	10.0	\$1,799,170	0.0	\$1,999,076	1.5
Dallas-Fort Worth-Arlington, TX	\$885,038	34.5	\$0	0.0	\$1,682,439	65.5	\$2,567,477	1.9
Denver-Aurora, CO	\$242,096	26.8	\$0	0.0	\$660,213	73.2	\$902,309	0.7
Detroit, MI	\$568,967	26.4	\$0	0.0	\$1,587,031	73.6	\$2,155,998	1.6
Houston, TX	\$641,450	22.5	\$0	0.0	\$2,206,836	77.5	\$2,848,286	2.2
Jacksonville, FL	\$101,733	10.0	\$0	0.0	\$915,609	90.0	\$1,017,342	0.8
Las Vegas, NV	\$40,800	5.2	\$0	0.0	\$748,587	94.8	\$789,387	0.6
Los Angeles-Long Beach-Santa Ana, CA	\$1,409,536	65.0	\$0	0.0	\$758,981	35.0	\$2,168,517	1.6
Miami, FL	\$509,683	0.0	\$0	0.0	\$1,095,952	0.0	\$1,605,635	1.2
Minneapolis-St. Paul, MN	\$19,614	2.1	\$0	0.0	\$902,537	97.9	\$922,151	0.7
Orlando, FL	\$141,266	10.0	\$0	0.0	\$1,271,395	90.0	\$1,412,661	1.1
Philadelphia, PA-NJ-DE-MD	\$30,414	1.2	\$0	0.0	\$2,422,440	98.8	\$2,452,854	1.9
Phoenix-Mesa, AZ	\$57,365	3.1	\$0	0.0	\$1,799,435	96.9	\$1,856,800	1.4
Portland, OR-WA	\$0	0.0	\$0	0.0	\$846,714	100.0	\$846,714	0.6
Providence, RI-MA	\$0	0.0	\$0	0.0	\$127,051	100.0	\$127,051	0.1
Salt Lake City-West Valley City, UT	\$473,493	41.6	\$0	0.0	\$665,724	58.4	\$1,139,217	0.9
San Diego, CA	\$511,358	89.0	\$0	0.0	\$63,463	11.0	\$574,821	0.4
San Francisco-Oakland, CA	\$0	0.0	\$0	0.0	\$326,203	0.0	\$326,203	0.2
Seattle, WA	\$14,452	17.0	\$0	0.0	\$70,573	83.0	\$85,025	0.1
Tampa-St. Petersburg, FL	\$37,069	0.0	\$0	0.0	\$1,226,374	0.0	\$1,263,443	1.0
Washington, DC-VA-MD	\$1,326,001	83.5	\$0	0.0	\$261,943	16.5	\$1,587,944	1.2
<b>SUBTOTAL</b>	<b>\$12,134,219</b>	<b>29.6</b>	<b>\$888,543</b>	<b>2.2</b>	<b>\$28,036,498</b>	<b>68.3</b>	<b>\$41,059,260</b>	<b>31.2</b>
<b>200,000 - 1 MILLION POPULATION</b>								
Akron, OH	\$350,000	54.7	\$0	0.0	\$289,865	45.3	\$639,865	0.5
Albany-Schenectady, NY	\$35,825	10.7	\$0	0.0	\$298,156	89.3	\$333,981	0.3
Allentown-Bethlehem, PA-NJ	\$136,000	26.9	\$0	0.0	\$368,912	73.1	\$504,912	0.4
Ann Arbor, MI	\$155,139	49.8	\$0	0.0	\$156,621	50.2	\$311,760	0.2
Asheville, NC	\$3,584	0.0	\$0	0.0	\$32,263	0.0	\$35,847	0.0
Baton Rouge, LA	\$75,775	10.0	\$0	0.0	\$681,982	90.0	\$757,757	0.6
Boise City, ID	\$134,845	100.0	\$0	0.0	\$0	0.0	\$134,845	0.1
Buffalo, NY	\$303,139	0.0	\$0	0.0	\$316,977	0.0	\$620,116	0.5
Camarillo, CA	\$60,239	0.0	\$0	0.0	\$69,502	0.0	\$129,741	0.1

## SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 41 cont'd.** FY 2013 Job Access/Reverse Commute Obligations by Population Group and UZA

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
Charleston-North Charleston, SC	\$24,900	8.8	\$0	0.0	\$258,927	91.2	\$283,827	0.2
Colorado Springs, CO	\$63,531	14.6	-\$32,740	(7.5)	\$404,954	92.9	\$435,745	0.3
Columbia, SC	\$24,526	60.7	\$0	0.0	\$15,897	39.3	\$40,423	0.0
Columbus, OH	\$39,894	3.2	\$0	0.0	\$1,214,595	96.8	\$1,254,489	1.0
Corpus Christi, TX	\$0	0.0	\$0	0.0	\$256,574	100.0	\$256,574	0.2
Dayton, OH	\$53,711	0.0	\$0	0.0	\$290,386	0.0	\$344,097	0.3
El Paso, TX-NM	\$462,808	0.0	\$0	0.0	\$1,184,829	0.0	\$1,647,637	1.3
Evansville, IN-KY	\$12,711	9.9	\$0	0.0	\$115,496	90.1	\$128,207	0.1
Fort Collins, CO	\$0	0.0	\$0	0.0	\$123,464	0.0	\$123,464	0.1
Greensboro, NC	\$14,950	10.0	\$0	0.0	\$134,553	90.0	\$149,503	0.1
Harrisburg, PA	\$0	0.0	\$0	0.0	\$152,890	0.0	\$152,890	0.1
Huntsville, AL	\$6,000	0.0	\$0	0.0	\$0	0.0	\$6,000	0.0
Lansing, MI	\$0	0.0	\$0	0.0	\$387,614	0.0	\$387,614	0.3
Lincoln, NE	\$12,135	2.8	\$0	0.0	\$424,643	97.2	\$436,778	0.3
Louisville, KY-IN	\$5,000	1.0	\$0	0.0	\$510,627	99.0	\$515,627	0.4
Lubbock, TX	\$0	0.0	\$0	0.0	\$42,661	100.0	\$42,661	0.0
Mobile, AL	\$52,376	0.0	\$0	0.0	\$471,382	0.0	\$523,758	0.4
New Orleans	\$0	0.0	\$0	0.0	\$965,116	0.0	\$965,116	0.7
Omaha, NE-IA	\$60,110	0.0	\$0	0.0	\$376,360	0.0	\$436,470	0.3
Peoria, IL	\$0	0.0	\$0	0.0	\$33,050	100.0	\$33,050	0.0
Poughkeepsie-Newburgh, NY	\$0	0.0	\$0	0.0	\$355,482	100.0	\$355,482	0.3
Raleigh, NC	\$16,430	9.1	\$0	0.0	\$164,300	90.9	\$180,730	0.1
Reading, PA	\$27,905	100.0	\$0	0.0	\$0	0.0	\$27,905	0.0
Rockford, IL	\$0	0.0	\$0	0.0	\$143,942	0.0	\$143,942	0.1
Salem, OR	\$0	0.0	\$0	0.0	\$526,466	100.0	\$526,466	0.4
Scranton, PA	\$24,673	10.0	\$0	0.0	\$222,061	90.0	\$246,734	0.2
Spokane, WA-ID	\$0	0.0	\$0	0.0	\$389,524	100.0	\$389,524	0.3
Tucson, AZ	\$113,504	0.0	\$0	0.0	\$1,021,547	0.0	\$1,135,051	0.9
Waldorf, MD	\$0	0.0	\$0	0.0	\$74,200	0.0	\$74,200	0.1
Westminster, MD	\$28,800	0.0	\$0	0.0	\$79,285	0.0	\$108,085	0.1
Wichita, KS	\$23,499	0.0	\$0	0.0	\$211,491	0.0	\$234,990	0.2
Winston-Salem, NC	\$0	0.0	\$0	0.0	\$221,158	100.0	\$221,158	0.2
Worcester, MA-CT	\$0	0.0	\$0	0.0	\$460,802	100.0	\$460,802	0.3
SUBTOTAL	\$2,322,009	14.8	-\$32,740	(0.2)	\$13,448,554	85.5	\$15,737,823	11.9
<b>50,000 - 200,000 POPULATION</b>								
Anderson, IN	\$104,000	58.5	\$0	0.0	\$73,831	41.5	\$177,831	0.1
Barnstable Town, MA	\$193,148	100.0	\$0	0.0	\$0	0.0	\$193,148	0.1
Bloomington, IN	\$0	0.0	\$0	0.0	\$198,114	100.0	\$198,114	0.2
Chattanooga, TN-GA	\$36,000	8.3	\$0	0.0	\$398,268	91.7	\$434,268	0.3
Daytona Beach-Port Orange, FL	\$0	0.0	\$0	0.0	\$351,099	0.0	\$351,099	0.3
Durham, NC	\$66,984	0.0	\$0	0.0	\$57,337	0.0	\$124,321	0.1

Table 41 cont'd.

