



F E D E R A L T R A N S I T A D M I N I S T R A T I O N

2014 Statistical Summaries

FTA Grant Assistance Programs

AUGUST 2016

FTA Report No. 0107
Federal Transit Administration

PREPARED BY
FTA Office of Program Management



U.S. Department of Transportation
Federal Transit Administration

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

AVAILABLE ONLINE

<https://www.transit.dot.gov/about/research-innovation>

Metric Conversion Table

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
LENGTH				
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
VOLUME				
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft³	cubic feet	0.028	cubic meters	m ³
yd³	cubic yards	0.765	cubic meters	m ³
NOTE: volumes greater than 1000 L shall be shown in m ³				
MASS				
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
TEMPERATURE (exact degrees)				
°F	Fahrenheit	5 (F-32)/9 or (F-32)/1.8	Celsius	°C

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13. ABSTRACT The 2014 Statistical Summaries report provides information about the Federal Transit Administration's (FTA) major financial aid programs for Federal Fiscal Year (FY) 2014. The report covers the following programs: Urbanized Area Formula, Non-urbanized Area Formula, Rural Transit Assistance Program, Formula Funds for the Enhanced Mobility for Seniors 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 were compiled from the capital, operating, and planning assistance grants to transit authorities, states, planning agencies, and other units of local government and eligible recipients.			
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FOREWORD

The *2014 Statistical Summaries* provides information about the Federal Transit Administration's (FTA) major financial aid programs for Federal Fiscal Year (FY) 2014. These summaries are an extension of Moving Ahead for Progress in the 21st Century (MAP-21).

This report provides information on programs that were continued under MAP-21, including Urbanized Area Formula, Non-urbanized Area Formula, Rural Transit Assistance, Formula Funds for the Enhanced Mobility of Seniors and Individuals with Disabilities, Capital, Interstate Substitution, Metropolitan Transportation Planning, Statewide Transportation Planning, Consolidated Planning Grants, Emergency Supplemental Funding, and State Infrastructure Bank.

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, Grants for Buses and Bus Facilities, Paul S. Sarbanes Transit in Parks, and Alternative Analysis. However, because FTA awarded grants originating under these programs in FY 2014, the report includes data on these programs.

For the sake of consistency, data for MAP-21 funds have been combined with prior-year funds except in cases in which a new section of a statute has been created for a MAP-21 replacement program. For instance, the new programs authorized under MAP-21 were State of Good Repair and Grants for Buses and Bus Facilities. The data used in this report were compiled from the capital, operating, and planning assistance grants to transit authorities, states, planning agencies, and other units of local government and eligible recipients.

In this report, obligations are reported according to the urbanized area (UZA) code used to obligate the funds. FY 2014 funds were apportioned and obligated to UZAs as defined by the 2010 Census. For carryover funds prior to FY 2014, 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 included under the new name; if the UZA was deleted in the 2010 Census, the obligations are included under the old name associated with the obsolete UZA code.

This report is organized into three main sections: (1) appropriations and budget authorities, (2) detailed obligation data for FY 2014, and (3) 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>.



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

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

APR 27 2017

Dear Colleague:

I am pleased to provide you with a copy of the Federal Transit Administration's (FTA) Fiscal Year (FY) 2014 "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.

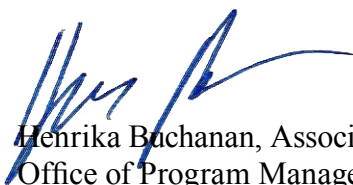
Fiscal Year 2014 marks the second year of authorization for the "Moving Ahead for Progress in the 21st Century (MAP 21). Many of the key programs have remained the same and some programs were repealed under this authorization or combined with other programs.

Transit continues to receive significant funding to support projects. For FY 2014, FTA's grant obligations totaled approximately \$15.7 billion in awards made to 830 recipients. Of the \$15.7 billion, capital expenses accounted for about 91 percent (14.2 billion) of the obligations.

In FY 2014, funds were obligated for the purchase of 10,090 motor vehicles (buses, vans, sedans, station wagons, ferry boats) and 1,073 rail cars, totaling approximately \$1.7 billion and \$320 million, respectively, as well as over 1 billion dollars obligated for construction projects and over 2.8 billion dollars for preventive maintenance.

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

Sincerely,



Henrika Buchanan, Associate Administrator
Office of Program Management

Enclosure

Introduction, Overview, and Glossary

The *FY 2014 Statistical Summaries* presents selected analyzed data on the distribution and use of the following programs administered by the Federal Transit Administration (FTA):

- **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** allows states to combine FHWA and FTA funds as a single grant.
- **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).
- **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.
- **Capital Program (49 U.S.C. § 5309)** provides capital funding for fixed guideway modernization, new starts, buses and bus-related projects.
- **Formula Funds for the Enhanced Mobility of Seniors and Persons with Disabilities Program (49 U.S.C. § 5310)** allocates funding to the states for capital projects to meet the special needs of seniors and persons with disabilities.
- **Formula Grants for Rural Areas (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).
- **Interstate Substitute Transit Program** substitutes transit capital and planning projects for Interstate Highway System projects.
- **Job Access and Reverse Commute Program (49 U.S.C. § 5316)** increases transit service to employment opportunities.

- **Over-the-Road Bus Program** provides funds to help operators of over-the-road bus service comply with the U.S. Department of Transportation's final rule on accessibility for over-the-road buses.
- **New Freedom (49 U.S.C. § 5317)** provides new transit service and transit alternatives beyond those currently required by the American with Disabilities Act of 1990.
- **Miscellaneous Federal Highway Administration (FHWA) Transfer Projects** were transit projects funded by Congress under general provisions in DOT Appropriations Acts for FY 2002–2006.
- **State Infrastructure Banks** allow a state to provide loans or other credit assistance for projects.
- **Paul S. Sarbanes Transit in Parks (49 U.S.C. § 5320)** funds capital and planning expenses for alternative transportation systems in federally-managed parks and public lands.
- **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.
- **Alternative Analysis (49 U.S.C. § 5339)** provides funding to eligible entities to develop studies as part of the transportation planning process.
- **Grants for Buses 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.

The total amount obligated for the above programs in FY 2014 was approximately \$15.7 billion. Approximately 61% was obligated under the two largest programs—Section 5309, Capital Program, including the new State of Good Repair Program and the new Grants for Buses and Bus Facilities Program (17%), and Section 5307, Urbanized Area Formula Program (44%). Of the total \$15.7 billion, approximately 91% was programmed for capital, 7% for operating, and 2% for planning. Within the total capital obligations of \$14.2 billion, 37% was used for buses and bus-related activities, 38% for fixed guideway, and 17% for new starts. In FY 2014, FTA funded the purchase of 10,090 motor vehicles at \$1.7 billion. The purchase of 1,073 rail cars was funded with \$320 million. Obligations for preventive maintenance were approximately \$2.6 billion (bus \$2.2 billion, rail \$377 million).

Other FTA Programs

Whereas the major portion of FTA funding is for transit capital and operating assistance, financial support also is provided for a variety of other programs, as 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. For more information, contact the FTA Office of Research, Demonstration and Innovation at (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 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. The agency 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 President Obama'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 the 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 as well as facilitate technology transfer and information diffusion for developing nations.

Information on FTA research and technology programs is available on the FTA website at www.fta.dot.gov/research. For more information, contact the FTA Office of Research, Demonstration and Innovation at (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. TCRP's 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 maintains a publications list and description of all TCRP studies on its website at <http://www.trb.org/Publications/Publications.aspx>. 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>. For more information, contact Lisa Colbert, FTA Office of Research, Demonstration and Innovation, at (202) 366-9261.

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

Through NTI, FTA develops and offers training courses for improving transit planning, operations, workforce performance, and productivity. NTI courses are conducted at sites across the US on a wide variety of subjects, ranging from multi-modal planning to management development, third-party contracting, safety, and security. Current NTI course offerings are available online at <http://www.ntionline.com/>. For more information, contact the FTA Office of Research, Demonstration and Innovation at (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 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 Fund 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. Sec 5311, Sec 5310, and RTAP), the term may also include territories (Virgin Islands, Guam, American Samoa, and the 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 which 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 2014 Statistical Summaries

Table 1 FTA Appropriations, FY 2014

PROGRAM	AMOUNT
Metropolitan Planning	\$106,570,979
Statewide Planning	\$22,910,721
Transit-Oriented Development	\$10,000,000
Urbanized Area Formula	\$4,382,608,129
Enhanced Mobility of Seniors and Individuals with Disabilities	\$257,464,692
Rural Areas Formula Program	\$543,341,766
RTAP (Rural Transit Assistance Program)	\$10,614,343
Public Transportation On Indian Reservations	\$25,000,000
Appalachian Development Public Transportation Assistance Program	\$20,000,000
State of Good Repair	\$2,150,118,711
Grants for Buses and Bus Facilities Formula	\$427,800,000
Growing States and High Density States Formula	\$525,900,000
New Starts	\$1,923,508,620
Washington Metropolitan Area Transit Authority	\$148,500,000
Research and Transit Cooperative Research	\$48,000,000
Total	\$10,602,337,961

Table 2 FTA Appropriations, FY 1980-2014 (includes Loan Authority, Unrestricted Authority, and Contract Authority)

FISCAL YEAR	CAPITAL	METRO PLANNING	SENIORS/DISABLED	TRANSIT-ORIENTED DEVELOPMENT	INNOV. TECH TECH INTRO	SEC 5	URBANIZED AREA FORMULA	NON-URBANIZED AREA FORMULA	NATL TRANSIT PLANNING/ RESEARCH	STATE PLANNING/ RESEARCH	INTERSTATE SUBSTITUTE	NATL TRANSIT DATABASE	NEW FREEDOM
1980	\$1,625,075	\$55,000	\$20,000	\$0	\$0	\$1,405,000	\$0	\$85,000	\$70,300	\$0	\$425,000	\$0	\$0
1981	\$2,095,000	\$45,000	\$25,000	\$0	\$25,000	\$1,455,000	\$0	\$72,500	\$56,840	\$0	\$615,032	\$0	\$0
1982	\$1,377,500	\$55,000	\$25,000	\$0	\$7,000	\$1,365,250	\$0	\$68,500	\$49,600	\$0	\$560,000	\$0	\$0
1983	\$1,606,650	\$50,000	\$25,000	\$0	\$10,000	\$1,200,000	\$756,175	\$91,325	\$58,250	\$0	\$412,000	\$0	\$0
1984	\$1,138,900	\$50,000	\$26,100	\$0	\$10,000	\$0	\$2,318,606	\$69,986	\$54,800	\$0	\$295,400	\$0	\$0
1985	\$1,018,800	\$50,000	\$26,200	\$0	\$5,000	\$0	\$2,377,730	\$71,770	\$51,000	\$0	\$250,000	\$0	\$0
1986	\$970,565	\$47,850	\$29,500	\$0	\$4,785	\$0	\$1,997,264	\$60,286	\$16,652	\$0	\$191,400	\$0	\$0
1987	\$915,000	\$45,000	\$35,000	\$0	\$7,500	\$0	\$1,924,995	\$75,005	\$17,400	\$0	\$200,000	\$0	\$0
1988	\$980,250	\$45,000	\$35,000	\$0	\$0	\$0	\$1,732,314	\$69,389	\$12,217	\$0	\$123,500	\$0	\$0
1989	\$985,000	\$45,000	\$35,000	\$0	\$0	\$0	\$1,603,596	\$71,404	\$10,000	\$0	\$200,000	\$0	\$0
1990	\$982,045	\$44,370	\$34,510	\$0	\$0	\$0	\$1,624,380	\$70,520	\$9,970	\$0	\$159,520	\$0	\$0
1991	\$1,114,982	\$45,000	\$35,000	\$0	\$0	\$0	\$1,734,620	\$70,359	\$8,000	\$0	\$148,998	\$0	\$0
1992	\$1,356,167	\$43,688	\$54,884	\$0	\$0	\$0	\$1,822,762	\$106,087	\$60,427	\$0	\$160,000	\$0	\$0
1993	\$1,725,000	\$38,250	\$48,636	\$0	\$0	\$0	\$1,560,539	\$95,075	\$42,500	\$0	\$75,000	\$0	\$0
1994	\$1,785,000	\$41,513	\$58,726	\$0	\$0	\$0	\$2,226,553	\$129,588	\$47,428	\$0	\$45,000	\$0	\$0
1995	\$1,724,904	\$41,513	\$59,152	\$0	\$0	\$0	\$2,299,836	\$137,536	\$46,953	\$0	\$48,030	\$0	\$0
1996	\$1,665,000	\$39,500	\$51,609	\$0	\$0	\$0	\$1,890,147	\$114,572	\$41,500	\$0	\$0	\$0	\$0
1997	\$1,900,000	\$39,500	\$56,041	\$0	\$0	\$0	\$1,978,021	\$119,623	\$41,500	\$0	\$0	\$0	\$0
1998	\$2,000,000	\$39,499	\$62,219	\$0	\$0	\$0	\$2,303,703	\$138,578	\$48,001	\$0	\$0	\$0	\$0
1999	\$2,307,000	\$43,842	\$67,036	\$0	\$0	\$0	\$2,552,241	\$183,174	\$48,908	\$0	\$0	\$0	\$0
2000	\$2,492,144	\$49,632	\$72,947	\$0	\$0	\$0	\$2,777,740	\$198,863	\$54,327	\$0	\$0	\$0	\$0
2001	\$2,694,560	\$51,999	\$77,240	\$0	\$0	\$0	\$2,999,814	\$210,247	\$52,520	\$0	\$0	\$0	\$0
2002	\$2,891,000	\$55,422	\$84,605	\$0	\$0	\$0	\$3,225,797	\$229,805	\$55,328	\$0	\$0	\$0	\$0
2003	\$3,111,664	\$59,993	\$90,064	\$0	\$0	\$0	\$3,428,359	\$244,260	\$55,997	\$0	\$0	\$0	\$0
2004	\$3,188,576	\$60,029	\$90,118	\$0	\$0	\$0	\$3,430,430	\$244,407	\$60,007	\$0	\$0	\$0	\$0
2005	\$3,361,714	\$59,903	\$94,527	\$0	\$0	\$0	\$3,593,195	\$256,098	\$61,865	\$0	\$0	\$0	\$0
2006	\$3,656,762	\$77,798	\$110,880	\$0	\$0	\$0	\$3,432,014	\$384,120	\$67,518	\$16,251	\$0	\$3,465	\$77,720
2007	\$3,895,779	\$81,892	\$117,000	\$0	\$0	\$0	\$3,606,175	\$404,000	\$54,000	\$17,107	\$0	\$3,500	\$81,000
2008	\$3,962,145	\$88,510	\$127,000	\$0	\$0	\$0	\$3,910,843	\$438,000	\$58,363	\$18,489	\$0	\$3,500	\$87,500
2009	\$4,359,750	\$93,887	\$133,500	\$0	\$0	\$0	\$4,160,365	\$465,000	\$60,000	\$19,613	\$0	\$3,500	\$92,500
2010	\$4,642,986	\$93,692	\$133,222	\$0	\$0	\$0	\$4,151,709	\$464,033	\$58,670	\$19,572	\$0	\$3,493	\$92,308
2011	\$4,241,786	\$93,692	\$133,222	\$0	\$0	\$0	\$4,151,709	\$464,033	\$52,606	\$19,572	\$0	\$3,493	\$92,308
2012	\$4,547,000	\$93,887	\$133,500	\$0	\$0	\$0	\$4,160,365	\$465,000	\$40,000	\$19,613	\$0	\$3,500	\$92,500
2013	\$4,465,300	\$104,971	\$254,800	\$10,000	\$0	\$0	\$4,397,950	\$599,500	\$41,698	\$21,928	\$0	\$3,850	\$0
2014	\$4,598,800	\$106,543	\$258,300	\$10,000	\$0	\$0	\$4,458,650	\$598,956	\$41,698	\$22,911	\$0	\$3,850	\$0
Total	\$85,382,803	\$2,076,375	\$2,720,539	\$20,000	\$69,285	\$5,425,250	\$88,588,598	\$7,566,598	\$1,606,843	\$175,056	\$3,908,880	\$32,150	\$615,835