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
Fayetteville, NC	\$0	0.0	\$0	0.0	\$353,505	0.0	\$353,505	0.3
Hagerstown, MD-WV-PA	\$40,301	22.3	\$0	0.0	\$140,317	77.7	\$180,618	0.1
Harlingen, TX	\$214,888	34.3	\$0	0.0	\$410,880	65.7	\$625,768	0.5
Jefferson City, MO	\$159,360	11.3	\$0	0.0	\$1,247,280	88.7	\$1,406,640	1.1
Johnson City, TN	\$272,900	14.5	\$0	0.0	\$1,613,178	85.5	\$1,886,078	1.4
Lafayette, IN	\$0	0.0	\$0	0.0	\$358,750	100.0	\$358,750	0.3
Marysville, WA	\$0	0.0	\$0	0.0	\$53,450	0.0	\$53,450	0.0
Owensboro, KY	\$0	0.0	\$0	0.0	\$324,739	0.0	\$324,739	0.2
Oxnard, CA	\$20,000	4.9	\$0	0.0	\$389,595	95.1	\$409,595	0.3
Port St. Lucie, FL	\$20,000	9.4	\$0	0.0	\$192,219	90.6	\$212,219	0.2
Reno, NV-CA	\$0	0.0	\$0	0.0	\$56,041	100.0	\$56,041	0.0
Salisbury, MD-DE	\$0	0.0	\$0	0.0	\$93,000	100.0	\$93,000	0.1
Savannah, GA	\$17,381	10.0	\$0	0.0	\$156,431	90.0	\$173,812	0.1
St. Joseph, MO-KS	\$0	0.0	\$0	0.0	\$24,994	100.0	\$24,994	0.0
Syracuse, NY	\$0	0.0	\$0	0.0	\$402,542	100.0	\$402,542	0.3
Topeka, KS	\$236,617	0.0	\$0	0.0	\$0	0.0	\$236,617	0.2
Victorville-Hesperia-Apple Valley, CA	\$336,301	0.0	\$0	0.0	\$0	0.0	\$336,301	0.3
Youngstown, OH-PA	\$168,724	0.0	\$0	0.0	\$111,441	0.0	\$280,165	0.2
SUBTOTAL	\$1,886,604	21.2	\$0	0.0	\$7,007,011	78.8	\$8,893,615	6.8
<b>Under 50,000 POPULATION</b>								
ALABAMA GOV APP	\$390,423	15.0	\$0	0.0	\$2,214,209	85.0	\$2,604,632	2.0
ARIZONA GOV APP	\$99,115	10.0	\$0	0.0	\$892,030	90.0	\$991,145	0.8
ARKANSAS GOV APP	\$0	0.0	\$0	0.0	\$819,311	100.0	\$819,311	0.6
CALIFORNIA GOV APP	\$3,832,500	50.8	\$0	0.0	\$3,711,837	49.2	\$7,544,337	5.7
COLORADO GOV APP	\$247,558	26.6	-\$27	(0.0)	\$683,611	73.4	\$931,142	0.7
CONNECTICUT GOV APP	\$0	0.0	\$0	0.0	\$2,884,593	100.0	\$2,884,593	2.2
FLORIDA GOV APP	\$535,705	18.6	\$0	0.0	\$2,339,395	81.4	\$2,875,100	2.2
GEORGIA GOV APP	\$1,320,662	34.1	\$0	0.0	\$2,548,179	65.9	\$3,868,841	2.9
IDAHO GOV APP	\$514,028	70.6	\$0	0.0	\$214,096	29.4	\$728,124	0.6
ILLINOIS GOV APP	\$587,800	32.0	\$0	0.0	\$1,248,154	68.0	\$1,835,954	1.4
INDIANA GOV APP	\$98,378	13.8	\$0	0.0	\$613,487	86.2	\$711,865	0.5
IOWA GOV APP	\$667,988	80.9	\$0	0.0	\$157,780	19.1	\$825,768	0.6
KANSAS GOV APP	\$220,046	0.0	\$0	0.0	\$228,537	0.0	\$448,583	0.3
MAINE GOV APP	\$0	0.0	\$0	0.0	\$652,272	100.0	\$652,272	0.5
MARYLAND GOV APP	\$0	0.0	\$0	0.0	\$491,691	100.0	\$491,691	0.4
MINNESOTA GOV APP	\$254,348	27.0	\$0	0.0	\$688,808	73.0	\$943,156	0.7
MISSISSIPPI GOV APP	\$149,360	27.2	\$0	0.0	\$399,311	72.8	\$548,671	0.4
MONTANA GOV APP	-\$34,008	(11.1)	\$0	0.0	\$341,426	111.1	\$307,418	0.2
NEW MEXICO GOV APP	\$0	0.0	\$0	0.0	\$346,191	100.0	\$346,191	0.3
NEW YORK GOV APP	\$1,683,232	68.1	\$0	0.0	\$790,124	31.9	\$2,473,356	1.9
NORTH CAROLINA GOV APP	\$900,571	27.8	\$0	0.0	\$2,339,883	72.2	\$3,240,454	2.5

**Table 41 cont'd.** *FY 2013 Job Access/Reverse Commute Obligations by Population Group and UZA*

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
NORTH DAKOTA GOV APP	\$15,272	8.8	\$0	0.0	\$158,500	91.2	\$173,772	0.1
OHIO GOV APP	\$271,203	12.9	\$0	0.0	\$1,827,979	87.1	\$2,099,182	1.6
OREGON GOV APP	\$56,387	21.0	\$0	0.0	\$212,384	79.0	\$268,771	0.2
PENNSYLVANIA GOV APP	\$2,370,930	0.0	\$0	0.0	\$0	0.0	\$2,370,930	1.8
PUERTO RICO GOV APP	\$1,952,552	23.4	\$0	0.0	\$6,384,935	76.6	\$8,337,487	6.3
RHODE ISLAND GOV APP	\$0	0.0	\$0	0.0	\$1,150,847	100.0	\$1,150,847	0.9
SOUTH CAROLINA GOV APP	\$1,194,734	62.3	\$0	0.0	\$723,406	37.7	\$1,918,140	1.5
TEXAS GOV APP	\$3,493,530	43.4	\$15,000	0.2	\$4,547,504	56.4	\$8,056,034	6.1
VERMONT GOV APP	\$0	0.0	\$0	0.0	\$285,205	100.0	\$285,205	0.2
VIRGINIA GOV APP	\$0	0.0	\$0	0.0	\$480,551	100.0	\$480,551	0.4
WASHINGTON GOV APP	\$239,850	9.0	\$0	0.0	\$2,431,390	91.0	\$2,671,240	2.0
WISCONSIN GOV APP	\$547,087	25.4	\$0	0.0	\$1,604,254	74.6	\$2,151,341	1.6
WYOMING GOV APP	\$0	0.0	\$0	0.0	\$21,132	100.0	\$21,132	0.0
SUBTOTAL	\$21,609,251	32.7	\$14,973	0.0	\$44,433,012	67.3	\$66,057,236	50.1
<b>TOTAL</b>	<b>\$37,952,083</b>		<b>\$870,776</b>		<b>\$92,925,075</b>		<b>\$131,747,934</b>	<b>100.0</b>

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

**Table 42** FY 2013 Job Access/Reverse Commute Programs (Section 5316) Obligations for Vehicles

STATE	40' BUS		35' BUS		30' BUS		<30' BUS		COMMUTER SUBURBAN BUS		VAN		STATION WAGONS/SEDAN		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
AL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$58,410	0	\$0	2	\$58,410
AK	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$0	0	\$0	1	\$0
CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	78	\$3,985,300	0	\$0	78	\$3,985,300
CO	0	\$0	0	\$0	0	\$0	1	\$48,442	0	\$0	5	\$242,096	0	\$0	6	\$290,538
DC	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$22,200	288	\$838,173	289	\$860,373
FL	0	\$0	0	\$0	0	\$0	2	\$190,000	0	\$0	2	\$106,337	0	\$0	4	\$296,337
GA	0	\$0	2	\$564,000	2	\$360,000	0	\$0	0	\$0	0	\$0	0	\$0	4	\$924,000
ID	0	\$0	0	\$0	0	\$0	2	\$104,000	0	\$0	2	\$48,000	0	\$0	4	\$152,000
IL	0	\$0	0	\$0	0	\$0	1	\$45,600	0	\$0	2	\$59,200	0	\$0	3	\$104,800
IN	0	\$0	1	\$104,000	0	\$0	2	\$61,200	0	\$0	0	\$0	0	\$0	3	\$165,200
IO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$43,200	12	\$43,200
KS	0	\$0	0	\$0	0	\$0	4	\$236,617	0	\$0	2	\$69,271	0	\$0	6	\$305,888
MD	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$93,800	0	\$0	3	\$93,800
MI	0	\$0	0	\$0	0	\$0	3	\$231,220	0	\$0	1	\$45,000	0	\$0	4	\$276,220
MN	0	\$0	0	\$0	0	\$0	1	\$9,000	0	\$0	0	\$0	0	\$0	1	\$9,000
MS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$138,000	0	\$0	3	\$138,000
MO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$69,360	0	\$0	3	\$69,360
MT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	-\$59,200	0	\$0	0	-\$59,200
NV	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$40,800	0	\$0	2	\$40,800
NC	0	\$0	1	\$368,016	0	\$0	4	\$202,880	0	\$0	2	\$70,000	0	\$0	7	\$640,896
ND	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
OH	0	\$0	0	\$0	0	\$0	3	\$136,762	0	\$0	1	\$31,294	0	\$0	4	\$168,056
PA	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,906,931	35	\$572,999	0	\$0	39	\$2,479,930
PR	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
SC	1	\$150,000	0	\$0	0	\$0	6	\$310,205	1	\$207,134	4	\$135,000	0	\$0	12	\$802,339
TN	0	\$0	0	\$0	(1)	-\$88,532	9	\$350,296	0	\$0	0	\$0	0	\$0	8	\$261,764
TX	0	\$0	0	\$0	12	\$764,750	14	\$819,760	0	\$0	3	\$81,876	0	\$0	29	\$1,666,386
WY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
<b>TOTAL</b>	<b>1</b>	<b>\$150,000</b>	<b>4</b>	<b>\$1,036,016</b>	<b>13</b>	<b>\$1,036,218</b>	<b>52</b>	<b>\$2,745,982</b>	<b>5</b>	<b>\$2,114,065</b>	<b>152</b>	<b>\$5,809,743</b>	<b>300</b>	<b>\$881,373</b>	<b>527</b>	<b>\$13,773,397</b>
<b>Percent of Vehicles by Type</b>	<b>0.2</b>		<b>0.8</b>		<b>2.5</b>		<b>9.9</b>		<b>0.9</b>		<b>28.8</b>		<b>56.9</b>		<b>100.0</b>	

Table includes Rehabilitation and Rebuild as well as leasing.

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

## 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, retrofitting of a bus to add a lift, and training.

A total of \$6.9 million was obligated for the program in FY 2013. 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.

Under MAP-21, the Over-the-Road Bus Program has been repealed. Therefore, once all of the funds have been obligated under this program, the data will not be included in subsequent statistical summaries.

**Table 43***FY 2013 Over-the-Road Bus Program Obligations*

STATE	RECIPIENT NAME	ACQUIRE ADA VEHICLE EQUIPMENT	REHAB/RENOVATE ADA VEHICLE EQUIPMENT	TRAINING	OTHER	TOTAL
AL	CAPITAL MOTOR LINES INC	\$170,000	\$0	\$0	\$0	\$170,000
AL	COLONIAL TRAILWAYS	\$236,610	\$0	\$0	\$0	\$236,610
AL	JAT INC DBA THRASHER BROS TRAILWAYS	\$26,770	\$0	\$0	\$0	\$26,770
AL	KINGDOM COACH LLC	\$45,000	\$0	\$0	\$0	\$45,000
AL	SPIRIT COACH LLC	\$29,738	\$0	\$0	\$0	\$29,738
AK	LITTLE ROCK TOURS	\$29,282	\$0	\$800	\$0	\$30,082
CA	HOT DOGGER TOURS INC DBA GOLD COAST TOURS	\$35,468	\$0	\$0	\$0	\$35,468
CA	PACIFIC COACHWAYS CHARTER SVCS INC	\$35,000	\$0	\$0	\$0	\$35,000
CA	SILVERADO STAGES INC	\$32,778	\$0	\$0	\$0	\$32,778
CT	POST ROAD STAGES INC	\$33,000	\$0	\$0	\$0	\$33,000
FL	ASTRO TRAVEL & TOURS INC	\$34,350	\$0	\$0	\$0	\$34,350
FL	FLORIDA TRAILS INC DBA ANNETT BUS LINES	\$73,283	\$0	\$2,250	\$0	\$75,533
FL	MAGIC CARPET RIDE	\$62,856	\$0	\$2,250	\$0	\$65,106
GA	SOUTHEASTERN STAGES INC	\$64,513	\$0	\$0	\$0	\$64,513
LA	AMERICAN INTL TRAVEL INC DBA DIXIELAND TOURS	\$45,000	\$0	\$0	\$0	\$45,000
LA	LOUISIANA COACHES	\$45,000	\$0	\$0	\$0	\$45,000
ME	ISHERWOOD ENTERP INC DBA CUSTOM COACH & LIMOUSINE	\$35,000	\$0	\$2,250	\$0	\$37,250
MA	BLOOMS BUS LINES INC	\$75,600	\$0	\$0	\$0	\$75,600
MA	PLYMOUTH & BROCKTON	\$93,167	\$0	\$0	\$0	\$93,167
MS	VISION TOURS LLC	\$35,225	\$0	\$2,025	\$0	\$37,250
MO	MID AMERICAN COACHES INC	\$0	\$0	\$0	\$35,000	\$35,000
MS	WHITE KNIGHT LIMOUSINE INC	\$0	\$0	\$247	\$44,753	\$45,000
MT	BEACH TRANSPORTATION CORP	\$42,500	\$0	\$2,500	\$0	\$45,000
NV	CELEBRITY COACHES OF AMERICA INC	\$31,285	\$0	\$0	\$0	\$31,285
NH	JALBERT LEASING INC DBA C & J TRAILWAYS	\$46,583	\$0	\$0	\$0	\$46,583
NJ	ACADEMY EXPRESS LLC	\$1,000,000	\$0	\$0	\$0	\$1,000,000
NJ	STOUTS CHARTER SVC INC	\$35,000	\$0	\$2,250	\$0	\$37,250
NY	ADIRONDACK TRANSIT LINES INC	\$0	\$0	\$0	\$266,795	\$266,795
NC	T R Y INC. DBA YOUNG TRANSPORTATION	\$27,825	\$0	\$2,250	\$0	\$30,075
OR	CUSA RAZ LLC DBA RAZ TRANSPORTATION	\$89,100	\$0	\$0	\$0	\$89,100
PA	FRANK MARTZ COACH COMPANY INC	\$331,523	\$0	\$0	\$0	\$331,523
PA	FULLINGTON TRAILWAYS, LLC (FM FULLINGTON AUTO BUS CO)	\$0	\$0	\$0	\$120,693	\$120,693
SC	CHAMPION COACH, INC	\$25,834	\$0	\$0	\$0	\$25,834
TN	GREENE COACH COMPANY INC	\$45,000	\$0	\$0	\$0	\$45,000
TN	LCL INC DBA GRAYLINE NASHVILLE	\$187,191	\$0	\$4,500	\$0	\$191,691
TX	BUSES BY BILL INC	\$45,000	\$0	\$0	\$0	\$45,000
TX	GREYHOUND LINES INC.	\$2,983,771	\$0	\$0	\$0	\$2,983,771
TX	LONE STAR COACHES INC	\$31,543	\$0	\$0	\$0	\$31,543
VT	PREMIER COACH CO INC	\$85,060	\$0	\$2,000	\$0	\$87,060
WA	GTO LLC DBA MTR WESTERN	\$167,240	\$0	\$0	\$0	\$167,240
<b>TOTAL</b>		<b>\$6,412,095</b>	<b>\$0</b>	<b>\$23,322</b>	<b>\$467,241</b>	<b>\$6,902,658</b>

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

## 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 formula; 80% of the funds available is apportioned according to an urbanized area population based formula and the remaining 20% is provided to the states based on an FTA administrative formula to address planning needs in larger, more complex urbanized areas with 1 million or more population. Acting as FTA grantees, the states distribute these funds to each Metropolitan Planning Organization (MPO) within the state. All states, in consultation with their MPOs, have either reaffirmed or developed allocation formulas that are used to distribute the funding.

The MPP provides financial assistance through the states, to MPOs to support the costs of preparing long-range transportation plans and financially-feasible Transportation Improvement Plans (TIPs) that are required as a condition of obtaining Federal transit funding.

In FY 2013, FTA obligated more than \$145.3 million for the MTPP.