Table 2 (cont.) FTA Appropriations, FY 1980-2014 (includes Loan Authority, Unrestricted Authority, and Contract Authority)

FISCAL YEAR	ALTERNATIVE ANALYSIS	PAUL S. SARBANES TRANSIT IN PARKS PROGRAM	GROWING STATES DENSITY/ DENSITY STATES FORMULA	CLEAN FUELS	OVER-THE-ROAD BUS	JOB ACCESS/ REV. COMMUTE	WASH DC METRO RAIL	ENERGY EFFICIENCY/ GREENHOUSE GAS REDUCTION	EMERGENCY SUPPLEMENTAL	UNIVERSITY TRANSP. CENTERS	TOTAL	ADMIN.	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	\$0	\$0	\$525,900	\$0	\$0	\$0	\$142,154	\$0	\$0	\$0	\$10,568,051	\$102,713	\$10,670,764
2014	\$0	\$0	\$525,900	\$0	\$0	\$0	\$148,500	\$0	\$0	\$0	\$10,774,108	\$104,000	\$10,878,108
Total	\$174,337	\$177,268	\$3,084,185	\$291,114	\$96,536	\$1,801,415	\$3,449,403	\$124,900	\$1,923,500	\$149,986	\$189,461,151	\$1,738,338	\$180,649,711

Table 3 FY 2014 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	\$6,950,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,950,334	0.0
Capital - 5309 (Includes New Starts, Buses and Bus Facilities, and Fixed Guideway Modernization Programs), 5339 Buses and Bus Facilities, 5337 State of Good Repair	\$391,868,404	\$290,043,350	\$189,325,321	\$1,911,554,459	\$2,473,424,480	\$5,256,216,014	\$3,123,745	\$0	\$163,200	\$17,142,582	\$0	\$0	\$0	\$0	\$5,276,645,541	33.6
Clean Fuels	\$17,970,180	\$3,145,852	\$3,866,886	\$0	\$0	\$24,982,918	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,982,918	0.2
Seniors and Individuals with Disabilities	\$103,261,724	\$116,964,759	\$3,444,909	\$0	\$0	\$223,671,392	\$0	\$15,513,542	\$0	\$0	\$0	\$0	\$0	\$0	\$239,184,934	1.5
Emergency Supplementals	\$0	\$0	\$0	\$21,000,000	\$0	\$21,000,000	\$0	\$0	\$0	\$0	\$0	\$1,812,936	\$0	\$0	\$22,812,936	0.1
Hurricane Sandy	\$0	\$1,602,000	\$45,214	\$1,804,550,930	\$0	\$1,806,198,144	\$0	\$0	\$0	\$1,270,026	\$0	\$0	\$0	\$0	\$1,807,468,170	11.5
JARC	\$5,050,115	\$9,699,754	\$321,685	\$0	\$69,376	\$15,140,930	\$507,613	\$52,977,268	\$0	\$0	\$0	\$0	\$0	\$0	\$68,625,811	0.4
Metropolitan and State Planning	\$0	\$110,758	\$0	\$0	\$0	\$110,758	\$170,260,653	\$0	\$0	\$0	\$0	\$0	\$0	\$326,196	\$170,697,607	1.1
Miscellaneous FHWA Transfers	\$1,725,263	\$8,266,501	\$0	\$0	\$0	\$9,991,764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,991,764	0.1
National Center for Mobility Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	0.0
National Research	\$0	\$6,000	\$0	\$0	\$0	\$6,000	\$499,982	\$595,680	\$0	\$24,247,175	\$0	-\$2,342,000	\$0	\$245,680	\$23,252,517	0.1
New Freedom	\$2,756,917	\$13,312,392	-\$385,247	\$1,369,850	\$0	\$17,053,912	\$77,244	\$19,258,915	\$0	\$0	\$0	\$0	\$0	\$0	\$36,390,071	0.2
Non-Urbanized Area	\$72,056,555	\$179,511,146	\$20,019,115	\$449,260	\$0	\$272,036,076	\$2,687,806	\$456,386,207	\$11,730,378	\$1,794,903	\$0	\$0	\$0	\$0	\$744,635,370	4.7
Over-the-Road-Bus	\$0	\$3,282,043	\$0	\$0	\$0	\$3,282,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,282,043	0.0
Paul S. Sarbanes Transit in Parks Program	\$0	\$1,890,000	\$0	\$0	\$0	\$1,890,000	\$449,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,339,000	0.0
Project Management Oversight	\$0	\$0	\$0	\$0	\$0	\$0	\$2,559,752	\$0	\$0	\$37,697,568	\$18,511,241	\$442,063	\$0	\$250,000	\$59,460,624	0.4
Rail Safety Improvement	\$0	\$0	\$0	\$142,154,100	\$0	\$142,154,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,154,100	0.9
Sec 112 (FY 2006 FHWA Appropriations)	\$0	\$0	\$247,500	\$0	\$0	\$247,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$247,500	0.0
Sec 115 (FY 2004 FHWA Appropriations)	\$0	\$1,700,000	\$0	\$1,100,000	\$0	\$2,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800,000	0.0
State Safety Oversight	\$16,000	\$0	\$0	\$121,416	\$0	\$137,416	\$807,521	\$0	\$0	\$0	\$0	\$13,493,063	\$0	\$0	\$14,438,000	0.1
TIGER	\$9,345,600	\$30,646,454	\$8,310,000	\$75,337,989	\$0	\$123,640,043	\$0	\$0	\$0	\$1,908,230	\$0	\$0	\$0	\$0	\$125,548,273	0.8
Urbanized Area	\$1,112,184,945	\$2,633,885,198	\$348,534,805	\$2,026,075,174	\$172,543,917	\$6,293,224,039	\$60,726,567	\$555,262,764	\$0	\$280,000	\$0	\$196,422	\$0	\$34,000	\$6,909,723,792	44.0
Total	\$1,716,235,703	\$3,294,066,207	\$573,730,188	\$5,983,713,178	\$2,646,037,773	\$14,213,783,050	\$248,650,217	\$1,099,994,376	\$11,893,578	\$85,840,484	\$18,511,241	\$13,602,484	\$0	\$855,876	\$15,693,131,305	100.0
Percent of Total	10.9	21.0	3.7	38.1	16.9	90.6	1.6	7.0	0.1	0.5	0.1	0.1	0.0	0.0	100	

Bus Other 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 commitment of previously-obligated funds elsewhere.

5339 Grants and Buses and Bus Facilities and 5337 State of Good Repair are included in Capital Section.

Table 3A FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
AL	Al Dot		\$1,247,500		\$2,327,856				\$901,896					\$1,170,821	
AL	Birmingham-Jefferson Co Transit Auth			\$2,500,000	\$3,080,000				\$460,028					\$269,578	
AL	City Of Gadsden														
AL	City Of Huntsville, Dept Of Parking & Pub Transit		\$17,951												
AL	City Of Mobile														
AL	City Of Montgomery -Montgomery Area Transit Sys		\$701,000												
AL	Poarch B& Of Creek Indians														
AL	Tuscaloosa Co Parking & Transit Auth														
AK	Ak Dot & Pub Facilities				\$1,101,774				\$115,061	\$1,001,407	\$558,200				-\$1,672,397
AK	Ak Railroad Corp		\$936,517												
AK	Chickaloon Native Village														
AK	Fairbanks North Star Borough														
AK	Hydaburg Coop Assoc														
AK	Knik Tribal Council														
AK	Manley Village Council														
AK	Metlakatla Indian Community														
AK	Municipality Of Anchorage		\$543,658						\$108,460					\$64,786	
AK	Native Village Of Kobuk														
AK	Nome Eskimo Community														
AK	Seldovia Village Tribe														
AK	Sitka Tribe Of Alaska														
AK	Tetlin Village Council														
AM SAMOA	Govt Of Amer Samoa														
AZ	Az Dot		\$4,562,302		\$5,719,313					\$2,447,192					
AZ	Cocopah Indian Tribe														
AZ	Co River Indian Tribes														
AZ	Kaibab Paiute Tribal Council														
AZ	Navajo Nation		\$5,000,000												
AZ	No Az Intergovt Pub Transp Auth		\$2,573,000												\$1,029,200
AZ	Pascua Yaqui Tribe														
AZ	Phoenix, City Of		\$16,843,012		\$5,642,603		\$2,243,325								\$39,518,999
AZ	Quechan Indian Tribe														
AZ	Sierra Vista, City Of														
AZ	Tucson, City Of		\$1,528,320												

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
AZ	Yuma Co Intergovt Pub Transp Auth														
AR	Ak State Hwy & Transp Dept		\$3,558,770		\$2,452,159					\$2,171,106					
AR	Bd Of Trustees / Univ Of Ar		\$0												
AR	Cent Ar Transit Auth		\$1,986,916												
AR	City Of Hot Springs Natl Park														
AR	City Of Jonesboro														
AR	City Of Pine Bluff Transit														
AR	Fort Smith Transit														
AR	Northwest Ar Reg Plng Comm		\$238,444												
AR	Ozark Reg Transit														
CA	Riverside Co Transp Comm														\$73,039,999
CA	Access Svcs				\$60,600,000									\$740,500	
CA	Alameda-Contra Costa Transit Dist		\$7,500,000						\$8,361					\$240,000	
CA	All West Coachlines, Inc														
CA	Americanstar Tours, Inc														
CA	Anil Verma Assoc, Inc														
CA	Antelope Valley Transit Auth														
CA	Applied Engineering Mgt Corp												\$0		
CA	Bishop Indian Tribe														
CA	Butte Co Assoc Of Govts (Bcag)		\$18,000,000												
CA	Ca State Dot (Caltrans) Div Of Mass Transp		\$3,324,214		\$14,273,447				\$1,170,122	\$66,431,071					
CA	Calstart, Inc		\$11,239,305												
CA	Cbx Technologies, Inc														
CA	Cdi/Dci Joint Venture														
CA	Cent Contra Costa Transit Auth			\$4,320,000										\$100,000	
CA	City Of Davis														
CA	City Of Elk Grove, Dev Svcs, Transit Svcs														
CA	City Of Santa Monica Municipal Bus Lines		\$1,992,589												
CA	Commerce, City Of														
CA	Culver City, City Of														
CA	Cusa Pcstc, Dba Pac Coast Sightsg Tours/Charters														
CA	Fairfield, City Of														
CA	Fresno Co Govts, Council Of								\$490,523					\$227,074	
CA	Fresno, City Of		\$4,787,700												
CA	Gannett Fleming, Inc														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
CA	Gardena, City Of														
CA	Gold Coast Transit		\$15,000,000												
CA	Golden Empire Transit Dist														
CA	Golden Gate Bridge, Hwy & Transp Dist										\$2,400,000				
CA	Imperial Co Transp Comm														
CA	Kal Krishnan Cons Svc Inc														
CA	Kings Co Area Pub Transit Agency														
CA	Livermore-Amador Valley Transit Auth													\$16,500	
CA	Local Government Comm												\$10,000		
CA	Lodi, City Of														
CA	Lompoc, City Of														
CA	Long Beach Pub Transp Co														
CA	Lopez & Co, Llp														
CA	La Co Metro Transp Auth		\$20,000,000				\$2,879,547		\$2,510,016		\$2,400,000			\$431,288	\$130,000,000
CA	La, City Of														
CA	La, Dept Of Pub Works, Co Of														
CA	Lux Bus America														
CA	Madera, City Of														
CA	Marin Co Transit Dist Dbm Marin Transit													\$160,436	
CA	Mcclintock-Hartley Ent Inc														
CA	Metro Transit Sys / Metro Transit Dev Bd		\$13,000,000						\$1,110,639						
CA	Metro Transp Comm		\$22,746,292						\$2,430,952					\$1,383,631	
CA	Montebello, City Of														
CA	Monterey-Salinas Transit		\$5,000,000												\$1,674,270
CA	Municipal Transp Agency/ City-Co Of San Francisco		\$26,057												\$150,000,000
CA	Napa Co Transp Plng Agency														
CA	N San Diego Co Transit Dev Bd														
CA	Nfork Rnchria Mono Indians Dbm Nfork Rancheria														
CA	Norwalk, City Of														
CA	Omnitrans		\$8,300,000						\$1,073,885					\$460,164	
CA	Orange Belt Stages														
CA	Orange Co Transp Auth		\$11,539,977				\$12,967,412								
CA	Peninsula Corridor Joint Powers Bd						\$22,597,605								

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
CA	Petaluma, City Of														\$2,500,000
CA	Pgh Wong Engineering, Inc														
CA	Placer Co, Dept Of Pub Works														
CA	Pmo Partnership Jv Llc														
CA	Porterville, City Of		\$1,135,228												
CA	Redding Area Bus Auth														
CA	Redondo Beach, City Of														
CA	Res Transp Auth														
CA	Riverside Transit Agency			\$2,400,000					\$775,770						
CA	Roseville, City Of														
CA	Sacramento Area Council Of Govts								\$950,343						
CA	Sacramento Reg Transit Dist		\$4,040,500												\$45,660,000
CA	San Diego Assoc Of Govts		\$10,407,197						\$456,535					\$431,310	
CA	San Francisco Bay Area Rapid Transit Dist		\$4,138,000				\$726,392								
CA	San Francisco Bay Area Water Emerg Transp Auth		\$2,500,000												
CA	San Joaquin Reg Rail Comm														
CA	San Joaquin Reg Transit Dist		\$9,015,588						\$340,004					\$135,049	
CA	San Luis Obispo Reg Transit Auth														
CA	San Luis Obispo, City Of														
CA	San Mateo Co Transit Dist		\$8,450,000											\$102,746	
CA	Santa Barbara Metro Transit Dist														
CA	Santa Clara Valley Transp Auth		\$7,390,000				\$957,204								\$291,766,415
CA	Santa Cruz Metro Transit Dist														
CA	Santa Rosa, City Of								\$124,909						
CA	Simi Valley, City Of														
CA	Solano Co Transit		\$760,000												
CA	Sonoma Co Transit														
CA	So Cal Assoc Of Govts		\$9,095,073						\$49,620						
CA	So Cal Reg Rail Auth						\$7,811,280								
CA	Stanislaus Council Of Govts								\$266,715					\$130,655	
CA	Sunline Transit Agency		\$1,456,000						\$210,104						
CA	Sureride Charter Inc/Db a Sun Diego Charter														
CA	Torrance, City Of														
CA	Tracy, City Of														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
CA	Transit Joint Powers Auth For Merced Co														
CA	Tule River Tribal Council														
CA	Union City, City Of														
CA	Vacaville, City Of														
CA	Ventura Co Transp Comm		\$1,767,483		\$593,850										
CA	Victor Valley Transit Auth		\$562,678												
CA	Visalia, City Of														
CA	W Contra Costa Transit Auth														
CA	Yolo Co Transp Dist														
CA	Yuba-Sutter Transit Auth														
CA	Yurok Tribe														
CO	Ch2m Hill, Inc														
CO	City Of Pueblo														
CO	City Of Colorado Springs				\$397,841									\$95,939	
CO	City Of Fort Collins														
CO	City Of Greeley														
CO	Colorado Dot		\$2,416,942	\$136,950	\$3,701,110					\$746,938					
CO	Loveland, City Of														
CO	Meeting Challenge, Inc														
CO	No Front Range Mpo													\$45,660	
CO	Reg Transp Dist		\$363,400		\$1,261,353										\$150,000,000
CO	Roaring Fork Transp Auth		\$4,800,000												
CO	So Ute Indian Tribe														
CO	Stantec Consulting, Inc														
CO	Town Of Estes Park														
CT	Ct Dot		\$40,798,261											\$548,961	\$17,917,662
CT	Dattco														
CT	Greater Bridgeport Transit Auth														
CT	Greater Hartford Transit Dist		\$1,600,000												
CT	Greater New Haven Transit Dist	\$760,000													
CT	Housatonic Area Reg Transit Dist														
CT	Middletown Transit Dist														
CT	Milford Transit Dist														
CT	Norwalk Transit Dist														
CT	Arrow Lines Inc														
CT	Valley Council Of Govts														
DE	De Dot		\$4,550,000		\$430,087				\$340,926						

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
DC	Amer Pub Transp Assoc (Apta)												\$350,000		
DC	Conf Of Minority Transp Officials Dba Comto												\$200,000		
DC	Delon Hampton & Associates														
DC	Dot Working Capital Fund												\$179,719		
DC	Dot Research & Innovative Technology Admin												\$2,042,650		
DC	Dist Dept Of Transp, Dept Of Pub Works				\$403,078					\$473,108					
DC	Eno Transp Fdn, Inc												\$100,000		
DC	Federal Aviation Admin														
DC	Federal Transit Admin					\$1,812,936									
DC	Metro Washington Airports Auth														\$186,730,505
DC	Metro Washington Council Of Govts								\$1,477,291					\$420,000	
DC	Natl Academy Of Sciences - Transp Research Bd												\$3,155,000		
DC	Natl Assoc Of Reg Councils												\$5,000		
DC	Natl Easter Seal Society, Inc/Ofc Of Govt Affairs											\$1,500,000	\$800,000		
DC	Regis & Assoc, Pc														
DC	Scully Capital Svcs, Inc														
DC	Dmp Group, Llc														
DC	Washington Metro Area Transit Auth (Wmata)		\$3,000,000				\$7,999,944						\$795,334		
FL	American Coach Lines, Inc														
FL	Atkins North America Inc														
FL	Brevard Bocc - Space Coast Area Transit														
FL	Broward Co Bocc - Broward Co Mass Transit Div														
FL	Broward Metro Ping Org														
FL	Charlotte Co, Fl														
FL	City Of Gainesville														
FL	City Of St Augustine														
FL	Classic Bus Lines Inc														
FL	Collier Co Bocc		\$353,562												
FL	Escambia Co Boc		\$1,586,607												
FL	Escot Bus Lines, Inc														
FL	FI/Altransp Ping Org								\$50,451					\$29,789	
FL	FI Dot				\$14,400,753				\$3,077,189	\$18,376,140				\$2,202,986	\$25,885,271

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
FL	Hertzog Research												\$86,320		
FL	Hillsborough Area Reg Transit Auth		\$9,997,193												
FL	Indian River Co Bocc		\$1,150,000												
FL	Jacksonville Transp Auth														
FL	Lake Co Bocc														
FL	Lake & Area Mass Transit Dist														
FL	Latin Express Service														
FL	Lee Co Transit		\$1,242,457						\$171,505					\$131,196	
FL	Lynx / Cent Florida Reg Transp Auth		\$3,360,000												
FL	Martin Co Bocc		\$97,545						\$94,622					\$65,785	
FL	Miami-Dade Transit Agency		\$4,577,498						\$1,818,740						
FL	Okaloosa Co Bocc														
FL	Palm Beach Co Boc - Palm Beach Co Transit Auth														
FL	Pasco Co Bocc		\$261,099												
FL	Pinellas Co Metro Plng Org														
FL	Pinellas Suncoast Transit Auth		\$2,823,817												
FL	Polk Co Bocc														
FL	Red Coach Inc														
FL	Sarasota Co Transp Auth	-\$303,229													
FL	St Johns Co, Fl														
FL	St Lucie Co Bocc								\$37,994					\$61,505	
FL	Transp, Fl Dept Of/Db: South Florida Reg Tr								\$1,771,735						
FL	Volusia Transp Auth														
GA	American Coach Lines Of Atlanta, Inc														
GA	Atlanta Reg Comm														
GA	Ctr For Transp & Env Frmr So Coalition For		\$5,903,277												
GA	Chatham Area Transit Auth		\$2,500,000												
GA	Cobb Community Transit														
GA	Consol Govt Of Columbus														
GA	Ga Dept Of Human Resources				\$6,370,303										
GA	Ga Dept Of Transp - Ofc Of Intermodal Progs									\$1,607,850			\$50,000	\$51,976	
GA	Ga Reg Transp Auth														
GA	Metro Atlanta Rapid Transit Auth		\$21,090,902	\$3,896,160											
GA	Southeastern Stages Inc														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
GUAM	Guam Reg Transit Auth														
HI	Honolulu, City & Co Of		\$5,000,000				\$1,949,267		\$382,402					\$247,682	\$250,000,000
HI	State Of Hi Dot		\$815,833							\$450,553					\$9,172,397
ID	City Of Lewiston														
ID	City Of Pocatello														
ID	Coeur D'Alene Tribe Of Coeur D'Alene Res														
ID	Id Transp Dept		\$1,567,000		\$466,014				\$16,019	\$110,903				\$121,099	
ID	Kootenai Co		\$220,000												
ID	Nez Perce Tribe														
ID	Shoshone-Bannock Tribes														
ID	Targhee Reg Pub Transp Auth														
ID	Valley Reg Transit		\$199,680						\$96,872					\$30,166	
IL	Il Dot		\$6,204,409		\$9,573,150										
IL	Bloomington-Normal Pub Transit Sys														
IL	Champaign-Urbana Mass Transit Dist														
IL	Chicago Transit Auth		\$17,897,817												\$35,000,000
IL	City Of Chicago														
IL	City Of Decatur														
IL	City Of Dekalb														
IL	Commuter Rail Div Of Reg Transp Auth														
IL	Danville Mass Transit														
IL	Greater Peoria Mass Transit Dist														
IL	Il Dot - Springfield									\$6,322,672					
IL	Jackson Co Mass Transit Dist														
IL	Madison Co Transit Dist								\$242,752						
IL	Reg Transp Auth				\$4,597,285				\$7,466					\$5,957	
IL	Rides Mass Transit Dist														
IL	River Valley Metro Mass Transit Dist														
IL	Rock Isl& Co Metro Mass Transit Dist										\$36,961				
IL	Rockford Mass Transit Dist														
IL	Springfield Mass Transit Dist														
IL	Stateline Mass Transit Dist														
IL	Suburban Bus Div - Rta		\$3,225,306						\$486,828						
IL	Tri-Co Mpo/Transition Linkage Partnership								\$153,065					\$85,474	

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
IN	Bloomington Pub Transp Corp								\$286,047						
IN	City Of Anderson Transit Sys														
IN	City Of Columbus/Columbus Transit														
IN	City Of Evansville		\$231,062												
IN	City Of Kokomo, Indiana														
IN	City Of Terre Haute														
IN	Evansville Metro Plng Organziation				\$22,685				\$12,832						
IN	Fort Wayne Pub Transp Corp		\$537,384		\$90,667				\$155,282					\$94,227	
IN	Gary Pub Transp Corp														
IN	Greater Lafayette Pub Transp Corp		\$1,657,420												
IN	In Dot		\$2,593,420		\$3,036,227										
IN	Indianapolis Pub Transp Corp		\$1,449,031		\$1,079,000				\$476,587					\$428,506	
IN	Michiana Area Council Of Govts														
IN	Michigan City Transit														
IN	Muncie Pub Transp Corp														
IN	No In Commuter Transp Dist														
IN	Nw In Reg Plng Comm													\$139,804	
IN	South Bend Pub Transp Corp		\$1,757,343												
IA	Ames City Ofdba Ames Transit Agency														
IA	Burlington Stage Line														
IA	City Of Bettendorf														
IA	City Of Cedar Rapids D B A Cedar Rapids Transit														
IA	City Of Coralville		\$4,000,000												
IA	City Of Davenport - Davenport City Hall														
IA	City Of Sioux City														
IA	Des Moines Reg Transit Auth		\$706,374		\$332,353										
IA	Ia City Transit														
IA	Ia Dot		\$2,237,814		\$1,880,486					\$3,798,077					
IA	Metro Transit Auth Of Black Hawk Co														
IA	City Of Dubuque		\$8,000,000												
IA	Univ Of Iowa Inc														
KS	City Of Lawrence														
KS	City Of Wichita, Ks		\$1,077,070												

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
KS	Johnson Co Transit														
KS	Ks Dot				\$1,269,778				\$505,893	\$2,384,501				\$292,877	
KS	Prairie B& Of Potawatomi Nation														
KS	Topeka Metro Transit Auth								\$213,883					\$142,072	
KY	City Of Bowling Green														
KY	City Of Henderson Transit		\$30,000												
KY	City Of Owensboro														
KY	Ky Transp Cabinet		\$697,253		\$1,648,771										
KY	Transit Auth Of Lexington-Fayette Urban Co Govt		\$515,027						\$87,026					\$86,119	
KY	Transit Auth Of No Ky		\$401,331												
KY	Transit Auth Of River City			\$4,369,000					\$520,552					\$336,122	
LA	Calco Travel Inc														
LA	Capital Area Transit Sys														
LA	City Of Alexandria														
LA	City Of Lafayette		\$222,247												
LA	City Of Lake Charles														
LA	City Of Monroe														
LA	City Of Shreveport		\$811,272										\$50,000		
LA	Gatens Adventures Unlimited Llc														
LA	Hotard Coaches, Inc Dba Hotard Destination Svcs														
LA	Houma Terrebonne Parish Consol Govt														
LA	Jefferson Parish													\$230,020	
LA	La Dot & Dev				\$1,878,977					\$1,288,682	\$2,488,000			\$880,064	
LA	Reg Transit Auth		\$1,729,100						\$8,574					\$200,000	
LA	River Parishes Transit Auth														
LA	St Tammany Parish Government														
ME	Androscoggin Valley Cog Dba Androscoggin Transp														
ME	Bangor City Of														
ME	Biddeford-Saco-Old Orchard Beach Transit Cmte														
ME	Casco Bay Isl& Transit Dist										\$198,008				
ME	Greater Portl& Transit Dist		\$2,000,000												
ME	Me Dot		\$1,160,973		\$2,253,797					\$114,547					
ME	No New Engl& Passenger Rail Auth														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
ME	South Portland, City Of														
MD	Transp, Md Dept Of/Md Transit Admin		\$7,546,751				\$13,230,619							\$384,662	
MD	Adventure Tours By Dawn														
MD	Booth Mgt Consulting, Llc														
MD	Brooks & Associates Cpas Llc														
MD	Coleman Group, Inc														
MD	Davis, Audrey Robinette														
MD	Deander Asso Llc DbA Deander Acctg Svcs														
MD	Dillons Bus Svc, Inc														
MD	Dms/Rmw Asso Jv, Llc														
MD	First Priority Tours, Inc														
MD	Hanks, Hanks & Assoc, Llc												\$151,290		
MD	High Street Consulting Group														
MD	Internatl Transp Learning Ctr												\$412,500		
MD	Jack Faucett Associates														
MD	Leon Sneed & Co , P C														
MD	Maryl& Dot									\$9,322,409					
MD	Mayor & City Council Of Baltimore		\$2,061,500												
MD	Planit Now, Llc														
MD	Rills Bus Service, Inc														
MA	Berkshire Reg Transit Auth														
MA	Bonanza Acquisition Llc														
MA	Bridgewater State Univ												\$100,000		
MA	Brockton Area Transit Auth														
MA	Cahill Swift, Llc														
MA	Calyptus Consulting Group														
MA	Cape Ann Transp Auth		\$289,080												
MA	Cape Cod Reg Transit Auth		\$400,000												
MA	Cavalier Coach Corp														
MA	Greater Attleboro-Taunton Reg Transit Auth						\$673,014		\$126,596					\$59,361	
MA	Lowell Reg Transit Auth														
MA	Ma Bay Transp Auth		\$15,000,000												
MA	Ma Dept Of Pub Utilities														
MA	Ma Dot		\$2,690,276		\$11,789,489				\$2,162,253	\$3,432,390					
MA	Merrimack Valley Reg Transit Auth														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
MA	Metrowest Reg Transit Auth														
MA	Montachusett Reg Transit Auth														
MA	Neponset Valley Transp Mgt Assoc														
MA	Peter Pan Bus Lines, Inc														
MA	Pioneer Valley Transit Auth		\$804,733						\$356,132						
MA	Planners Collaborative, Inc														
MA	Shaw Infrastructure, Inc														
MA	Se Reg Transit Auth														
MA	Volpe Natl Transp Syss Ctr												\$1,022,670		
MA	Wilson Bus Lines Inc														
MA	Worcester Reg Transit Auth		\$919,230											\$52,159	
MI	Ann Arbor Transp Auth		\$1,619,557												
MI	Battle Creek Transit Sys														
MI	Bay Metro Transp Auth														
MI	Blue Water Area Transp Comm														
MI	Capital Area Transp Auth		\$686,026												
MI	City Of Detroit Dot		\$23,636,289											\$1,481,243	
MI	City Of Midl&														
MI	City Of Niles		\$72,270												
MI	Co Of Muskegon -- Muskegon Area Transit Sys														
MI	Detroit Transp Corp (Dtc)														
MI	Flint Mass Transp Auth														
MI	Harbor Transit Multi-Modal Transp Sys														
MI	Interurban Transit Partnership		\$1,934,130												\$4,468,981
MI	Jackson Transit Auth														
MI	Kalamazoo Metro Transit														
MI	Livingston Co Essentialtransp Service		\$219,369												
MI	Macatawa Area Express														
MI	Mi Dot		\$5,364,428		\$1,784,389				\$848,684	\$1,213,979			\$595,680	\$579,225	
MI	Reg Transit Auth Of Southeast Michigan	\$6,493,563													
MI	Saginaw Transit Auth Reg Svcs (Stars)														
MI	Suburban Mobility Auth For Reg Transp		\$8,724,163												
MI	Twin Cities Area Transp Auth														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
MN	Bois Forte Res Tribal Council														
MN	City Of Mankato														
MN	City Of Moorhead														
MN	City Of Rochester														
MN	Duluth Transit Auth														
MN	Leech Lake B& Of Ojibwe														
MN	Metro Council		\$4,661,755												\$98,443,694
MN	Mn Dept Of Pub Safety														
MN	Mn Dot Ofc Of Transit				\$2,194,634				\$0	\$4,600,847			\$50,000		
MN	Rail-Volution												\$20,000		
MN	Red Lake B& Of Chippewa Indians														
MN	St Cloud Metro Transit Comm														
MN	White Earth Mn Chippewas/ White Earth Res Tribal		\$402,392												
MS	City Of Hattiesburg -- Dept Of Urban Dev														
MS	Coach Ride, Llc														
MS	Coast Transit Auth														
MS	Ms Band Of Choctaw Indians														
MS	Ms Dot		\$1,247,500		\$2,640,901				\$1,276,910					\$579,671	
MO	Bi-State Dev Agency		\$6,043,513						\$859,713					\$707,987	
MO	Cape Girardeau Co Transit Auth														
MO	City Of Columbia Dept Of Pub Works														
MO	City Of Jefferson														
MO	City Of Joplin														
MO	City Of Springfield City Utilities		\$262,372												
MO	City Of St Joseph														
MO	East-West Gateway Coordinating Council								-\$1,511,767						
MO	Jacobs Engineering Group Inc														
MO	Ks City Area Transp Auth		\$1,756,307						\$672,440					\$463,368	
MO	Ks City, City Of														
MO	Loop Trolley Transp Dev Dist														
MO	Mid-America Reg Council														
MO	Mo Dot				\$2,638,937					\$6,340,361					
MO	Mo Sys, Univ Of												\$0		
MT	City Of Billings														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
MT	Conf Salish-Kootenai Tribe Dept Of Hr Devel														
MT	Fort Belknap Indian Community														
MT	Fort Peck Transit Dba Fort Peck Tribe Exec Bd														
MT	Great Falls Transit Dist														
MT	Missoula Urban Transp Dist														
MT	Mt Dot		\$962,688		\$1,082,912					\$431,495					
MT	Northern Cheyenne Tribe														
MT	W Transp Institute/Mt State Univ														
NE	City Of Lincoln														
NE	Nebraska Dept Of Roads				\$837,429					\$528,299					
NE	Omaha Metro Area Transit		\$3,023,802												
NE	Omaha-Council Bluffs Metro Area Plng Agency				\$148,828				\$98,500				\$50,000		
NE	Ponca Tribe Of Nebraska														
NV	Carson Area Metro Plng Org														
NV	Coach Usa-Elko Llc														
NV	Nevada Dot		\$801,252		\$296,015										
NV	Pyramid Lake Paiute Tribe														
NV	Reg Transp Comm Of Washoe Co		\$642,807						\$118,868						
NV	So Nevada, Reg Transp Comm Of				\$797,307										
NH	City Of Nashua														
NH	Coop Alliance For Seacoast Transp														
NH	Greater Derry-Salem Coop Alnc For Reg Transp														
NH	Manchester Transit Auth														
NH	Nh Dot		\$183,200		\$1,091,449									\$99,127	
NH	Univ Ofnh		\$14,500												
NJ	De River Port Auth						\$7,353,580								
NJ	Hill Internatl, Inc														
NJ	Morris Co Dept Of Human Svcs		\$543,000												
NJ	Nj Transit Corp		\$2,615,000		\$4,296,135			\$66,801,932	\$3,667,080					\$3,010,296	
NJ	Port Auth Trans-Hudson Corp							\$166,968,626							
NJ	Rutgers, State Univ												\$9,990,000		
NJ	Samlian Milligan														
NM	City Of Albuquerque														
NM	City Of Farmington, Nm														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
NM	City Of Las Cruces		\$278,050												
NM	City Of Santa Fe														
NM	Mid-Region Council Of Govts												\$50,000		
NM	Nm Dot		\$1,717,508		\$1,504,928				\$102,198	\$1,069,130					
NM	Ohkay Owingeh Pueblo														
NM	Pueblo Of Jemez														
NM	Pueblo Of Laguna / Shaa Srka Transit														
NM	Pueblo Of San Felipe														
NM	Rio Metro Reg Transit Dist														
NM	Santa Ana Pueblo														
NM	Santa Clara, Pueblo Of														
NY	Broome Co														
NY	Capital Dist Transp Auth													\$21,600	
NY	Cent New York Reg Transp Auth														
NY	Chemung Co Transit Sys		\$0												
NY	City Of Jamestown		\$216,642												
NY	Dutchess Co														
NY	Greater Glens Falls Transit Sys														
NY	Halcrow Inc														
NY	Interactive Elements, Inc														
NY	Nassau Co							\$45,214							
NY	Ny City Dot		\$31,431,894						\$2,627,570					\$3,547,189	
NY	Ny Metro Transp Auth		\$24,000,000			\$21,000,000		\$1,570,780,372							\$389,990,000
NY	Ny State Dot								\$953,412	\$18,516,213				\$1,353,497	
NY	Niagara Frontier Transp Auth		\$4,995,126	\$1,960,808			\$1,749,649		\$626,039					\$375,343	
NY	Orange Co														
NY	Rochester-Genesee Reg Transp Auth		\$1,537,309												
NY	Rockl& Co Dept Of Pub Transp		\$2,400,000												
NY	Suffolk Co								\$3,965,934						
NY	Tompkins Co		\$4,500,000												
NY	Town Of Huntington														
NY	Westchester Co Dot								\$2,236,974						
NC	Cape Fear Pub Transp Auth		\$516,000												
NC	City Of Asheville								\$288,506						
NC	City Of Charlotte						\$233,787		\$262,402					\$116,220	\$166,157,660
NC	City Of Concord		\$2,000,000												
NC	City Of Durham								\$863,518					\$89,235	