## 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. The state is the FTA grantee for this program.

In FY 2013, FTA obligated more than \$42.4 million for statewide planning.

**Table 44**

*FY 2013 Metropolitan (Section 5303), Statewide (Section 5304), and Consolidated (Section 5305)  
Planning Programs Obligations*

STATE	METROPOLITAN PLANNING PROGRAM	STATEWIDE PLANNING PROGRAM	CONSOLIDATED PLANNING PROGRAM	TOTAL
AL	\$0	\$0	\$0	\$0
AK	\$0	\$0	\$0	\$0
AMER SAMOA	\$0	\$0	\$0	\$0
AZ	\$2,479,860	\$1,032,161	\$0	\$3,512,021
AK	\$0	\$0	\$2,086,373	\$2,086,373
CA	\$0	\$0	\$91,367,986	\$91,367,986
CO	\$308,741	\$0	\$0	\$308,741
CT	\$0	\$0	\$0	\$0
DE	\$0	\$0	\$0	\$0
DC	\$0	\$472,980	\$0	\$472,980
FL	\$0	\$7,413,434	\$0	\$7,413,434
GA	\$0	\$0	\$0	\$0
GUAM	\$0	\$0	\$0	\$0
HI	\$0	\$0	\$0	\$0
ID	\$98,570	\$0	\$0	\$98,570
IL	\$0	\$7,248,198	\$0	\$7,248,198
IN	\$0	\$0	\$0	\$0
IO	\$0	\$0	\$6,271,702	\$6,271,702
KA	\$232,932	\$0	\$3,347,102	\$3,580,034
KY	\$0	\$764,098	\$0	\$764,098
LA	\$1,258,840	\$0	\$0	\$1,258,840
MA	\$209,506	\$0	\$0	\$209,506
MD	\$0	\$0	\$8,635,555	\$8,635,555
MA	\$0	\$6,653,587	\$0	\$6,653,587
MI	\$0	\$3,966,241	\$0	\$3,966,241
MN	\$0	\$0	\$4,775,319	\$4,775,319
MS	\$0	\$0	\$0	\$0
MO	\$322,302	\$0	\$10,840,787	\$11,163,089
MT	\$0	\$483,346	\$0	\$483,346
NE	\$0	\$0	\$0	\$0
NV	\$0	\$0	\$0	\$0
NH	\$0	\$0	\$0	\$0
NJ	\$0	\$0	\$0	\$0
NM	\$473,108	\$0	\$0	\$473,108
NY	\$0	\$9,769,089	\$0	\$9,769,089
NC	\$0	\$723,792	\$0	\$723,792

**Table 44 cont'd.**

*FY 2013 Metropolitan (Section 5303), Statewide (Section 5304), and Consolidated (Section 5305)  
Planning Programs Obligations*

STATE	METROPOLITAN PLANNING PROGRAM	STATEWIDE PLANNING PROGRAM	CONSOLIDATED PLANNING PROGRAM	TOTAL
ND	\$0	\$0	\$1,955,397	\$1,955,397
N MARIANA ISL	\$0	\$0	\$0	\$0
OH	\$1,726,333	\$0	\$0	\$1,726,333
OK	\$777,637	\$0	\$0	\$777,637
OR	\$189,889	\$833,310	\$0	\$1,023,199
PA	\$0	\$0	\$0	\$0
PR	\$1,887,797	\$0	\$0	\$1,887,797
RI	\$0	\$0	\$0	\$0
SC	\$361,368	\$0	\$0	\$361,368
SD	\$198,673	\$0	\$0	\$198,673
TN	\$0	\$0	\$0	\$0
TX	\$1,731,508	\$0	\$0	\$1,731,508
UT	\$0	\$0	\$0	\$0
VT	\$234,391	\$0	\$0	\$234,391
VA	\$0	\$3,119,177	\$0	\$3,119,177
VI	\$0	\$0	\$0	\$0
WA	\$1,309,299	\$0	\$0	\$1,309,299
WV	\$0	\$0	\$0	\$0
WI	\$0	\$0	\$0	\$0
WY	\$0	\$0	\$2,249,410	\$2,249,410
<b>TOTAL</b>	<b>\$13,800,754</b>	<b>\$42,479,413</b>	<b>\$131,529,631</b>	<b>\$187,809,798</b>
<b>Percent of Total</b>	<b>7.3</b>	<b>22.6</b>	<b>70.0</b>	<b>100.0</b>

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

## Public Transportation Emergency Relief Program (49 U.S.C. §5324) and Emergency Supplemental Obligations

Under MAP-21, the Public Transportation Emergency Relief Program was created to help states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. Eligible activities include capital projects to protect, repair, reconstruct, or replace equipment and facilities of a public transportation system, including on an Indian reservation, that are in danger of or have suffered serious damage as a result of an emergency. The funds for this program will be appropriated by Congress as necessary, and the grants are only for expenses that are not reimbursed by the Federal Emergency Management Agency (FEMA).

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

In FY 2013, approximately \$587.2 million was obligated for the Public Transportation Emergency Relief Program and \$4.2 million was obligated as Emergency Supplemental grants.

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

SAFETEA-LU established the Alternatives Analysis program under 49 U.S.C. § 5339. The program provides grants to states, authorities of the states, MPOs, and local government authorities to develop studies as part of the transportation planning process. These studies include assessments of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea, sufficient information to enable the U.S. DOT 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 long-range transportation plan.

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 MPO(s) with responsibility for that area.

The federal government's share of the cost of an activity funded may not exceed 80% of the cost of the activity.

In 2013, approximately \$5.1 million was obligated for Alternative Analysis projects.

Under MAP-21, the Alternative Analysis Program was repealed. Therefore, once all of the funding for this program has been obligated, programmatic data will not be represented in subsequent statistical summaries.

**Table 45** FY 2013 Alternatives Analysis Program (Section 5339) Obligations

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL
AL	\$0	0.0
AK	\$0	0.0
AMER SAMOA	\$0	0.0
AZ	\$0	0.0
AK	\$0	0.0
CA	\$0	0.0
CO	\$0	0.0
CT	\$180,000	3.5
DE	\$0	0.0
DC	\$0	0.0
FL	\$0	0.0
GA	\$0	0.0
GUAM	\$0	0.0
HI	\$0	0.0
ID	\$375,000	7.4
IL	\$0	0.0
IN	\$0	0.0
IO	\$0	0.0
KA	\$0	0.0
KY	\$0	0.0
LA	\$0	0.0
MA	\$0	0.0
MD	\$0	0.0
MA	\$0	0.0
MI	\$1,600,000	31.5
MN	\$0	0.0
MS	\$0	0.0
MO	\$0	0.0
MT	\$0	0.0
NE	\$0	0.0
NV	\$0	0.0
NH	\$0	0.0
NJ	\$0	0.0
NM	\$0	0.0
NY	\$1,560,000	30.7
NC	\$560,000	11.0
ND	\$0	0.0

**Table 45 cont'd.** *FY 2013 Alternatives Analysis Program (Section 5339) Obligations*

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL
N MARIANA ISL	\$0	0.0
OH	\$0	0.0
OK	\$0	0.0
OR	\$750,000	14.8
PA	\$0	0.0
PR	\$0	0.0
RI	\$0	0.0
SC	\$0	0.0
SD	\$0	0.0
TN	\$0	0.0
TX	\$52,012	1.0
UT	\$0	0.0
VT	\$0	0.0
VA	\$0	0.0
VI	\$0	0.0
WA	\$0	0.0
WV	\$0	0.0
WI	\$0	0.0
WY	\$0	0.0
<b>TOTAL</b>	<b>\$5,077,012</b>	<b>100.0</b>

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

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

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

The program funds capital and planning expenses for alternative transportation systems such as buses and trams in federally-managed parks and public lands. A total of 10% 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% may be allocated for any one project.

The Paul S. Sarbanes Program was repealed under MAP-21. Once all of the funds have been obligated under this program, the data will no longer be represented in the statistical summaries.

In FY 2013, \$17.6 million was obligated under this program.