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
NC	City Of Fayetteville													\$97,040	
NC	City Of Goldsboro														
NC	City Of Greensboro		\$535,000		\$239,156				\$564,025						
NC	City Of Greenville														
NC	City Of Jacksonville														
NC	City Of Raleigh								\$292,437					\$111,307	
NC	City Of Rocky Mount		\$80,000												
NC	City Of Winston-Salem				\$297,963				\$216,056						
NC	Goldsboro/Wayne Transp Auth														
NC	Kimley-Horn & Assoc, Inc														
NC	North Carolina Dot				\$1,576,857				\$787,349	\$3,568,232				\$913,396	
NC	Piedmont Auth For Reg Transp (Part)														
NC	Town Of Cary														
NC	Town Of Chapel Hill														
NC	Triangle Transit Auth														
NC	W Piedmont Reg Transit Auth														
ND	City Of Bismarck														
ND	City Of Fargo														
ND	City Of Gr& Forks														
ND	North Dakota Dot		\$2,647,076		\$769,450				\$274,139				\$269,423	\$131,346	
ND	Sitting Bull College														
ND	Spirit Lake Tribe Of Fort Totten														
ND	Three Affiliated Tribes														
N MAR ISL	Commonwealth Ofc Of Transit Auth														
OH	Allen Co Reg Transit Auth														
OH	Butler Co Reg Transit Auth		\$374,269												
OH	Cent Ohio Transit Auth		\$1,513,280												
OH	City Of Springfield														
OH	Clermont Co Comm, Bd Of/ Clermont Transp Conn														
OH	Delaware Co Of														
OH	Greater Clevel& Reg Transit Auth		\$2,146,711												
OH	Greater Dayton Reg Transit Auth		\$2,152,335												
OH	Greene Co Transit Bd								\$48,001					\$21,099	
OH	Lawrence Co Port Auth														
OH	Licking Co Transit Bd														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
OH	Medina Co Of														
OH	Metro Reg Transit Auth														
OH	Miami Co Bocc														
OH	Miami Valley Reg Plng Comm				\$73,768										
OH	Middletown, City Of														
OH	Ne Oh Areawide Coord Agency													\$641,778	
OH	Oh Dept Of Transp		\$2,543,669		\$3,117,008				\$1,812,876	\$739,609				\$266,120	
OH	Portage Area Reg Transp Auth		\$747,296												
OH	Richl& Co Transit Bd														
OH	Sandusky Transit Sys														
OH	Southwest Ohio Reg Transit Auth		\$2,402,602						\$337,586						
OH	Stark Area Reg Transit Auth		\$399,806												
OH	Steel Valley Reg Transit Auth														
OH	Toledo Area Reg Transit Auth														
OH	Trumbull Co Transit Bd														
OH	Warren Co Boc Dba Ofc Of Grants Admin														
OH	Washington Co														
OH	Western Reserve Transit Auth								\$251,164					\$148,526	
OK	Cent Ok Transp & Parking Auth		\$1,571,892						\$549,070						
OK	Cherokee Nation														
OK	Cheyenne & Arapaho Tribes														
OK	Chickasaw Nation														
OK	Choctaw Nation Of Ok														
OK	Citizen Potawatomi Nation														
OK	City Of Lawton-City Transit Trust														
OK	Clevel& Area Rapid Transit/ Univ Of Ok														
OK	Dept Of Human Svcs - State Of Ok				\$2,374,283										
OK	Indian Nations Council Of Govts								\$260,307					\$206,357	
OK	Kiowa Tribe														
OK	Metro Tulsa Transit Auth		\$701,024						\$91,409						
OK	Miami Tribe Of Ok														
OK	Muscogee (Creek) Nation														
OK	Ok Dot								\$100,331	\$796,072					
OK	Pawnee Nation Of Ok														
OK	Ponca Tribe Of Ok														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
OK	Seminole Nation Of Ok		\$450,000												
OR	Cent Oregon Intergovt Council														
OR	City Of Albany														
OR	City Of Corvallis														
OR	City Of Milton-Freewater														
OR	City Of Wilsonville		\$41,640												
OR	Conf Tribes Of Gr& Ronde Community Of Or														
OR	Conf Tribes Of Siletz Indians														
OR	Conf Tribes Of Umatilla Indian Res		\$197,862												
OR	David Evans & Associates							\$1,270,026							
OR	Josephine Co - Josephine Community Transit														
OR	Klamath Tribes														
OR	Lane Transit Dist		\$5,500,000						\$171,819					\$78,524	
OR	Oregon Dot		\$44,400		\$12,896,812				\$87,284	\$462,483					
OR	Rogue Valley Transp Dist		\$1,076,200										\$6,000		
OR	Salem Area Mass Transit Dist														
OR	Tri-Co Metro Transp Dist Of Oregon		\$2,767,904		\$1,147,419										\$100,000,000
PA	Beaver Co Transit Auth														
PA	Berks Area Reg Transp Auth								\$126,169					\$87,174	
PA	Borough Of Pottstown														
PA	Burns Engineering, Inc														
PA	Cambria Co Transit Auth		\$190,500										\$50,000		
PA	Carl R Bieber, Inc Dba Carl R Beiber Tourways														
PA	Cent Cab Co														
PA	Centre Area Transp Auth		\$12,333,333												
PA	City Of Sharon								\$31,678					\$17,425	
PA	City Of Washington														
PA	Co Of Fayette														
PA	Co Of Lackawanna Transit Sys								\$249,091						
PA	Co Of Lebanon Transit Auth														
PA	Cumberland-Dauphin-Harrisburg Transit Auth														
PA	Delta Dev Group, Inc														
PA	Elite Coach														
PA	Erie Metro Transit Auth		\$13,934,520												

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
PA	Financial Business Solutions, Llc														
PA	Hazleton Pub Transit														
PA	Lehigh & Northampton Transp Auth		\$7,420,544												
PA	Luzerne Co Transp Auth														
PA	Mid Mon Valley Transit Auth														
PA	Milligan &Co , Llc														
PA	Monroe Co Transp Auth														
PA	O D Anderson Inc/Dbas Anderson Coach & Travel														
PA	Pennsylvania Dot		\$990,000	\$2,400,000	\$1,866,643		\$7,604,428							\$754,370	
PA	Port Auth Of Allegheny Co		\$2,791,957												
PA	Red Rose Transit Auth		\$1,068,116						\$65,074					\$48,365	
PA	River Valley Transit (Fmr Williamsport Bo Transp)		\$3,500,000												\$1,500,000
PA	Se Pennsylvania Transp Auth		\$11,982,625	\$3,000,000										\$1,344,569	
PA	Sw Pennsylvania Comm														
PA	Trans-Bridge Lines,Inc														
PA	Transp & Motor Buses For Pub Use Auth														
PA	Transp Mgt Svcs, Inc D/B/A Lenzner Coach Lines														
PA	Urban Engineers														-346754 73
PA	Westmorel& Co Transit Auth														
PA	York Co Transp Auth		\$6,000,000												
PR	Metro Bus Auth														
PR	Municipality Of Barceloneta														
PR	Municipality Of Cayey														
PR	Municipality Of Cidra														
PR	Municipality Of Hatillo														
PR	Municipality Of Juncos														
PR	Municipality Of Manati														
PR	Municipality Of Ponce														
PR	Municipality Of Toa Baja														
PR	Municipality Of Vega Baja														
PR	Municipality Of Villalba														
PR	Municipality Of Yabucoa														
PR	Municipality Of Yauco														
PR	Puerto Rico Hwy & Transp Auth		\$10,720,000		\$2,051,025		\$3,587,177		\$7,734,027	\$1,865,027					

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
RI	Rhode Isl& Dot						\$4,000,000								
RI	Rhode Isl& Pub Transit Auth		\$820,000		\$2,138,523			\$1,602,000	\$50,764					\$51,040	
SC	Catawba Indian Nation														
SC	Cent Midlands Council Of Govts								\$94,000						
SC	Cent Midlands Reg Transit Auth														
SC	Charleston Area Reg Transp Auth														
SC	City Of Anderson														
SC	City Of Spartanburg														
SC	Crpta - Waccamaw Reg Transp Auth														
SC	Greenville Transit Auth								\$199,979					\$12,211	
SC	Lower Savannah Council Of Govts								\$132,000					\$110,000	
SC	Sc Dot				\$2,462,630				\$1,091,114	\$498,551				\$247,230	
SD	Cheyenne River Sioux Tribe														
SD	City Of Rapid City														
SD	City Of Sioux Falls														
SD	Lower Brule Sioux Tribe														
SD	Sd Dot		\$997,897		\$817,267								\$100,000		
SD	Yankton Sioux Tribe Dba Fort Randall Casino														
TN	Chattanooga Area Reg Transp Auth														
TN	City Of Bristol														
TN	City Of Clarksville, Clarksville Transit Sys														
TN	City Of Johnson City														
TN	City Of Kingsport														
TN	City Of Knoxville		\$365,569												
TN	City Of Murfreesboro														
TN	East Tennessee Human Resource Agency Inc														
TN	Jackson Transit Auth														
TN	Knoxville Knox Co Metro Plng Com				\$769,819				\$271,865					\$165,584	
TN	Knoxville-Knox Co Community Action Cmte														
TN	Memphis Area Transit Auth														
TN	Metro Transit Auth				\$377,453									\$103,207	
TN	Reg Transp Auth														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
TN	Tennessee Dot		\$2,343,362		\$1,999,523					\$2,039,949				\$513,900	
TX	Brazos Transit Dist		\$1,840,791												
TX	Capital Metro Transp Auth		\$4,232,549		\$341,548										
TX	City Of Abilene														
TX	City Of Amarillo														
TX	City Of Arlington														
TX	City Of Beaumont														
TX	City Of Brownsville		\$489,869		\$154,003										
TX	City Of El Paso				\$59,687										
TX	City Of El Paso - Sun Metro														
TX	City Of Galveston														
TX	City Of Gr& Prairie														
TX	City Of Laredo		\$698,094												
TX	City Of Longview Texas														
TX	City Of Lubbock				\$201,776										
TX	City Of Mcallen / Mcallen Express Transit														
TX	City Of Odessa														
TX	City Of Round Rock														
TX	City Of Tyler														
TX	City Of Waco Transit Sys														
TX	City Of Wichita Falls														
TX	Concho Valley Transit Dist		\$860,800												
TX	Conroe City Of		\$135,387												
TX	Corpus Christi Reg Transit Auth		\$160,000		\$327,582				\$259,025				\$85,000	\$115,412	
TX	Dallas Area Rapid Transit		\$8,534,478											\$425,200	\$8,726,854
TX	Denton Co Transp Auth								\$107,611					\$64,831	
TX	Evergreen Trails Inc Dba Horizon Coach Lines														
TX	Fort Bend Co														
TX	Fort Worth Transp Auth				\$416,000									\$170,498	
TX	Golden Crescent Reg Plng Comm														
TX	Greater East End Mgt Dist														
TX	Harris Co Community & Economic Dev Dept														
TX	Hill Country Transit Dist		\$471,106		\$225,442										
TX	Lower Rio Grande Valley Dev Council		\$937,755						\$751,328						
TX	Metro Transit Auth Of Harris Co		\$7,480,673						\$2,875,493					\$126,001	\$187,296,114

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
TX	Midtown Mgt Dist		\$149,843												
TX	North Cent Texas Council Of Govts				\$2,723,970									\$498,000	
TX	Star Shuttle Inc - Dba: Star Shuttle & Charter														
TX	Texarkana Urban Transit Dist														
TX	Tx Dot		\$10,102,463		\$6,731,825					\$1,929,867					
TX	Texoma Area Paratransit-Sys, Inc														
TX	Woodlands Township														
TX	Upper Kirby Mgt Dist														
TX	Via Metro Transit Auth		\$3,181,130		\$481,074									\$520,974	
TX	Westchase Dist														
UT	Cache Valley Transit Dist														
UT	City Of St George, Utah		\$624,000												
UT	Ut Dot								\$1,138,008					\$586,076	
UT	Ut Transit Auth		\$3,666,044										\$100,000		
VT	Chittenden Co Transp Auth														\$6,013,076
VT	Resource Syss Groups Inc												\$499,982		
VT	Vermont Agency Of Transp				\$472,243									\$97,123	\$1,326,364
VI	Vi Dept Of Pub Works		\$1,080,000												
VA	Actionet, Inc														
VA	Adv Sys Technology & Mgt, Inc														
VA	Aecom Consulting Transp Group, Inc														
VA	Appian Corp														
VA	Booz, Allen, & Hamilton, Inc Applied Research												\$564,178		
VA	Boyd, Caton & Grant Transp Group, Inc												\$523,886		
VA	Business Mgt Research Asso, Inc														
VA	Castro & Co Llc														
VA	City Of Bristol														
VA	City Of Charlottesville														
VA	City Of Fredericksburg														
VA	City Of Harrisonburg														
VA	City Of Petersburg														
VA	City Of Winchester														
VA	Culpeper Co Of		\$122,303										\$50,000		

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
VA	Ec American Inc														
VA	Govt Contract Solutions Inc														
VA	Greater Lynchburg Transit Co														
VA	Greater Richmond Transit Co		\$5,720,000						\$419,924						
VA	Microstrategy Svcs Corp														
VA	No Va Transp Comm														
VA	Potomac & Rappahannock Transp Comm						\$15,794,274								
VA	Price Waterhouse Cooper,LLp/ lbm														
VA	Price Waterhouse Coopers LLP												\$537,885		
VA	Qi Tech Lic														
VA	Reid Consulting, Llc														
VA	Town Of Blacksburg														
VA	Transp Dist Comm Of Hampton Roads		\$5,306,838						\$165,618		\$1,797,600			\$96,291	
VA	Venture Tours Inc														
VA	Va Dept Of Rail & Pub Transp				\$6,126,687					\$3,436,289					
VA	Williamsburg Area Transit Auth (Fmr Jcct)														
WA	Asotin Co Ptba														
WA	Ben Franklin Transit		\$1,962,848												
WA	Cent Puget Sound Reg Transit Auth														\$110,000,000
WA	Chelan-Douglas Ptba Dba Link														
WA	City Of Everett														
WA	City Of Longview														
WA	City Of Seattle														
WA	City Of Yakima														
WA	Clark Co Pub Transp Benefit Area Auth		\$2,000,000												
WA	Conf Tribes & Bands Of Yakama Nation														
WA	Conf Tribes Of Colville Res														
WA	Cowlitz Indian Tribe														
WA	Intercity Transit		\$2,324,000												
WA	Jamestown S'Klallam Tribe														
WA	Kalispel Indian Community Of Kalispel Res														
WA	King Co Dot		\$19,713,953												
WA	King Co Ferry Dist						\$686,915				\$45,263				

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
WA	Kitsap Transit										\$67,732				
WA	Makah Tribe														
WA	Nooksack Indian Tribe														
WA	Pierce Co Pub Transp Benefit Area Auth														
WA	Porter & Assoc, Inc														
WA	Puget Sound Reg Council														
WA	Quinalt Tribe Of Quinalt Res														
WA	Samish Indian Nation														
WA	Skagit Transit Sys														
WA	Skokomish Indian Tribe Of Skokomish Res														
WA	Snohomish Co Pub Trans Benefit Area Corp														
WA	Spokane Transit Auth		\$901,262		\$155,255										
WA	Spokane Tribe Of Indians		\$438,237												
WA	Squaxin Isl& Tribe Of Squaxin Isl& Res														
WA	Stillaguamish Tribe Of Indians														
WA	Tulalip Tribes Of Washington														
WA	Washington State Dept Of Transp		\$5,503,336						\$70,000				\$150,000	\$977,192	
WA	Whatcom Transp Auth														
WV	City Of Weirton														
WV	E Ohio/Ohio Valley Reg Transp Auth														
WV	E Panhandle Transit Auth														
WV	Kanawha Valley Reg Transp Auth														
WV	Mid-Ohio Valley Transit Auth														
WV	Monongalia Co Urban Mass Transit Auth														
WV	Mountaineer Coach, Inc														
WV	Tri-State Transit Auth														
WV	Wv Dot		\$1,247,254		\$1,700,362					\$324,053				\$465,941	
WV	Wv Univ						\$1,439,391								
WI	Ctr For Indep Living For Western Wisc, Inc												\$50,000		
WI	City Of Appleton		\$567,758												
WI	City Of Beloit														
WI	City Of Chippewa Falls														

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	ALTERN ANALYSIS	BUSES & BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	EMERGENCY SUPPLEMENTALS	FIXED GUIDEWAY	HURRICANE SANDY	JARC	METRO & STATE PLNG	MISC FHWA TRANSFERS	NATL CTR FOR MOBILITY MGT	NATL RESEARCH	NEW FREEDOM	NEW STARTS
WI	City Of Eau Claire														
WI	City Of Green Bay Transit Sys		\$470,589												
WI	City Of Hartford														
WI	City Of Madison/ Madison Metro Transit		\$787,029		\$247,500										
WI	City Of Onalaska														
WI	City Of Racine														
WI	City Of Sheboygan														
WI	City Of Superior														
WI	City Of Waukesha Metro		\$114,701												
WI	City Of Wausau														
WI	Fond Du Lac, City Of/ Fond Du Lac Area Transit														
WI	Janesville Transit Sys														
WI	Kenosha, City Of Inc														
WI	Lacrosse Municipal Transit Utility														
WI	Menominee Indian Tribe Of Wi														
WI	Milwaukee Co, Wi		\$3,903,509												
WI	Oshkosh Transit Sys														
WI	Ozaukee Co Transit		\$112,786												
WI	Stockbridge-Munsee Community														
WI	Washington Co Transit Svcs		\$35,185												
WI	West Bend City Of														
WI	Wi Dot/Bureau Of Transit		\$1,769,600		\$1,395,639				\$39,379	\$277,378				\$217,257	
WY	City Of Casper														
WY	Shoshone & Arapaho Tribes														
WY	Wy Dot		\$1,815,865		\$460,672				\$261,373	\$1,580,227					
Total															

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
AL	Al Dot		\$14,378,680										\$4,236,773	\$24,263,526
AL	Birmingham-Jefferson Co Transit Auth												\$15,327,247	\$21,636,853
AL	City Of Gadsden												\$718,335	\$718,335
AL	City Of Huntsville, Parking & Pub Transit												\$2,549,795	\$2,567,746
AL	City Of Mobile												\$3,076,703	\$3,076,703
AL	City Of Montgomery-Montgomery Area Transit													\$701,000
AL	Poarch B& Of Creek Indians		\$155,584											\$155,584
AL	Tuscaloosa Co Parking & Transit Auth												\$1,065,500	\$1,065,500
AK	Ak Dot & Pub Facilities	-\$1,672,397	\$7,699,574											\$8,803,619
AK	Ak Railroad Corp									\$18,426,377			\$6,882,681	\$26,245,575
AK	Chickaloon Native Village		\$137,692											\$137,692
AK	Fairbanks North Star Borough												\$751,937	\$751,937
AK	Hydaburg Coop Assoc		\$55,550											\$55,550
AK	Knik Tribal Council		\$22,000											\$22,000
AK	Manley Village Council		\$38,587											\$38,587
AK	Metlakatla Indian Community		\$25,000											\$25,000
AK	Municipality Of Anchorage												\$5,789,244	\$6,506,148
AK	Native Village Of Kobuk		\$25,000											\$25,000
AK	Nome Eskimo Community		\$200,000											\$200,000
AK	Seldovia Village Tribe		\$1,401											\$1,401
AK	Sitka Tribe Of Alaska		\$150,000											\$150,000
AK	Tetlin Village Council		\$146,317											\$146,317
AM SAMOA	Govt Of Amer Samoa		\$421,687											\$421,687
AZ	Az Dot		\$12,777,606								\$853,478			\$26,359,891
AZ	Cocopah Indian Tribe		\$91,731											\$91,731
AZ	Co River Indian Tribes		\$25,000											\$25,000
AZ	Kaibab Paiute Tribal Council		\$163,098											\$163,098
AZ	Navajo Nation													\$5,000,000
AZ	No Az Intergovt Pub Transp Auth	\$1,029,200											\$2,948,223	\$6,550,423
AZ	Pascua Yaqui Tribe		\$190,000											\$190,000
AZ	Phoenix, City Of	\$39,518,999								\$3,325,847			\$120,170,830	\$187,744,616
AZ	Quechan Indian Tribe		\$365,324											\$365,324
AZ	Sierra Vista, City Of												\$702,977	\$702,977
AZ	Tucson, City Of												\$23,347,013	\$24,875,333
AZ	Yuma Co Intergovt Pub Transp Auth												\$3,220,263	\$3,220,263

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
AR	Ak State Hwy & Transp Dept		\$12,169,460								\$447,408			\$20,798,903
AR	Bd Of Trustees / Univ Of Ar												\$2,013,743	\$2,013,743
AR	Cent Ar Transit Auth									\$355,562			\$6,968,278	\$9,310,756
AR	City Of Hot Springs Natl Park												\$1,314,023	\$1,314,023
AR	City Of Jonesboro												\$1,099,546	\$1,099,546
AR	City Of Pine Bluff Transit												\$1,419,559	\$1,419,559
AR	Fort Smith Transit												\$1,711,901	\$1,711,901
AR	Nw Ar Reg Png Comm												\$200,000	\$438,444
AR	Ozark Reg Transit												\$1,246,838	\$1,246,838
CA	Riverside Co Transp Comm	\$73,039,999											\$32,216,263	\$105,256,262
CA	Access Svcs													\$61,340,500
CA	Alameda-Contra Costa Transit Dist												\$85,698,305	\$93,446,666
CA	All West Coachlines, Inc			\$50,400										\$50,400
CA	Americanstar Tours, Inc			\$98,712										\$98,712
CA	Anil Verma Assoc, Inc					\$389,955								\$389,955
CA	Antelope Valley Transit Auth												\$10,634,679	\$10,634,679
CA	Applied Engineering Mgt Corp													\$0
CA	Bishop Indian Tribe		\$195,316											\$195,316
CA	Butte Co Assoc Of Govts (Bcag)												\$6,857,551	\$24,857,551
CA	Ca State Dot (Caltrans) Div Of Mass Transp		\$27,985,806											\$113,184,660
CA	Calstart, Inc													\$11,239,305
CA	Cbx Technologies, Inc					\$294,794								\$294,794
CA	Cdi/Dci Joint Venture					794655 33								\$0
CA	Cent Contra Costa Transit Auth												\$3,598,803	\$8,018,803
CA	City Of Davis												\$2,721,071	\$2,721,071
CA	City Of Elk Grove, Dev Svcs, Transit Svcs												\$4,467,260	\$4,467,260
CA	City Of Santa Monica Municipal Bus Lines												\$26,530,198	\$28,522,787
CA	Commerce, City Of												\$575,000	\$575,000
CA	Culver City, City Of												\$3,619,655	\$3,619,655
CA	Cusa Pcsco, Dba Pac Coast Sightsg Tours/Charters			\$52,650										\$52,650
CA	Fairfield, City Of												\$5,000,705	\$5,000,705
CA	Fresno Co Govts, Council Of													\$717,597
CA	Fresno, City Of												\$11,534,238	\$16,321,938
CA	Gannett Fleming, Inc					\$668,573								\$668,573
CA	Gardena, City Of												\$2,240,000	\$2,240,000
CA	Gold Coast Transit												\$7,593,260	\$22,593,260

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
CA	Golden Empire Transit Dist												\$9,108,928	\$9,108,928
CA	Golden Gate Bridge, Hwy & Transp Dist												\$16,544,507	\$18,944,507
CA	Imperial Co Transp Comm												\$2,371,399	\$2,371,399
CA	Kal Krishnan Cons Svc Inc					\$1,391,676								\$1,391,676
CA	Kings Co Area Pub Transit Agency												\$2,937,589	\$2,937,589
CA	Livermore-Amador Valley Transit Auth												\$2,206,066	\$2,222,566
CA	Local Government Comm													\$10,000
CA	Lodi, City Of												\$1,552,800	\$1,552,800
CA	Lompoc, City Of												\$1,203,039	\$1,203,039
CA	Long Beach Pub Transp Co												\$38,092,185	\$38,092,185
CA	Lopez & Co, Llp					\$285,000								\$285,000
CA	La Co Metro Transp Auth	\$130,000,000								\$86,968,557			\$471,616,169	\$716,805,577
CA	La, City Of												\$30,349,923	\$30,349,923
CA	La, Dept Of Pub Works, Co Of												\$262,500	\$262,500
CA	Lux Bus America			\$33,218										\$33,218
CA	Madera, City Of												\$3,166,500	\$3,166,500
CA	Marin Co Transit Dist Dba Marin Transit												\$9,761,218	\$9,921,654
CA	Mcclintock-Hartley Ent Inc			\$35,218										\$35,218
CA	Metro Transit Sys / Metro Transit Dev Bd									\$22,055,486			\$41,528,292	\$77,694,417
CA	Metro Transp Comm													\$26,560,875
CA	Montebello, City Of												\$8,421,200	\$8,421,200
CA	Monterey-Salinas Transit	\$1,674,270											\$6,818,950	\$13,493,220
CA	Municipal Transp Agency/City/Co Of San Fran	\$150,000,000								\$17,729,574			\$49,526,477	\$217,282,108
CA	Napa Co Transp Plng Agency												\$196,794	\$196,794
CA	N San Diego Co Transit Dev Bd									\$9,406,126			\$16,537,022	\$25,943,148
CA	Nfork Rnchria Mono Indians Dba Nfork Rancheria		\$150,000											\$150,000
CA	Norwalk, City Of												\$1,703,069	\$1,703,069
CA	Omnitrans												\$51,972,900	\$61,806,949
CA	Orange Belt Stages			\$61,405										\$61,405
CA	Orange Co Transp Auth									\$8,000,000			\$248,330,661	\$280,838,050
CA	Peninsula Corridor Joint Powers Bd									\$13,700,000			\$20,497,478	\$56,795,083
CA	Petaluma, City Of	\$2,500,000											\$250,423	\$2,750,423
CA	Pgh Wong Engineering, Inc					\$509,543								\$509,543
CA	Placer Co, Dept Of Pub Works												\$2,207,857	\$2,207,857
CA	Pmo Partnership Jv Llc					\$2,435,761						\$348,778		\$2,784,539

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
CA	Porterville, City Of												\$2,148,424	\$3,283,652
CA	Redding Area Bus Auth												\$894,320	\$894,320
CA	Redondo Beach, City Of												\$1,059,695	\$1,059,695
CA	Res Transp Auth		\$777,011											\$777,011
CA	Riverside Transit Agency												\$31,853,010	\$35,028,780
CA	Roseville, City Of												\$2,994,153	\$2,994,153
CA	Sacramento Area Council Of Govts												\$5,000,000	\$5,950,343
CA	Sacramento Reg Transit Dist	\$45,660,000						\$247,500		\$18,876,353			\$65,339,477	\$134,163,830
CA	San Diego Assoc Of Govts											\$14,000,000	\$62,476,711	\$87,771,753
CA	San Francisco Bay Area Rapid Transit Dist									\$209,407,518			\$83,670,308	\$297,942,218
CA	San Francisco Bay Area Water Emerg Transp Auth									\$6,992,000			\$749,345	\$10,241,345
CA	San Joaquin Reg Rail Comm									\$3,246,623			\$4,326,562	\$7,573,185
CA	San Joaquin Reg Transit Dist												\$11,393,425	\$20,884,066
CA	San Luis Obispo Reg Transit Auth												\$3,356,284	\$3,356,284
CA	San Luis Obispo, City Of												\$1,592,629	\$1,592,629
CA	San Mateo Co Transit Dist												\$31,402,747	\$39,955,493
CA	Santa Barbara Metro Transit Dist												\$9,769,077	\$9,769,077
CA	Santa Clara Valley Transp Auth	\$291,766,415								\$15,140,003			\$101,335,378	\$416,589,000
CA	Santa Cruz Metro Transit Dist												\$10,990,006	\$10,990,006
CA	Santa Rosa, City Of													\$124,909
CA	Simi Valley, City Of												\$6,775,382	\$6,775,382
CA	Solano Co Transit												\$4,688,197	\$5,448,197
CA	Sonoma Co Transit												\$2,906,826	\$2,906,826
CA	So Cal Assoc Of Govts													\$9,144,693
CA	So Cal Reg Rail Auth									\$13,265,472			\$2,767,000	\$23,843,752
CA	Stanislaus Council Of Govts													\$397,370
CA	Sunline Transit Agency												\$5,789,218	\$7,455,322
CA	Sureride Charter Inc/Dbas Sun Diego Charter			\$98,686										\$98,686
CA	Torrance, City Of												\$6,635,122	\$6,635,122
CA	Tracy, City Of												\$1,714,260	\$1,714,260
CA	Transit Joint Powers Auth For Merced Co												\$4,096,954	\$4,096,954
CA	Tule River Tribal Council		\$475,000											\$475,000
CA	Union City, City Of												\$9,645,135	\$9,645,135
CA	Vacaville, City Of												\$985,000	\$985,000
CA	Ventura Co Transp Comm												\$8,308,359	\$10,669,692
CA	Victor Valley Transit Auth												\$4,670,738	\$5,233,416