**Table 46** FY 2013 Paul S. Sarbanes Transit in Parks Program (Section 5320) Obligations

STATE	PROGRAM			TOTAL OBLIGATION AMOUNT	% OF TOTAL
	CAPITAL	PLANNING	RESEARCH		
AL	\$0	\$0	\$0	\$0	0.0
AK	\$0	\$0	\$0	\$0	0.0
AMER SAMOA	\$0	\$0	\$0	\$0	0.0
AZ	\$0	\$150,000	\$0	\$150,000	0.9
AK	\$0	\$0	\$0	\$0	0.0
CA	\$2,121,941	\$0	\$0	\$2,121,941	12.0
CO	\$3,200,000	\$0	\$0	\$3,200,000	18.2
CT	\$0	\$0	\$0	\$0	0.0
DE	\$0	\$0	\$0	\$0	0.0
DC	\$0	\$0	\$0	\$0	0.0
FL	\$0	\$150,000	\$0	\$150,000	0.9
GA	\$0	\$0	\$0	\$0	0.0
GUAM	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$0	\$0	0.0
ID	\$0	\$0	\$0	\$0	0.0
IL	\$0	\$0	\$0	\$0	0.0
IN	\$0	\$0	\$0	\$0	0.0
IO	\$0	\$0	\$0	\$0	0.0
KA	\$0	\$0	\$0	\$0	0.0
KY	\$0	\$0	\$0	\$0	0.0
LA	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$0	\$0	\$0	0.0
MD	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$0	\$0	\$0	0.0
MI	\$0	\$0	\$0	\$0	0.0
MN	\$0	\$0	\$0	\$0	0.0
MS	\$0	\$0	\$0	\$0	0.0
MO	\$0	\$0	\$0	\$0	0.0
MT	\$0	\$0	\$1,750,000	\$1,750,000	9.9
NE	\$0	\$0	\$0	\$0	0.0
NV	\$0	\$0	\$0	\$0	0.0
NH	\$0	\$0	\$0	\$0	0.0
NJ	\$0	\$0	\$0	\$0	0.0
NM	\$0	\$1,184,500	\$0	\$1,184,500	6.7
NY	\$0	\$0	\$0	\$0	0.0
NC	\$0	\$0	\$0	\$0	0.0

**Table 46 cont'd.** FY 2013 Paul S. Sarbanes Transit in Parks Program (Section 5320) Obligations

STATE	PROGRAM			TOTAL OBLIGATION AMOUNT	% OF TOTAL
	CAPITAL	PLANNING	RESEARCH		
ND	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	\$0	\$0	\$0	\$0	0.0
OH	\$0	\$0	\$0	\$0	0.0
OK	\$0	\$0	\$0	\$0	0.0
OR	\$460,400	\$0	\$0	\$460,400	2.6
PA	\$0	\$446,758	\$0	\$446,758	2.5
PR	\$0	\$0	\$0	\$0	0.0
RI	\$0	\$0	\$0	\$0	0.0
SC	\$0	\$0	\$0	\$0	0.0
SD	\$0	\$0	\$0	\$0	0.0
TN	\$0	\$0	\$0	\$0	0.0
TX	\$619,774	\$0	\$0	\$619,774	3.5
UT	\$900,000	\$0	\$0	\$900,000	5.1
VT	\$0	\$0	\$0	\$0	0.0
VA	\$0	\$6,748,906	-\$119,168	\$6,629,738	37.6
VI	\$0	\$0	\$0	\$0	0.0
WA	\$0	\$0	\$0	\$0	0.0
WV	\$0	\$0	\$0	\$0	0.0
WI	\$0	\$0	\$0	\$0	0.0
WY	\$0	\$0	\$0	\$0	0.0
<b>TOTAL</b>	<b>\$7,302,115</b>	<b>\$8,680,164</b>		<b>\$17,613,111</b>	<b>100.0</b>

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

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

SAFETEA-LU established the New Freedom program under 49 U.S.C. 5317. The New Freedom program provides formula funding for new public transportation services and public transportation alternatives beyond those required by the ADA of 1990 that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

By law, FTA allocates 60% of funds available to UZAs with populations of 200,000 or more persons (large UZAs); 20% to the states for urbanized areas with populations ranging from 50,000 to 200,000 persons (small UZAs), and 20% to the states for rural and small urban areas with populations of less than 50,000 persons. FTA apportions funds based upon the number of persons with disabilities over the age of 5 that reside in a state or large urbanized area, using data from the 2000 Census.

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

States and designated recipients may use up to 10% of their annual apportionment to administer, plan, and provide technical assistance for a funded project. No local share is required for these program administrative funds.

Under MAP-21, the New Freedom Program was consolidated with the Elderly and Disabled Program to form the Enhanced Mobility of Seniors and Individuals with Disabilities Program. Operating assistance is also now available under the new authorization.

During FY 2013, funds totaling \$78.1 million were obligated to grantees.

**Table 47** FY 2013 New Freedom Program (Section 5317) Obligations

STATE	PROGRAM						TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUSES	BUS OTHER	OPERATING	PLANNING	MAINTENANCE FACILITY	OTHER		
AL	\$299,638	\$1,600	\$914,664	\$0	\$68,573	\$0	\$1,284,475	1.6
AK	\$71,359	\$7,928	\$0	\$0	\$0	\$0	\$79,287	0.1
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	\$249,781	\$401,853	\$1,193,686	\$27,989	\$8,640	\$0	\$1,881,949	2.4
AK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CA	\$0	\$1,721,236	\$2,929,828	\$86,615	\$200,000	\$480,000	\$5,417,679	6.9
CO	\$179,325	\$626,974	\$372,019	-\$138,580	\$156,914	\$0	\$1,196,652	1.5
CT	\$244,708	\$467,643	\$627,097	\$0	\$0	\$0	\$1,339,448	1.7
DE	\$0	\$0	\$499,931	\$0	\$0	\$0	\$499,931	0.6
DC	\$253,040	\$1,003,501	\$211,580	\$0	\$0	\$80,000	\$1,548,121	2.0
FL	\$1,061,230	\$1,157,134	\$5,043,328	\$0	\$245,146	\$1,612,788	\$9,119,626	11.7
GA	\$64,000	\$1,208,850	\$1,780,393	\$0	\$1,111,643	\$0	\$4,164,886	5.3
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ID	\$0	\$96,240	\$382,723	\$0	\$64,000	\$0	\$542,963	0.7
IL	\$0	\$2,096,133	\$1,902,749	\$0	\$1,771,689	\$339,300	\$6,109,871	7.8
IN	\$0	\$71,138	\$1,019,348	\$0	\$917,891	\$0	\$2,008,377	2.6
IO	\$0	\$357,991	\$112,074	\$0	\$0	\$0	\$470,065	0.6
KA	\$0	\$155,138	\$132,290	\$0	\$0	\$0	\$287,428	0.4
KY	\$306,875	\$248,282	\$32,226	\$0	\$0	\$0	\$587,383	0.8
LA	\$0	\$34,672	\$754,131	\$0	\$0	\$0	\$788,803	1.0
MA	\$0	\$586,504	\$286,409	\$0	\$0	\$0	\$872,913	1.1
MD	\$28,800	\$1,159,311	\$677,796	\$0	\$0	\$0	\$1,865,907	2.4
MA	\$0	\$1,915,032	\$940,492	\$0	\$0	\$0	\$2,855,524	3.7
MI	\$150,698	\$675,781	\$1,898,174	\$0	\$0	\$0	\$2,724,653	3.5
MN	\$43,145	\$1,165,771	\$554,953	\$0	\$6,160	\$0	\$1,770,029	2.3
MS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MO	\$161,984	\$580,081	\$797,872	\$0	\$0	\$0	\$1,539,937	2.0
MT	\$0	\$10,087	\$119,540	\$0	\$0	\$0	\$129,627	0.2
NE	\$0	\$56,342	\$12,272	\$0	\$373,685	\$0	\$442,299	0.6
NV	\$0	\$149,350	\$494,880	\$0	\$0	\$0	\$644,230	0.8
NH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NJ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NM	\$0	\$0	\$76,427	\$0	\$0	\$120,001	\$196,428	0.3
NY	\$0	\$2,314,277	\$778,797	\$0	\$53,911	\$0	\$3,146,985	4.0
NC	\$2,300	\$1,335,000	\$352,467	\$0	\$52,000	\$0	\$1,741,767	2.2
ND	\$50,000	\$0	\$22,750	\$0	\$0	\$0	\$72,750	0.1
N MARIANA ISL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$183,371	\$1,826,611	\$1,568,246	\$63,440	\$26,976	\$0	\$3,668,644	4.7
OK	\$0	\$225,174	\$189,946	\$0	\$44,000	\$0	\$459,120	0.6