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
CA	Visalia, City Of												\$5,961,453	\$5,961,453
CA	W Contra Costa Transit Auth												\$1,068,657	\$1,068,657
CA	Yolo Co Transp Dist												\$2,819,346	\$2,819,346
CA	Yuba-Sutter Transit Auth												\$4,000,000	\$4,000,000
CA	Yurok Tribe		\$117,851											\$117,851
CO	Ch2m Hill, Inc					\$500,000						\$175,000		\$675,000
CO	City Of Pueblo												\$1,965,853	\$1,965,853
CO	City Of Colorado Springs												\$542,669	\$1,036,449
CO	City Of Fort Collins												\$3,008,759	\$3,008,759
CO	City Of Greeley												\$2,094,030	\$2,094,030
CO	Colorado Dot		\$11,164,798											\$18,166,738
CO	Loveland, City Of												\$473,300	\$473,300
CO	Meeting Challenge, Inc					\$239,799								\$239,799
CO	No Front Range Mpo													\$45,660
CO	Reg Transp Dist	\$150,000,000								\$8,700,325			\$58,067,034	\$218,392,112
CO	Roaring Fork Transp Auth													\$4,800,000
CO	So Ute Indian Tribe		\$451,013											\$451,013
CO	Stantec Consulting, Inc					\$100,000						\$400,000		\$500,000
CO	Town Of Estes Park				\$337,000									\$337,000
CT	Ct Dot	\$17,917,662	\$5,877,883							\$47,558,532		\$10,000,000	\$239,208,944	\$361,910,243
CT	Dattco			\$172,250										\$172,250
CT	Greater Bridgeport Transit Auth												\$2,819,200	\$2,819,200
CT	Greater Hartford Transit Dist												\$6,323,600	\$7,923,600
CT	Greater New Haven Transit Dist												\$385,004	\$1,145,004
CT	Housatonic Area Reg Transit Dist												\$6,376,702	\$6,376,702
CT	Middletown Transit Dist												\$2,316,000	\$2,316,000
CT	Milford Transit Dist												\$1,174,400	\$1,174,400
CT	Norwalk Transit Dist												\$6,722,400	\$6,722,400
CT	Arrow Lines Inc			\$34,237										\$34,237
CT	Valley Council Of Govts												\$3,680,000	\$3,680,000
DE	De Dot		\$1,755,865										\$24,192,334	\$31,269,212
DC	Amer Pub Transp Assoc (Apta)													\$350,000
DC	Conf Of Minority Transp Officials Dba Comto													\$200,000
DC	Delon Hampton & Associates					\$497,779								\$497,779
DC	Dot Working Capital Fund													\$179,719
DC	Dot Research & Innovative Technology Admin													\$2,042,650
DC	Dist Dept Of Transp, Dept Of Pub Works													\$876,186
DC	Eno Transp Fdn, Inc													\$100,000
DC	Federal Aviation Admin					\$566,847,117								\$566,847,117

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
DC	Federal Transit Admin													\$1,812,936
DC	Metro Washington Airports Auth	\$186,730,505												\$186,730,505
DC	Metro Washington Council Of Govts													\$1,897,291
DC	Natl Academy Of Sciences - Transp Research Bd													\$3,155,000
DC	Natl Assoc Of Reg Councils													\$5,000
DC	Natl Easter Seal Society, Inc/Ofc Of Govt Affairs													\$2,300,000
DC	Regis & Assoc, Pc					\$140,000								\$140,000
DC	Scully Capital Svcs, Inc					\$345,077								\$345,077
DC	Dmp Group, Llc					645689 5								\$0
DC	Washington Metro Area Transit Auth (Wmata)						\$142,154,100						\$13,228,131	\$167,177,509
FL	American Coach Lines, Inc			-\$156,200										-\$156,200
FL	Atkins North America Inc					\$1,150,094								\$1,150,094
FL	Brevard Bocc - Space Coast Area Transit												\$6,117,325	\$6,117,325
FL	Broward Co Bocc - Broward Co Mass Transit Div												\$72,879,704	\$72,879,704
FL	Broward Metro Plng Org												\$500,000	\$500,000
FL	Charlotte Co, Fl												\$1,441,093	\$1,441,093
FL	City Of Gainesville												\$3,871,722	\$3,871,722
FL	City Of St Augustine				\$753,000									\$753,000
FL	Classic Bus Lines Inc			\$29,700										\$29,700
FL	Collier Co Bocc												\$5,229,927	\$5,583,489
FL	Escambia Co Boc												\$3,560,552	\$5,147,159
FL	Escot Bus Lines, Inc			\$85,147										\$85,147
FL	Fl/Altransp Plng Org													\$80,240
FL	Fl Dot	\$25,885,271	\$31,471,983								\$1,498,805			\$96,913,127
FL	Hertzog Research													\$86,320
FL	Hillsborough Area Reg Transit Auth												\$6,000,000	\$15,997,193
FL	Indian River Co Bocc												\$4,163,775	\$5,313,775
FL	Jacksonville Transp Auth									\$618,637			\$9,856,009	\$10,474,646
FL	Lake Co Bocc												\$3,399,296	\$3,399,296
FL	Lakel& Area Mass Transit Dist												\$5,177,719	\$5,177,719
FL	Latin Express Service			\$29,700										\$29,700
FL	Lee Co Transit													\$1,545,158
FL	Lynx / Cent Florida Reg Transp Auth									\$426,112			\$74,339,068	\$78,125,180
FL	Martin Co Bocc												\$947,902	\$1,205,854

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
FL	Miami-Dade Transit Agency									\$21,882,274			\$47,844,163	\$76,122,675
FL	Okaloosa Co Bocc												\$1,168,777	\$1,168,777
FL	Palm Beach Co Boc - Palm Beach Co Transit Auth												\$18,262,445	\$18,262,445
FL	Pasco Co Bocc												\$3,379,784	\$3,640,883
FL	Pinellas Co Metro Plng Org												\$799,686	\$799,686
FL	Pinellas Suncoast Transit Auth												\$24,626,880	\$27,450,697
FL	Polk Co Bocc												\$1,800,000	\$1,800,000
FL	Red Coach Inc			\$59,516										\$59,516
FL	Sarasota Co Transp Auth													-\$303,229
FL	St Johns Co, Fl												\$2,374,520	\$2,374,520
FL	St Lucie Co Bocc												\$1,946,369	\$2,045,868
FL	Transp, Fl Dept Of/Db: South Florida Reg Tr									\$14,697,870			\$18,889,530	\$35,359,135
FL	Volusia Transp Auth												\$22,640,698	\$22,640,698
GA	American Coach Lines Of Atlanta, Inc			\$118,468										\$118,468
GA	Atlanta Reg Comm												\$3,066,667	\$3,066,667
GA	Ctr For Transp & Environment Fmr So Coalition For													\$5,903,277
GA	Chatham Area Transit Auth												\$7,037,310	\$9,537,310
GA	Cobb Community Transit									\$629,216			\$13,541,836	\$14,171,052
GA	Consol Govt Of Columbus												\$1,592,219	\$1,592,219
GA	Ga Dept Of Human Resources													\$6,370,303
GA	Ga Dept Of Transp - Ofc Of Intermodal Progs		\$22,661,141								\$862,681		\$11,303,452	\$36,537,100
GA	Ga Reg Transp Auth												\$2,871,248	\$2,871,248
GA	Metro Atlanta Rapid Transit Auth									\$32,000,000			\$81,496,581	\$138,483,643
GA	Southeastern Stages Inc			\$57,180										\$57,180
GUAM	Guam Reg Transit Auth		\$1,354,957											\$1,354,957
HI	Honolulu, City & Co Of	\$250,000,000											\$23,123,112	\$280,702,463
HI	State Of Hi Dot	\$9,172,397	\$1,675,805											\$12,114,588
ID	City Of Lewiston												\$312,139	\$312,139
ID	City Of Pocatello												\$1,070,000	\$1,070,000
ID	Coeur D'Alene Tribe Of Coeur D'Alene Res		\$918,855											\$918,855
ID	Id Transp Dept		\$6,750,573											\$9,031,608
ID	Kootenai Co												\$1,992,850	\$2,212,850
ID	Nez Perce Tribe		\$587,032											\$587,032
ID	Shoshone-Bannock Tribes		\$247,501											\$247,501
ID	Targhee Reg Pub Transp Auth												\$830,000	\$830,000
ID	Valley Reg Transit												\$8,247,042	\$8,573,760
IL	Il Dot		\$16,400,968											\$32,178,527

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
IL	Bloomington-Normal Pub Transit Sys												\$2,028,848	\$2,028,848
IL	Champaign-Urbana Mass Transit Dist												\$7,400,000	\$7,400,000
IL	Chicago Transit Auth	\$35,000,000								\$129,419,107			\$129,635,498	\$311,952,422
IL	City Of Chicago												\$56,661,000	\$56,661,000
IL	City Of Decatur												\$1,927,500	\$1,927,500
IL	City Of Dekalb												\$600,000	\$600,000
IL	Commuter Rail Div Of Reg Transp Auth									\$77,960,650			\$80,682,602	\$158,643,252
IL	Danville Mass Transit												\$2,142,500	\$2,142,500
IL	Greater Peoria Mass Transit Dist												\$3,286,219	\$3,286,219
IL	Il Dot - Springfield													\$6,322,672
IL	Jackson Co Mass Transit Dist												\$150,208	\$150,208
IL	Madison Co Transit Dist												\$854,349	\$1,097,101
IL	Reg Transp Auth													\$4,610,708
IL	Rides Mass Transit Dist												\$981,777	\$981,777
IL	River Valley Metro Mass Transit Dist												\$1,689,864	\$1,689,864
IL	Rock Isl& Co Metro Mass Transit Dist												\$2,592,000	\$2,628,961
IL	Rockford Mass Transit Dist												\$1,811,059	\$1,811,059
IL	Springfield Mass Transit Dist												\$2,281,592	\$2,281,592
IL	Stateline Mass Transit Dist												\$399,889	\$399,889
IL	Suburban Bus Div - Rta												\$39,433,454	\$43,145,588
IL	Tri-Co Mpo/Transition Linkage Partnership													\$238,539
IN	Bloomington Pub Transp Corp												\$2,387,671	\$2,673,718
IN	City Of Anderson Transit Sys												\$1,929,427	\$1,929,427
IN	City Of Columbus/Columbus Transit												\$853,805	\$853,805
IN	City Of Evansville												\$2,550,168	\$2,781,230
IN	City Of Kokomo, Indiana												\$1,040,541	\$1,040,541
IN	City Of Terre Haute												\$1,700,986	\$1,700,986
IN	Evansville Metro Ping Organziation													\$35,517
IN	Fort Wayne Pub Transp Corp												\$3,101,803	\$3,979,363
IN	Gary Pub Transp Corp												\$4,275,522	\$4,275,522
IN	Greater Lafayette Pub Transp Corp												\$1,737,773	\$3,395,193
IN	In Dot		\$16,106,316											\$21,735,963
IN	Indianapolis Pub Transp Corp											\$10,000,000	\$16,845,224	\$30,278,348

Table 3A cont'd. FFY 2014 OSummary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
IN	Michiana Area Council Of Govts												\$0	\$0
IN	Michigan City Transit												\$1,354,007	\$1,354,007
IN	Muncie Pub Transp Corp												\$1,909,356	\$1,909,356
IN	No In Commuter Transp Dist									\$15,078,820			\$5,932,719	\$21,011,539
IN	Nw In Reg Ping Comm												\$3,106,148	\$3,245,952
IN	South Bend Pub Transp Corp												\$6,067,238	\$7,824,581
IA	Ames City Ofdba Ames Transit Agcy												\$1,970,542	\$1,970,542
IA	Burlington Stage Line			\$65,640										\$65,640
IA	City Of Bettendorf												\$493,487	\$493,487
IA	City Of Cedar Rapids D B A Cedar Rapids Transit												\$2,610,523	\$2,610,523
IA	City Of Coralville												\$374,623	\$4,374,623
IA	City Of Davenport - Davenport City Hall												\$2,305,698	\$2,305,698
IA	City Of Sioux City												\$1,733,471	\$1,733,471
IA	Des Moines Reg Transit Auth												\$7,144,054	\$8,182,781
IA	Ia City Transit												\$1,400,381	\$1,400,381
IA	Ia Dot		\$11,107,626										\$3,133,066	\$22,157,069
IA	Metro Transit Auth Of Black Hawk Co												\$1,665,309	\$1,665,309
IA	City Of Dubuque												\$1,115,479	\$9,115,479
IA	Univ Of Iowa Inc												\$600,537	\$600,537
KS	City Of Lawrence												\$2,122,147	\$2,122,147
KS	City Of Wichita, Ks												\$8,530,203	\$9,607,273
KS	Johnson Co Transit												\$3,260,152	\$3,260,152
KS	Ks Dot		\$8,075,647											\$12,528,696
KS	Prairie B& Of Potawatomi Nation		\$160,489											\$160,489
KS	Topeka Metro Transit Auth												\$2,146,174	\$2,502,129
KY	City Of Bowling Green												\$1,115,500	\$1,115,500
KY	City Of Henderson Transit												\$660,535	\$690,535
KY	City Of Owensboro												\$2,220,489	\$2,220,489
KY	Ky Transp Cabinet		\$18,693,246										\$976,849	\$22,016,119
KY	Transit Auth Of Lexington-Fayette Urban Co Govt												\$4,573,795	\$5,261,967
KY	Transit Auth Of No Ky												\$3,218,955	\$3,620,286
KY	Transit Auth Of River City												\$18,901,460	\$24,127,134
LA	Calco Travel Inc			\$29,700										\$29,700
LA	Capital Area Transit Sys												\$2,025,000	\$2,025,000
LA	City Of Alexandria												\$544,115	\$544,115
LA	City Of Lafayette												\$2,162,349	\$2,384,596
LA	City Of Lake Charles												\$1,770,693	\$1,770,693
LA	City Of Monroe												\$1,520,384	\$1,520,384

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
LA	City Of Shreveport												\$9,636,286	\$10,497,558
LA	Gatens Adventures Unlimited Llc			\$27,000										\$27,000
LA	Hotard Coaches, Inc Dba Hotard Destination Svcs			\$210,150										\$210,150
LA	Houma Terrebonne Parish Consol Govt												\$1,117,833	\$1,117,833
LA	Jefferson Parish									\$166,209			\$3,500,000	\$3,896,229
LA	La Dot & Dev		\$10,338,819								\$578,777		\$697,891	\$18,151,210
LA	Reg Transit Auth									\$7,315,504			\$18,363,560	\$27,616,738
LA	River Parishes Transit Auth												\$270,000	\$270,000
LA	St Tammany Parish Government												\$2,213,607	\$2,213,607
ME	Androscoggin Valley Cog Dba Androscoggin Transp												\$1,980,810	\$1,980,810
ME	Bangor City Of												\$1,175,000	\$1,175,000
ME	Biddeford-Saco-Old Orchard Beach Transit Cmte												\$764,245	\$764,245
ME	Casco Bay Isl& Transit Dist									\$1,076,730			\$638,090	\$1,912,828
ME	Greater Portl& Transit Dist												\$1,762,200	\$3,762,200
ME	Me Dot		\$14,148,215		\$800,000								\$1,016,251	\$19,493,783
ME	No New Engl& Passenger Rail Auth									\$8,295,250			\$4,000,000	\$12,295,250
ME	South Portland, City Of												\$1,229,709	\$1,229,709
MD	Transp, Md Dept Of/Md Transit Admin									\$69,638,374			\$186,450,193	\$277,250,599
MD	Adventure Tours By Dawn			\$27,450										\$27,450
MD	Booth Mgt Consulting, Llc					\$50,000								\$50,000
MD	Brooks & Associates Cpas Llc					\$1,359,679								\$1,359,679
MD	Coleman Group, Inc					\$512,237								\$512,237
MD	Davis, Audrey Robinette					\$180,000								\$180,000
MD	Deander Asso Llc Dba Deander Acctg Svcs					-\$210,000								-\$210,000
MD	Dillons Bus Svc, Inc			\$254,250										\$254,250
MD	Dms/Rmw Asso Jv, Llc					\$655,234								\$655,234
MD	First Priority Tours, Inc			\$37,250										\$37,250
MD	Hanks, Hanks & Assoc, Llc					\$816,458								\$967,748
MD	High Street Consulting Group					\$428,522								\$428,522
MD	Internatl Transp Learning Ctr													\$412,500
MD	Jack Faucett Associates					\$53,496								\$53,496
MD	Leon Snead & Co , P C					\$309,518								\$309,518
MD	Maryl& Dot													\$9,322,409
MD	Mayor & City Council Of Baltimore													\$2,061,500

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
MD	Planit Now, Llc					\$1,421,664								\$1,421,664
MD	Rills Bus Service, Inc			\$29,700										\$29,700
MA	Berkshire Reg Transit Auth												\$1,694,105	\$1,694,105
MA	Bonanza Acquisition Llc			\$279,561										\$279,561
MA	Bridgewater State Univ													\$100,000
MA	Brockton Area Transit Auth												\$1,354,356	\$1,354,356
MA	Cahill Swift, Llc					\$1,322,162								\$1,322,162
MA	Calyptus Consulting Group					\$13,374,644								\$13,374,644
MA	Cape Ann Transp Auth												\$1,044,488	\$1,333,568
MA	Cape Cod Reg Transit Auth												\$8,853,773	\$9,253,773
MA	Cavalier Coach Corp			\$35,000										\$35,000
MA	Greater Attleboro-Taunton Reg Transit Auth												\$6,326,700	\$7,185,671
MA	Lowell Reg Transit Auth												\$2,058,854	\$2,058,854
MA	Ma Bay Transp Auth								\$1,100,000	\$61,480,000			\$117,382,568	\$194,962,568
MA	Ma Dept Of Pub Utilities										\$2,285,193			\$2,285,193
MA	Ma Dot		\$3,938,085											\$24,012,493
MA	Merrimack Valley Reg Transit Auth												\$5,472,460	\$5,472,460
MA	Metrowest Reg Transit Auth												\$10,013,545	\$10,013,545
MA	Montachusett Reg Transit Auth												\$3,006,616	\$3,006,616
MA	Neponset Valley Transp Mgt Assoc		\$1,794,903											\$1,794,903
MA	Peter Pan Bus Lines, Inc			\$283,734										\$283,734
MA	Pioneer Valley Transit Auth								\$1,700,000				\$12,298,018	\$15,158,883
MA	Planners Collaborative, Inc					\$247,193								\$247,193
MA	Shaw Infrastructure, Inc					\$750,640						\$171,684		\$922,324
MA	Se Reg Transit Auth												\$10,819,960	\$10,819,960
MA	Volpe Natl Transp Syss Ctr					\$1,675,000								\$2,697,670
MA	Wilson Bus Lines Inc			\$29,700										\$29,700
MA	Worcester Reg Transit Auth									\$1,915,832			\$18,645,567	\$21,532,788
MI	Ann Arbor Transp Auth												\$5,955,951	\$7,575,508
MI	Battle Creek Transit Sys												\$1,026,861	\$1,026,861
MI	Bay Metro Transp Auth												\$1,403,345	\$1,403,345
MI	Blue Water Area Transp Comm												\$2,814,929	\$2,814,929
MI	Capital Area Transp Auth												\$6,537,958	\$7,223,984
MI	City Of Detroit Dot												\$47,281,903	\$72,399,435
MI	City Of Midl&												\$955,404	\$955,404
MI	City Of Niles												\$118,000	\$190,270
MI	Co Of Muskegon/Muskegon Area Transit Sys												\$2,158,310	\$2,158,310
MI	Detroit Transp Corp (Dtc)									\$1,056,425			\$409,439	\$1,465,864
MI	Flint Mass Transp Auth												\$8,364,717	\$8,364,717

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
MI	Harbor Transit Multi-Modal Transp Sys												\$474,193	\$474,193
MI	Interurban Transit Partnership	\$4,468,981											\$10,595,429	\$16,998,540
MI	Jackson Transit Auth												\$1,160,000	\$1,160,000
MI	Kalamazoo Metro Transit												\$2,631,166	\$2,631,166
MI	Livingston Co Essentialtransp Service												\$1,345,342	\$1,564,711
MI	Macatawa Area Express												\$1,588,000	\$1,588,000
MI	Mi Dot		\$18,573,153								\$577,481		\$5,000,000	\$34,537,019
MI	Reg Transit Auth Of Southeast Michigan													\$6,493,563
MI	Saginaw Transit Auth Reg Svcs (Stars)												\$1,791,597	\$1,791,597
MI	Suburban Mobility Auth For Reg Transp												\$26,628,092	\$35,352,255
MI	Twin Cities Area Transp Auth												\$853,784	\$853,784
MN	Bois Forte Res Tribal Council		\$329,966											\$329,966
MN	City Of Mankato												\$871,510	\$871,510
MN	City Of Moorhead												\$488,150	\$488,150
MN	City Of Rochester												\$1,783,130	\$1,783,130
MN	Duluth Transit Auth												\$2,025,259	\$2,025,259
MN	Leech Lake B& Of Ojibwe		\$420,049											\$420,049
MN	Metro Council	\$98,443,694								\$13,218,495			\$90,325,552	\$206,649,496
MN	Mn Dept Of Pub Safety										\$240,000			\$240,000
MN	Mn Dot Ofc Of Transit		\$15,529,788											\$22,375,269
MN	Rail-Volution													\$20,000
MN	Red Lake B& Of Chippewa Indians		\$1,061,343											\$1,061,343
MN	St Cloud Metro Transit Comm												\$3,018,974	\$3,018,974
MN	White Earth Chippewas/White Earth Res Tribal													\$402,392
MS	City Of Hattiesburg -- Dept Of Urban Dev												\$933,892	\$933,892
MS	Coach Ride, Llc			\$31,200										\$31,200
MS	Coast Transit Auth												\$3,254,000	\$3,254,000
MS	Ms Band Of Choctaw Indians		\$937,956											\$937,956
MS	Ms Dot		\$28,835,830											\$34,580,812
MO	Bi-State Dev Agency									\$16,175,611			\$55,977,053	\$79,763,877
MO	Cape Girardeau Co Transit Auth												\$1,050,522	\$1,050,522
MO	City Of Columbia Dept Of Pub Works												\$2,261,562	\$2,261,562
MO	City Of Jefferson												\$738,504	\$738,504
MO	City Of Joplin												\$789,867	\$789,867

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
MO	City Of Springfield City Utilities												\$2,507,571	\$2,769,943
MO	City Of St Joseph												\$1,358,053	\$1,358,053
MO	East-West Gateway Coordinating Council													-\$1,511,767
MO	Jacobs Engineering Group Inc					\$744,655								\$744,655
MO	Ks City Area Transp Auth												\$21,334,021	\$24,226,136
MO	Ks City, City Of											\$20,000,000	\$9,130,200	\$29,130,200
MO	Loop Trolley Transp Dev Dist												\$7,060,000	\$7,060,000
MO	Mid-America Reg Council												\$299,410	\$299,410
MO	Mo Dot		\$17,767,542								\$944,937			\$27,691,777
MO	Mo Sys, Univ Of													\$0
MT	City Of Billings												\$2,003,098	\$2,003,098
MT	Conf Salish-Kootenai Tribe Dept Of Hr Devel		\$1,890,247											\$1,890,247
MT	Fort Belknap Indian Community		\$278,477											\$278,477
MT	Fort Peck Transit Dba Fort Peck Tribe Exec Bd		\$492,346											\$492,346
MT	Great Falls Transit Dist												\$1,347,594	\$1,347,594
MT	Missoula Urban Transp Dist												\$3,675,124	\$3,675,124
MT	Mt Dot		\$8,687,252											\$11,164,347
MT	Northern Cheyenne Tribe		\$102,714											\$102,714
MT	W Transp Institute/Mt State Univ				\$0									\$0
NE	City Of Lincoln												\$2,827,106	\$2,827,106
NE	Nebraska Dept Of Roads		\$6,701,396											\$8,067,124
NE	Omaha Metro Area Transit												\$8,098,624	\$11,122,426
NE	Omaha-Council Bluffs Metro Area PIng Agency													\$297,328
NE	Ponca Tribe Of Nebraska		\$35,173											\$35,173
NV	Carson Area Metro PIng Org												\$1,867,407	\$1,867,407
NV	Coach Usa-Elko Llc			\$86,000										\$86,000
NV	Nevada Dot		\$8,261,150											\$9,358,417
NV	Pyramid Lake Paiute Tribe		\$300,000											\$300,000
NV	Reg Transp Comm Of Washoe Co												\$5,835,113	\$6,596,788
NV	So Nevada, Reg Transp Comm Of												\$11,440,000	\$12,237,307
NH	City Of Nashua												\$2,282,525	\$2,282,525
NH	Coop Alliance For Seacoast Transp												\$1,304,077	\$1,304,077
NH	Greater Derry-Salem Coop All For Reg Transp												\$221,360	\$221,360
NH	Manchester Transit Auth												\$1,877,091	\$1,877,091
NH	Nh Dot		\$4,837,842										\$1,408,463	\$7,620,081
NH	Univ Ofnh												\$402,218	\$416,718
NJ	De River Port Auth												\$4,137,684	\$11,491,264

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
NJ	Hill Internatl, Inc					\$1,030,447						\$617,768		\$1,648,215
NJ	Morris Co Dept Of Human Svcs													\$543,000
NJ	Nj Transit Corp		\$3,349,684							\$166,477,236			\$420,481,026	\$670,698,389
NJ	Port Auth Trans-Hudson Corp													\$166,968,626
NJ	Rutgers, State Univ													\$9,990,000
NJ	Samlian Milligan					\$321,369								\$321,369
NM	City Of Albuquerque												\$2,800,000	\$2,800,000
NM	City Of Farmington, Nm												\$1,150,318	\$1,150,318
NM	City Of Las Cruces												\$3,821,733	\$4,099,783
NM	City Of Santa Fe												\$1,563,948	\$1,563,948
NM	Mid-Region Council Of Govts													\$50,000
NM	Nm Dot		\$11,512,074											\$15,905,838
NM	Ohkay Owingeh Pueblo		\$514,598											\$514,598
NM	Pueblo Of Jemez		\$202,700											\$202,700
NM	Pueblo Of Laguna / Shaa Srka Transit		\$203,990											\$203,990
NM	Pueblo Of San Felipe		\$25,000											\$25,000
NM	Rio Metro Reg Transit Dist									\$3,853,579			\$19,385,347	\$23,238,926
NM	Santa Ana Pueblo		\$116,694											\$116,694
NM	Santa Clara, Pueblo Of		\$140,000											\$140,000
NY	Broome Co												\$3,498,886	\$3,498,886
NY	Capital Dist Transp Auth												\$13,663,670	\$13,685,270
NY	Cent New York Reg Transp Auth												\$8,086,136	\$8,086,136
NY	Chemung Co Transit Sys												\$1,499,083	\$1,499,083
NY	City Of Jamestown													\$216,642
NY	Dutchess Co												\$1,619,123	\$1,619,123
NY	Greater Glens Falls Transit Sys												\$1,025,000	\$1,025,000
NY	Halcrow Inc					\$695,109						\$195,000		\$890,109
NY	Interactive Elements, Inc					1810099 57								\$0
NY	Nassau Co												\$1,905,000	\$1,950,214
NY	Ny City Dot												\$3,047,035	\$40,653,688
NY	Ny Metro Transp Auth	\$389,990,000								\$459,279,000			\$668,106,905	\$3,133,156,277
NY	Ny State Dot		\$18,115,774											\$38,938,896
NY	Niagara Frontier Transp Auth									\$2,386,715			\$14,622,947	\$26,716,627
NY	Orange Co												\$19,237,826	\$19,237,826
NY	Rochester-Genesee Reg Transp Auth												\$4,002,900	\$5,540,209
NY	Rockl& Co Dept Of Pub Transp												\$5,060,000	\$7,460,000
NY	Suffolk Co													\$3,965,934
NY	Tompkins Co												\$192,569	\$4,692,569

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
NY	Town Of Huntington												\$2,824,492	\$2,824,492
NY	Westchester Co Dot													\$2,236,974
NC	Cape Fear Pub Transp Auth												\$3,619,694	\$4,135,694
NC	City Of Asheville												\$1,968,350	\$2,256,856
NC	City Of Charlotte	\$166,157,660								\$879,127			\$23,071,080	\$190,720,276
NC	City Of Concord													\$2,000,000
NC	City Of Durham												\$1,996,244	\$2,948,997
NC	City Of Fayetteville												\$2,115,024	\$2,212,064
NC	City Of Goldsboro											\$10,000,000		\$10,000,000
NC	City Of Greensboro												\$6,325,770	\$7,663,951
NC	City Of Greenville												\$5,883,156	\$5,883,156
NC	City Of Jacksonville												\$594,000	\$594,000
NC	City Of Raleigh												\$8,041,813	\$8,445,557
NC	City Of Rocky Mount												\$1,224,676	\$1,304,676
NC	City Of Winston-Salem												\$11,161,918	\$11,675,937
NC	Goldsboro/Wayne Transp Auth												\$1,792,798	\$1,792,798
NC	Kimley-Horn & Assoc, Inc					\$322,894								\$322,894
NC	North Carolina Dot		\$34,363,638											\$41,209,472
NC	Piedmont Auth For Reg Transp (Part)												\$1,075,000	\$1,075,000
NC	Town Of Cary												\$1,145,208	\$1,145,208
NC	Town Of Chapel Hill												\$1,964,363	\$1,964,363
NC	Triangle Transit Auth												\$2,510,664	\$2,510,664
NC	W Piedmont Reg Transit Auth												\$825,469	\$825,469
ND	City Of Bismarck												\$2,484,291	\$2,484,291
ND	City Of Fargo												\$2,180,552	\$2,180,552
ND	City Of Gr& Forks												\$2,053,293	\$2,053,293
ND	North Dakota Dot		\$6,612,566											\$10,704,000
ND	Sitting Bull College		\$1,245,655											\$1,245,655
ND	Spirit Lake Tribe Of Fort Totten		\$90,278											\$90,278
ND	Three Affiliated Tribes		\$25,000											\$25,000
N MAR ISL	Commonwealth Ofc Of Transit Auth		\$812,806											\$812,806
OH	Allen Co Reg Transit Auth												\$1,035,589	\$1,035,589
OH	Butler Co Reg Transit Auth												\$5,873,520	\$6,247,789
OH	Cent Ohio Transit Auth												\$18,896,454	\$20,409,734
OH	City Of Springfield												\$1,673,724	\$1,673,724
OH	Clermont Co Comm, Bd Of/ Clermont Transp Conn												\$1,047,000	\$1,047,000
OH	Delaware Co Of												\$1,674,833	\$1,674,833
OH	Greater Clevel& Reg Transit Auth									\$11,153,819			\$60,926,657	\$74,227,187
OH	Greater Dayton Reg Transit Auth									\$10,525,403			\$17,474,838	\$30,152,576