**Table 47 cont'd.** FY 2013 New Freedom Program (Section 5317) Obligations

STATE	PROGRAM						TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUSES	BUS OTHER	OPERATING	PLANNING	MAINTENANCE FACILITY	OTHER		
OR	\$189,695	\$360,868	\$439,652	\$0	\$0	\$0	\$990,215	1.3
PA	\$1,912,268	\$266,379	\$206,915	\$0	\$127,317	\$1,217,336	\$3,730,215	4.8
PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
RI	\$200,000	\$480,218	\$0	\$0	\$0	\$0	\$680,218	0.9
SC	\$403,401	\$425,318	\$414,206	\$0	\$15,000	\$0	\$1,257,925	1.6
SD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TN	\$480,956	\$729,992	\$377,057	\$0	\$0	\$0	\$1,588,005	2.0
TX	\$128,051	\$3,124,661	\$1,599,190	\$0	\$25,680	\$0	\$4,877,582	6.2
UT	\$0	\$351,749	\$236,815	\$0	\$0	\$0	\$588,564	0.8
VT	\$0	\$18,000	\$59,000	\$0	\$0	\$0	\$77,000	0.1
VA	\$453,362	\$542,272	\$880,348	\$0	\$0	\$0	\$1,875,982	2.4
VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	\$0	\$594,486	\$1,055,155	\$0	\$0	\$0	\$1,649,641	2.1
WV	\$0	\$47,600	\$190,271	\$0	\$0	\$0	\$237,871	0.3
WI	\$68,720	\$680,343	\$305,763	\$0	\$88,000	\$0	\$1,142,826	1.5
WY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
<b>TOTAL</b>	<b>\$7,186,707</b>	<b>\$29,277,520</b>	<b>\$32,443,460</b>	<b>\$39,464</b>	<b>\$5,357,225</b>	<b>\$3,849,425</b>	<b>\$78,153,801</b>	<b>100.0</b>

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

A negative obligation indicates that a budget amendment shifted the commitment of previously obligated funds elsewhere.

## Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program

The TIGGER program, managed by FTA's office of Research, Demonstration and Innovation in coordination with the Office of Program Management and FTA Regional Offices, was implemented to help public transportation agencies develop strategies for reducing greenhouse gas (GHG) emissions and/or reduce energy use within transit operations.

TIGGER was initiated through the American Recovery & Reinvestment Act (ARRA) of 2009 and was continued in FY 2011 through the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub. L. 112-10). This was the last year for funding under this program.

In FY 2013, approximately \$14.5 million was obligated to grantees for this program.

SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 48** FY 2013 TIGGER Program Obligations

STATE	PROGRAM					TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUSES	BUS OTHER	MAINTENANCE FACILITY	FIXED GUIDEWAY	OTHER		
AL	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AK	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	\$0	\$1,349,715	\$2,715,000	\$0	\$0	\$4,064,715	28.1
AK	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CO	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
DE	\$0	\$0	\$0	\$0	\$0	\$0	0.0
DC	\$0	\$0	\$0	\$0	\$0	\$0	0.0
FL	\$0	\$308,839	\$0	\$5,404,710	\$0	\$5,713,549	39.4
GA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ID	\$0	\$0	\$0	\$0	\$0	\$0	0.0
IL	\$0	\$0	\$0	\$0	\$0	\$0	0.0
IN	\$0	\$0	\$0	\$0	\$0	\$0	0.0
IO	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KY	\$0	\$0	\$0	\$0	\$0	\$0	0.0
LA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MD	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MN	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MS	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MO	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NE	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NV	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NH	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NJ	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NM	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NY	\$0	\$29,200	\$322,940	\$0	\$0	\$352,140	2.4
NC	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ND	\$0	\$0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OK	\$0	\$0	\$0	\$0	\$0	\$0	0.0

**Table 48 cont'd.** FY 2013 TIGGER Program Obligations

STATE	PROGRAM					TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUSES	BUS OTHER	MAINTENANCE FACILITY	FIXED GUIDEWAY	OTHER		
OR	\$0	\$0	\$0	\$0	\$0	\$0	0.0
PA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
PR	\$0	\$0	\$0	\$0	\$0	\$0	0.0
RI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
SC	\$0	\$0	\$0	\$0	\$0	\$0	0.0
SD	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TN	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TX	\$0	\$0	\$0	\$0	\$0	\$0	0.0
UT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VA	\$0	\$718,680	\$1,140,000	\$0	\$0	\$1,858,680	12.8
VI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	\$1,537,000	\$963,000	\$0	\$0	\$0	\$2,500,000	17.3
WV	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WY	\$0	\$0	\$0	\$0	\$0	\$0	0.0
<b>TOTAL</b>	<b>\$1,537,000</b>	<b>\$3,369,434</b>	<b>\$4,177,940</b>	<b>\$5,404,710</b>	<b>\$0</b>	<b>\$14,489,084</b>	<b>100.0</b>

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

## Transportation Investment Generating Economic Recovery (TIGER) Program

The TIGER program was originally established under the American Recovery and Reinvestment Act (ARRA) of 2009. The program was subsequently continued beyond ARRA and, due to its similarity to the original program structure, U.S. DOT will continue to refer to the program as “TIGER Discretionary Grants.”

TIGER was established to foster innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. All the funds for this program are awarded on a competitive basis.

In FY 2013, more than \$192.5 million was obligated to grantees for this program.

**Table 49** FY 2013 TIGER Program Obligations

STATE	PROGRAM					TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUS	FIXED GUIDEWAY	NEW STARTS	PLANNING	OTHER		
AL	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AK	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AK	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CA	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	5.2
CO	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CT	\$10,000,000	\$10,500,000	\$0	\$0	\$0	\$20,500,000	10.6
DE	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	5.2
DC	\$0	\$0	\$0	\$0	\$2,170,935	\$2,170,935	1.1
FL	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000	9.4
GA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ID	\$0	\$0	\$0	\$0	\$0	\$0	0.0
IL	\$7,376,400	\$30,818,270	\$0	\$0	\$0	\$38,194,670	19.8
IN	\$0	\$0	\$0	\$0	\$0	\$0	0.0
IO	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KY	\$0	\$0	\$0	\$0	\$0	\$0	0.0
LA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MD	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MA	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	5.2
MI	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000	0.7
MN	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	5.2
MS	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MO	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NE	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NV	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NH	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NJ	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NM	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NY	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NC	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ND	\$0	\$0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$1,618,080	\$26,805,120	\$0	\$0	\$0	\$28,423,200	14.8
OK	\$0	\$0	\$0	\$0	\$0	\$0	0.0

**Table 49 cont'd.** FY 2013 TIGER Program Obligations

STATE	PROGRAM					TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUS	FIXED GUIDEWAY	NEW STARTS	PLANNING	OTHER		
OR	\$0	\$0	\$0	\$0	\$0	\$0	0.0
PA	\$15,000,000	\$12,862,699	\$0	\$0	\$0	\$27,862,699	14.5
PR	\$0	\$0	\$0	\$0	\$0	\$0	0.0
RI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
SC	\$0	\$0	\$0	\$0	\$0	\$0	0.0
SD	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	0.5
TN	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TX	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000	7.8
UT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WV	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WY	\$0	\$0	\$0	\$0	\$0	\$0	0.0
<b>TOTAL</b>	<b>\$51,344,480</b>	<b>\$138,986,089</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,170,935</b>	<b>\$192,501,504</b>	<b>100.0</b>

Other includes Management Training and Research

## Bus and Bus Facilities Program (49 U.S.C. §5339)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. It replaces the Section 5309, Bus and Bus Facilities Program.

Funds are apportioned according to a statutory formula. However, states and territories (including the District of Columbia and Puerto Rico) receive a fixed allocation before FTA applies the formula. This fixed allocation, referred to as the National Distribution allocation, provides to each state \$832,192 and to each territory \$332,877. These funds are available for use anywhere in the state or territory. The remainder of the funding is apportioned for UZAs based on population, vehicle revenue miles, and passenger miles and is specifically for use in UZAs. For large UZAs, the designated recipient(s) work with interested parties, including the MPO, to allocate amounts among eligible subrecipients. The designated recipient in consultation with interested parties should determine the subarea allocation fairly and rationally through a process based on local needs.

## SECTION 2: FISCAL YEAR 2013 STATISTICAL SUMMARIES

**Table 50** Bus and Bus Facilities Program (Section 5339) Obligations by State

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	TOTAL	% OF TOTAL
AL	3	\$224,553	\$0	\$0	\$224,553	4.8
AK	0	\$0	\$0	\$0	\$0	0.0
AMER SAMOA	0	\$0	\$0	\$0	\$0	0.0
AZ	3	\$1,449,798	\$0	\$0	\$1,449,798	31.2
AK	0	\$0	\$0	\$0	\$0	0.0
CA	0	\$0	\$182,346	\$0	\$182,346	3.9
CO	9	\$1,247,500	\$0	\$0	\$1,247,500	26.8
CT	0	\$0	\$0	\$0	\$0	0.0
DE	0	\$0	\$0	\$0	\$0	0.0
DC	0	\$0	\$0	\$0	\$0	0.0
FL	5	\$1,360,116	\$0	\$0	\$1,360,116	29.3
GA	0	\$0	\$0	\$0	\$0	0.0
GUAM	0	\$0	\$0	\$0	\$0	0.0
HI	0	\$0	\$0	\$0	\$0	0.0
ID	0	\$0	\$0	\$0	\$0	0.0
IL	3	\$8,354,260	\$3,131,394	\$0	\$11,485,654	247.1
IN	10	\$1,391,372	\$0	\$0	\$1,391,372	29.9
IO	27	\$2,853,536	\$0	\$64,571	\$2,918,107	62.8
KA	0	\$0	\$0	\$0	\$0	0.0
KY	31	\$1,135,311	\$33,855	\$78,334	\$1,247,500	26.8
LA	1	\$220,115	\$188,123	\$322,502	\$730,740	15.7
MA	0	\$0	\$0	\$0	\$0	0.0
MD	0	\$0	\$0	\$0	\$0	0.0
MA	0	\$0	\$0	\$794,464	\$794,464	17.1
MI	12	\$3,671,301	\$0	\$0	\$3,671,301	79.0
MN	12	\$4,538,030	\$0	\$0	\$4,538,030	97.6
MS	0	\$0	\$0	\$0	\$0	0.0
MO	7	\$1,975,884	\$0	\$0	\$1,975,884	42.5
MT	0	\$0	\$0	\$0	\$0	0.0
NE	0	\$0	\$0	\$0	\$0	0.0
NV	6	\$612,232	\$0	\$0	\$612,232	13.2
NH	0	\$0	\$0	\$0	\$0	0.0
NJ	0	\$0	\$0	\$0	\$0	0.0
NM	0	\$0	\$0	\$0	\$0	0.0
NY	11	\$2,438,884	\$0	\$4,465	\$2,443,349	52.6
NC	0	\$0	\$0	\$0	\$0	0.0
ND	0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	0	\$0	\$0	\$0	\$0	0.0
OH	5	\$1,875,724	\$0	\$383,443	\$2,259,167	48.6
OK	2	\$663,427	\$0	\$0	\$663,427	14.3
OR	0	\$0	\$2,727,419	\$0	\$2,727,419	58.7
PA	5	\$2,870,200	\$284,462	\$2,672,338	\$5,827,000	125.4
PR	0	\$0	\$0	\$0	\$0	0.0
RI	0	\$0	\$0	\$0	\$0	0.0
SC	0	\$0	\$0	\$0	\$0	0.0
SD	0	\$0	\$0	\$0	\$0	0.0

**Table 50 cont'd.** *Bus and Bus Facilities Program (Section 5339) Obligations by State*

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	TOTAL	% OF TOTAL
TN	3	\$1,056,000	\$83,547	\$327,200	\$1,466,747	31.6
TX	0	\$0	\$0	\$0	\$0	0.0
UT	0	\$0	\$0	\$0	\$0	0.0
VT	0	\$0	\$0	\$0	\$0	0.0
VA	0	\$0	\$0	\$0	\$0	0.0
VI	0	\$0	\$0	\$0	\$0	0.0
WA	12	\$881,002	\$0	\$0	\$881,002	19.0
WV	0	\$0	\$0	\$0	\$0	0.0
WI	4	\$795,141	\$0	\$0	\$795,141	17.1
WY	0	\$0	\$0	\$0	\$0	0.0
<b>Total</b>	<b>171</b>	<b>\$39,614,386</b>	<b>\$6,631,146</b>	<b>\$4,647,317</b>	<b>\$50,892,849</b>	<b>100.0</b>

Spare Parts / Assoc Capital Maintenance not included in the # of buses but included in the overall Bus Purchases Total.

## State of Good Repair Program (49 U.S.C. § 5337)

The State of Good Repair Program (SGR) is a new formula program created under MAP-21 and essentially replaces the Fixed Guideway Rail Modernization Formula Program. It is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high occupancy vehicle (HOV) lanes, including bus rapid transit (BRT).

SGR program funds are apportioned according to a statutory formula. Funds are apportioned to UZAs with fixed guideway and high-intensity motorbus systems that have been in operation for at least seven years. This means that only segments of fixed guideway and high-intensity motorbus systems that entered into revenue service on or before September 30, 2005, for FY 2013 are included in the formula, as identified in the NTD. The law requires that 97.15% of the total amount authorized for the SGR program be apportioned to UZAs with "high-intensity fixed guideway" systems. The apportionments to UZAs with "high-intensity fixed guideway" systems are determined by two equal elements: (1) the proportion a recipient would have received of the FY 2011 apportionment for 49 U.S.C. 5337, as it then existed, if calculated using the current version of 49 U.S.C. 5336(b)(1) and the current definition of "fixed guideway" at 49 U.S.C. 5337(a); and (2) the proportion of vehicle revenue miles of a UZA to the total vehicle revenue miles of all UZAs and the proportion of directional route miles of a UZA to the total directional route miles of all UZAs. High-intensity motorbus systems will receive the remaining 2.85% of the total amount authorized for the SGR program, and the apportionments to UZAs are based on vehicle revenue miles and directional route miles. Apportionment changes resulting from the exclusion of vehicle revenue and directional miles reported from bus service provided other than on HOV lanes will take effect in FY 2016.

In FY 2013, the SGR program obligated approximately \$675.6 million.

**Table 51** FY 2013 State of Good Repair Program (Section 5337) Obligations by State

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	FIXED GUIDEWAY	TOTAL	% OF TOTAL
AL	0	\$0	\$0	\$0	\$0	\$0	0.0
AK	0	\$0	\$0	\$0	\$18,275,577	\$18,275,577	2.7
AMER SAMOA	0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	0	\$0	\$0	\$0	\$0	\$0	0.0
AK	0	\$0	\$0	\$0	\$111,157	\$111,157	0.0
CA	0	\$0	\$20,623,845	\$0	\$42,646,891	\$63,270,736	9.4
CO	0	\$0	\$0	\$0	\$8,682,471	\$8,682,471	1.3
CT	0	\$0	\$0	\$0	\$0	\$0	0.0
DE	0	\$0	\$0	\$0	\$0	\$0	0.0
DC	0	\$0	\$0	\$0	\$0	\$0	0.0
FL	0	\$0	\$0	\$0	\$0	\$0	0.0
GA	0	\$0	\$0	\$0	\$26,000,000	\$26,000,000	3.8
GUAM	0	\$0	\$0	\$0	\$0	\$0	0.0
HI	0	\$0	\$0	\$0	\$0	\$0	0.0
ID	0	\$0	\$0	\$0	\$0	\$0	0.0
IL	0	\$0	\$0	\$0	\$200,753,463	\$200,753,463	29.7
IN	0	\$0	\$0	\$0	\$12,661,941	\$12,661,941	1.9
IO	0	\$0	\$0	\$0	\$0	\$0	0.0
KA	0	\$0	\$0	\$0	\$0	\$0	0.0
KY	0	\$0	\$0	\$0	\$0	\$0	0.0
LA	0	\$0	\$0	\$0	\$0	\$0	0.0
MA	0	\$0	\$0	\$0	\$1,342,405	\$1,342,405	0.2
MD	0	\$0	\$0	\$0	\$0	\$0	0.0
MA	0	\$0	\$0	\$0	\$0	\$0	0.0
MI	0	\$0	\$0	\$0	\$1,026,987	\$1,026,987	0.2
MN	10	\$3,502,574	\$0	\$0	\$2,056,000	\$5,558,574	0.8
MS	0	\$0	\$0	\$0	\$0	\$0	0.0
MO	0	\$0	\$0	\$0	\$10,554,093	\$10,554,093	1.6
MT	0	\$0	\$0	\$0	\$0	\$0	0.0
NE	0	\$0	\$0	\$0	\$0	\$0	0.0
NV	0	\$0	\$0	\$0	\$0	\$0	0.0
NH	0	\$0	\$0	\$0	\$0	\$0	0.0
NJ	0	\$0	\$0	\$0	\$142,590,543	\$142,590,543	21.1
NM	0	\$0	\$0	\$0	\$0	\$0	0.0
NY	0	\$0	\$0	\$0	\$0	\$0	0.0
NC	0	\$0	\$0	\$0	\$0	\$0	0.0
ND	0	\$0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	0	\$0	\$0	\$0	\$0	\$0	0.0
OH	0	\$0	\$10,419,922	\$0	\$11,328,286	\$21,748,208	3.2
OK	0	\$0	\$0	\$0	\$0	\$0	0.0
OR	0	\$0	\$240,784	\$0	\$17,148,109	\$17,388,893	2.6
PA	0	\$0	\$0	\$2,025,600	\$117,095,799	\$119,121,399	17.6
PR	0	\$0	\$0	\$0	\$0	\$0	0.0
RI	0	\$0	\$0	\$0	\$0	\$0	0.0
SC	0	\$0	\$0	\$0	\$0	\$0	0.0
SD	0	\$0	\$0	\$0	\$0	\$0	0.0

**Table 51 cont'd.** *FY 2013 State of Good Repair Program (Section 5337) Obligations by State*

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	FIXED GUIDEWAY	TOTAL	% OF TOTAL
TN	0	\$0	\$0	\$0	\$1,255,836	\$1,255,836	0.2
TX	0	\$0	\$0	\$0	\$0	\$0	0.0
UT	0	\$0	\$0	\$0	\$0	\$0	0.0
VT	0	\$0	\$0	\$0	\$0	\$0	0.0
VA	0	\$0	\$0	\$0	\$0	\$0	0.0
VI	0	\$0	\$0	\$0	\$0	\$0	0.0
WA	9	\$10,800,277	\$12,617,657	\$0	\$1,340,843	\$24,758,777	3.7
WV	0	\$0	\$0	\$0	\$0	\$0	0.0
WI	2	\$505,430	\$0	\$0	\$0	\$505,430	0.1
WY	0	\$0	\$0	\$0	\$0	\$0	0.0
<b>Total</b>	<b>21</b>	<b>\$14,808,281</b>	<b>\$43,902,208</b>	<b>\$2,025,600</b>	<b>\$614,870,401</b>	<b>\$675,606,490</b>	<b>100.0</b>

**Table 52** *FY 2013 Public Transportation Emergency Relief Program (Section 5324) Obligations by State*

STATE	BUS OTHER	FIXED GUIDEWAY	MAINTENANCE FACILITY	OPERATING	RESEARCH
CT	\$0	\$0	\$0	\$80,163	\$0
DC	\$0	\$0	\$0	\$0	\$2,554,417
MA	\$0	\$344,311	\$0	\$0	\$0
NJ	\$0	\$136,677,549	\$0	\$167,459,181	\$0
NY	\$15,121,323	\$167,245,157	\$1,447,241	\$87,048,893	\$0
NC	\$0	\$0	\$0	\$0	\$2,609,429
OR	\$0	\$0	\$0	\$0	\$2,676,295
PA	\$0	\$7,651	\$0	\$1,184,917	\$2,783,089
RI	\$0	\$0	\$0	\$1,179	\$0
<b>Total</b>	<b>\$15,121,323</b>	<b>\$304,274,668</b>	<b>\$1,447,241</b>	<b>\$255,774,333</b>	<b>\$10,623,230</b>

## 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.

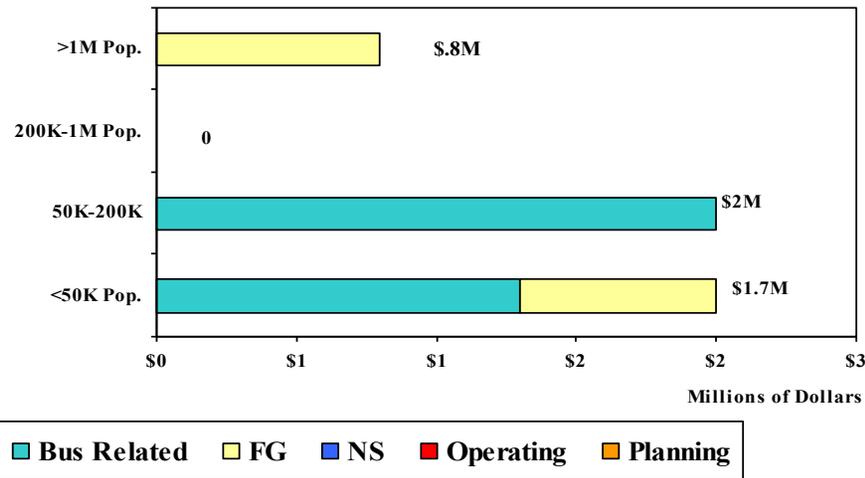
FHWA is responsible for managing the funds but has allotted FTA an amount sufficient to cover funds designated for surface transportation projects that have been determined to be transit in nature. Funds for these transit projects are in addition to the amounts guaranteed under Chapter 53 of Title 49, 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%. The funds may be obligated for planning, capital, or, in some cases, operating expenses.

In FY 2013, \$11.1 million was obligated to grantees.

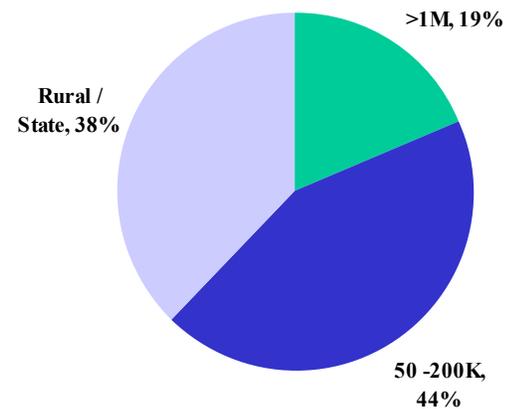
**Table 53** FY 2013 Miscellaneous FHWA Transfer Projects Obligations

URBANIZED AREA / STATE	BUS RELATED	FIXED GUIDEWAY	NEW STARTS	OPERATING	PLANNING	TOTAL	% OF TOTAL
<b>&gt; 1,000,000 POPULATION</b>							
San Francisco-Oakland, CA	\$0	\$856,462	\$0	\$0	\$0	\$856,462	18.6
SUBTOTAL	\$0	\$856,462	\$0	\$0	\$0	\$856,462	18.6
<b>200,000 - 1,000,000 POPULATION</b>							
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0	0.0
<b>50,000 - 200,000 POPULATION</b>							
St. Thomas, VI	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	43.5
SUBTOTAL	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	43.5
<b>RURAL / STATE</b>							
LOUISIANA GOV APP	\$1,034,000	\$0	\$0	\$0	\$0	\$1,034,000	22.5
WASHINGTON GOV APP	\$3,209	\$700,000	\$0	\$0	\$0	\$703,209	15.3
SUBTOTAL	\$1,037,209	\$700,000	\$0	\$0	\$0	\$1,737,209	37.8
<b>TOTAL</b>	<b>\$3,037,209</b>	<b>\$1,556,462</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,593,671</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 to 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 of dollars 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% 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** – Although 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 were 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 FY 2000–2012, these earmarks were transferred to FTA's formula programs only.

**Table 54** *FY 2013 Flexible Fund Transfers*

TYPE	PROGRAM								TOTAL	%
	URBANIZED AREA FORMULA		CAPITAL		ELDERLY/PERSONS WITH DISABILITIES		NON-URBANIZED AREA FORMULA			
	\$	%	\$	%	\$	%	\$	%		
CMAQ	\$1,295,238,890	57.8	0	---	\$10,162,668	0.0	\$26,224,802	0.0	\$1,331,626,360	55.5
STP	\$904,136,141	40.3	0	---	\$81,725,741	0.0	\$18,971,905	0.0	\$1,004,833,786	41.9
Other	\$42,825,347	1.9	18,182,081	---	\$0	0.0	\$1,834,000	0.0	\$62,841,428	2.6
<b>TOTAL</b>	<b>\$2,242,200,378</b>	<b>93.5</b>	<b>18,182,081</b>	<b>0.8</b>	<b>\$91,888,409</b>	<b>3.8</b>	<b>\$47,030,707</b>	<b>2.0</b>	<b>\$2,399,301,574</b>	<b>100.0</b>

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

**Table 55** *FY 2013 Flexible Fund Obligations*

TYPE	PROGRAM								TOTAL	%
	URBANIZED AREA FORMULA		CAPITAL		ELDERLY/PERSONS WITH DISABILITIES		NON-URBANIZED AREA FORMULA			
	\$	%	\$	%	\$	%	\$	%		
CMAQ	\$672,429,051	56.8	\$0	---	\$6,302,664	7.5	\$24,671,656	62.9	\$703,403,371	53.8
STP	\$483,939,669	40.9	\$0	---	\$77,993,312	92.5	\$12,717,721	32.4	\$574,650,702	44.0
Other	\$27,224,416	2.3	\$0	---	\$0	0.0	\$1,834,000	4.7	\$29,058,416	2.2
<b>TOTAL</b>	<b>\$1,183,593,136</b>	<b>90.6</b>	<b>\$0</b>	<b>0.0</b>	<b>\$84,295,976</b>	<b>6.4</b>	<b>\$39,223,377</b>	<b>3.0</b>	<b>\$1,307,112,489</b>	<b>100.0</b>

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



U.S. Department of Transportation  
**Federal Transit Administration**

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