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
OH	Greene Co Transit Bd												\$1,550,236	\$1,619,336
OH	Lawrence Co Port Auth												\$675,545	\$675,545
OH	Licking Co Transit Bd												\$2,713,471	\$2,713,471
OH	Medina Co Of												\$1,565,095	\$1,565,095
OH	Metro Reg Transit Auth												\$7,108,455	\$7,108,455
OH	Miami Co Bocc												\$338,037	\$338,037
OH	Miami Valley Reg Plng Comm													\$73,768
OH	Middletown, City Of												\$2,591,323	\$2,591,323
OH	Ne Oh Areawide Coord Agency													\$641,778
OH	Oh Dept Of Transp		\$22,777,401											\$31,256,683
OH	Portage Area Reg Transp Auth												\$1,240,842	\$1,988,138
OH	Richl& Co Transit Bd												\$1,356,705	\$1,356,705
OH	Sandusky Transit Sys												\$0	\$0
OH	Southwest Ohio Reg Transit Auth									\$21,947			\$23,203,098	\$25,965,233
OH	Stark Area Reg Transit Auth												\$4,691,265	\$5,091,071
OH	Steel Valley Reg Transit Auth												\$1,191,641	\$1,191,641
OH	Toledo Area Reg Transit Auth												\$10,088,458	\$10,088,458
OH	Trumbull Co Transit Bd												\$1,944,837	\$1,944,837
OH	Warren Co Boc Dba Ofc Of Grants Admin												\$27,568	\$27,568
OH	Washington Co												\$246,464	\$246,464
OH	Western Reserve Transit Auth												\$3,853,755	\$4,253,445
OK	Cent Ok Transp & Parking Auth												\$16,728,294	\$18,849,256
OK	Cherokee Nation		\$300,000											\$300,000
OK	Cheyenne & Arapaho Tribes		\$421,950											\$421,950
OK	Chickasaw Nation		\$2,304,497											\$2,304,497
OK	Choctaw Nation Of Ok		\$1,020,153											\$1,020,153
OK	Citizen Potawatomi Nation		\$402,250											\$402,250
OK	City Of Lawton-City Transit Trust												\$1,540,590	\$1,540,590
OK	Clevel& Area Rapid Transit/ Univ Of Ok												\$3,256,185	\$3,256,185
OK	Dept Of Human Svcs - State Of Ok													\$2,374,283
OK	Indian Nations Council Of Govts													\$466,664
OK	Kiowa Tribe		\$363,471											\$363,471
OK	Metro Tulsa Transit Auth												\$6,838,277	\$7,630,710
OK	Miami Tribe Of Ok		\$1,076,196											\$1,076,196
OK	Muscogee (Creek) Nation		\$2,348,261											\$2,348,261
OK	Ok Dot		\$29,271,759											\$30,168,162
OK	Pawnee Nation Of Ok		\$25,000											\$25,000
OK	Ponca Tribe Of Ok		\$306,101											\$306,101

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
OK	Seminole Nation Of Ok													\$450,000
OR	Cent Oregon Intergovt Council												\$2,518,914	\$2,518,914
OR	City Of Albany												\$1,036,664	\$1,036,664
OR	City Of Corvallis												\$1,902,845	\$1,902,845
OR	City Of Milton-Freewater												\$124,600	\$124,600
OR	City Of Wilsonville												\$1,079,945	\$1,121,585
OR	Conf Tribes Of Gr& Ronde Community Of Or		\$78,609											\$78,609
OR	Conf Tribes Of Siletz Indians		\$144,820											\$144,820
OR	Conf Tribes Of Umatilla Indian Res		\$488,655											\$686,517
OR	David Evans & Associates					\$1,242,909								\$2,512,935
OR	Josephine Co - Josephine Community Transit												\$716,518	\$716,518
OR	Klamath Tribes		\$200,392											\$200,392
OR	Lane Transit Dist												\$7,313,799	\$13,064,142
OR	Oregon Dot		\$12,179,455								\$1,423,695			\$27,094,129
OR	Rogue Valley Transp Dist												\$5,690,752	\$6,772,952
OR	Salem Area Mass Transit Dist												\$11,296,634	\$11,296,634
OR	Tri-Co Metro Transp Dist Of Oregon	\$100,000,000								\$17,645,116			\$66,775,535	\$188,335,974
PA	Beaver Co Transit Auth												\$2,378,904	\$2,378,904
PA	Berks Area Reg Transp Auth												\$8,384,811	\$8,598,154
PA	Borough Of Pottstown												\$1,580,000	\$1,580,000
PA	Burns Engineering, Inc					\$2,656,673								\$2,656,673
PA	Cambria Co Transit Auth												\$608,000	\$848,500
PA	Carl R Bieber, Inc. Dba Carl R Beiber Tourways			\$116,481										\$116,481
PA	Cent Cab Co			\$25,331										\$25,331
PA	Centre Area Transp Auth												\$5,519,985	\$17,853,318
PA	City Of Sharon												\$862,764	\$911,867
PA	City Of Washington												\$1,375,000	\$1,375,000
PA	Co Of Fayette												\$985,417	\$985,417
PA	Co Of Lackawanna Transit Sys												\$5,610,805	\$5,859,896
PA	Co Of Lebanon Transit Auth												\$1,230,143	\$1,230,143
PA	Cumberland-Dauphin-Harrisburg Transit Auth												\$12,439,529	\$12,439,529
PA	Delta Dev Group, Inc					\$338,125								\$338,125
PA	Elite Coach			\$25,700										\$25,700
PA	Erie Metro Transit Auth												\$4,015,382	\$17,949,902
PA	Financial Business Solutions, Llc					\$877,354								\$877,354
PA	Hazleton Pub Transit												\$805,172	\$805,172

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
PA	Lehigh & Northampton Transp Auth												\$8,882,741	\$16,303,285
PA	Luzerne Co Transp Auth												\$2,127,257	\$2,127,257
PA	Mid Mon Valley Transit Auth												\$872,000	\$872,000
PA	Milligan &Co , Llc					\$1,827,592								\$1,827,592
PA	Monroe Co Transp Auth												\$843,926	\$843,926
PA	O D Anderson Inc/Db a Anderson Coach & Travel			\$67,250										\$67,250
PA	Pennsylvania Dot		\$13,183,646										\$5,997,256	\$32,796,343
PA	Port Auth Of Allegheny Co									\$18,153,310			\$47,514,822	\$68,460,089
PA	Red Rose Transit Auth												\$4,983,505	\$6,165,060
PA	River Valley Transit (Fmr Williamsport Bur/Transp)	\$1,500,000											\$1,500,000	\$6,500,000
PA	Se Pennsylvania Transp Auth									\$100,528,853		\$10,000,000	\$128,765,183	\$255,621,230
PA	Sw Pennsylvania Comm												\$1,460,000	\$1,460,000
PA	Trans-Bridge Lines, Inc			\$123,649										\$123,649
PA	Transp & Motor Buses For Pub Use Auth												\$2,382,184	\$2,382,184
PA	Transp Mgt Svcs, Inc. D/B/A Lenzner Coach Lines			\$87,585										\$87,585
PA	Urban Engineers	-346754 73				\$4,358,782								\$4,358,782
PA	Westmorel& Co Transit Auth												\$2,660,000	\$2,660,000
PA	York Co Transp Auth												\$3,766,366	\$9,766,366
PR	Metro Bus Auth												\$17,920,000	\$17,920,000
PR	Municipality Of Barceloneta												\$722,996	\$722,996
PR	Municipality Of Cayey												\$286,966	\$286,966
PR	Municipality Of Cidra												\$60,003	\$60,003
PR	Municipality Of Hatillo												\$132,582	\$132,582
PR	Municipality Of Juncos												\$237,015	\$237,015
PR	Municipality Of Manati												\$224,143	\$224,143
PR	Municipality Of Ponce												\$6,397,709	\$6,397,709
PR	Municipality Of Toa Baja												\$849,435	\$849,435
PR	Municipality Of Vega Baja												\$176,200	\$176,200
PR	Municipality Of Villalba												\$206,500	\$206,500
PR	Municipality Of Yabucoa												\$404,000	\$404,000
PR	Municipality Of Yauco												\$817,469	\$817,469
PR	Puerto Rico Hwy & Transp Auth		\$1,490,494										\$46,728,499	\$74,176,249
RI	Rhode Isl& Dot												\$5,000,000	\$9,000,000
RI	Rhode Isl& Pub Transit Auth												\$18,557,956	\$23,220,283
SC	Catawba Indian Nation		\$350,000											\$350,000

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
SC	Cent Midlands Council Of Govts													\$94,000
SC	Cent Midlands Reg Transit Auth												\$2,726,659	\$2,726,659
SC	Charleston Area Reg Transp Auth												\$9,002,187	\$9,002,187
SC	City Of Anderson												\$1,190,700	\$1,190,700
SC	City Of Spartanburg												\$1,002,830	\$1,002,830
SC	Crpta - Waccamaw Reg Transp Auth												\$1,515,594	\$1,515,594
SC	Greenville Transit Auth												\$2,771,354	\$2,983,544
SC	Lower Savannah Council Of Govts												\$237,520	\$479,520
SC	Sc Dot		\$16,490,789											\$20,790,314
SD	Cheyenne River Sioux Tribe		\$1,006,585											\$1,006,585
SD	City Of Rapid City												\$1,616,967	\$1,616,967
SD	City Of Sioux Falls												\$4,035,100	\$4,035,100
SD	Lower Brule Sioux Tribe		\$772,938											\$772,938
SD	Sd Dot		\$6,500,853											\$8,416,017
SD	Yankton Sioux Tribe DbA Fort Randall Casino		\$236,760											\$236,760
TN	Chattanooga Area Reg Transp Auth									\$175,542			\$4,113,669	\$4,289,211
TN	City Of Bristol												\$378,000	\$378,000
TN	City Of Clarksville, Clarksville Transit Sys												\$96,000	\$96,000
TN	City Of Johnson City												\$1,765,552	\$1,765,552
TN	City Of Kingsport												\$675,250	\$675,250
TN	City Of Knoxville												\$3,522,873	\$3,888,442
TN	City Of Murfreesboro												\$520,000	\$520,000
TN	East Tennessee Human Resource Agency Inc												\$612,395	\$612,395
TN	Jackson Transit Auth												\$1,290,296	\$1,290,296
TN	Knoxville Knox Co Metro Plng Com													\$1,207,268
TN	Knoxville-Knox Co Community Action Cmte												\$626,996	\$626,996
TN	Memphis Area Transit Auth									\$1,204,843			\$14,073,972	\$15,278,815
TN	Metro Transit Auth											\$10,000,000	\$8,920,000	\$19,400,660
TN	Reg Transp Auth												\$4,589,300	\$4,589,300
TN	Tennessee Dot		\$33,562,658											\$40,459,392
TX	Brazos Transit Dist													\$1,840,791
TX	Capital Metro Transp Auth											\$11,337,989	\$46,283,968	\$62,196,054
TX	City Of Abilene												\$3,578,420	\$3,578,420

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
TX	City Of Amarillo												\$3,168,446	\$3,168,446
TX	City Of Arlington												\$626,760	\$626,760
TX	City Of Beaumont												\$3,525,226	\$3,525,226
TX	City Of Brownsville												\$2,454,109	\$3,097,981
TX	City Of El Paso													\$59,687
TX	City Of El Paso - Sun Metro											\$10,302,054	\$800,000	\$11,102,054
TX	City Of Galveston												\$1,864,422	\$1,864,422
TX	City Of Gr& Prairie												\$301,567	\$301,567
TX	City Of Laredo												\$3,247,188	\$3,945,282
TX	City Of Longview Texas												\$2,454,350	\$2,454,350
TX	City Of Lubbock												\$4,746,110	\$4,947,886
TX	City Of Mcallen / Mcallen Express Transit												\$3,171,640	\$3,171,640
TX	City Of Odessa												\$7,219,250	\$7,219,250
TX	City Of Round Rock												\$522,536	\$522,536
TX	City Of Tyler												\$3,477,329	\$3,477,329
TX	City Of Waco Transit Sys												\$5,242,905	\$5,242,905
TX	City Of Wichita Falls												\$1,537,425	\$1,537,425
TX	Concho Valley Transit Dist												\$1,447,358	\$2,308,158
TX	Conroe City Of												\$646,832	\$782,219
TX	Corpus Christi Reg Transit Auth												\$12,316,568	\$13,263,587
TX	Dallas Area Rapid Transit	\$8,726,854								\$18,364,458			\$113,037,457	\$149,088,447
TX	Denton Co Transp Auth												\$4,455,167	\$4,627,609
TX	Evergreen Trails Inc DbA Horizon Coach Lines			\$389,283										\$389,283
TX	Fort Bend Co												\$4,816,859	\$4,816,859
TX	Fort Worth Transp Auth									\$2,453,340			\$36,860,852	\$39,900,690
TX	Golden Crescent Reg Ping Comm												\$1,175,697	\$1,175,697
TX	Greater East End Mgt Dist												\$724,200	\$724,200
TX	Harris Co Community & Economic Dev Dept												\$4,293,301	\$4,293,301
TX	Hill Country Transit Dist												\$3,409,256	\$4,105,804
TX	Lower Rio Grande Valley Dev Council												\$12,378,443	\$14,067,526
TX	Metro Transit Auth Of Harris Co	\$187,296,114								\$9,286,666			\$71,206,600	\$278,271,547
TX	Midtown Mgt Dist												\$2,000,000	\$2,149,843
TX	North Cent Texas Council Of Govts												\$4,041,506	\$7,263,476
TX	Star Shuttle Inc - DbA: Star Shuttle & Charter			\$61,650										\$61,650
TX	Texarkana Urban Transit Dist												\$965,230	\$965,230

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
TX	Tx Dot		\$42,006,556								\$1,781,857			\$62,552,568
TX	Texoma Area Paratransit-Sys, Inc												\$6,527,844	\$6,527,844
TX	Woodlands Township												\$1,654,715	\$1,654,715
TX	Upper Kirby Mgt Dist												\$1,899,696	\$1,899,696
TX	Via Metro Transit Auth												\$36,788,222	\$40,971,400
TX	Westchase Dist												\$3,920,870	\$3,920,870
UT	Cache Valley Transit Dist												\$2,092,671	\$2,092,671
UT	City Of St George, Utah												\$1,433,189	\$2,057,189
UT	Ut Dot		\$4,925,193								\$913,453			\$7,562,730
UT	Ut Transit Auth									\$15,077,854			\$51,124,365	\$69,968,263
VT	Chittenden Co Transp Auth	\$6,013,076											\$6,421,817	\$12,434,893
VT	Resource Syss Groups Inc					\$496,831								\$996,813
VT	Vermont Agency Of Transp	\$1,326,364	\$15,306,322											\$17,202,052
VI	Vi Dept Of Pub Works												\$3,135,737	\$4,215,737
VA	Actionet, Inc					\$1,775,144								\$1,775,144
VA	Adv Sys Technology & Mgt, Inc					\$75,793								\$75,793
VA	Aecom Consulting Transp Group, Inc					-140303 24								\$0
VA	Appian Corp					\$1,789,318								\$1,789,318
VA	Booz, Allen, & Hamilton, Inc Applied Research					\$800,568								\$1,364,746
VA	Boyd, Caton & Grant Transp Group, Inc					\$5,450,120								\$5,974,006
VA	Business Mgt Research Asso, Inc					\$15,000								\$15,000
VA	Castro & Co Llc					\$200,000								\$200,000
VA	City Of Bristol												\$407,000	\$407,000
VA	City Of Charlottesville												\$4,505,400	\$4,505,400
VA	City Of Fredericksburg												\$2,700,736	\$2,700,736
VA	City Of Harrisonburg												\$7,862,181	\$7,862,181
VA	City Of Petersburg												\$3,409,652	\$3,409,652
VA	City Of Winchester												\$648,704	\$648,704
VA	Culpeper Co Of													\$172,303
VA	Ec American Inc					\$442,260								\$442,260
VA	Govt Contract Solutions Inc					\$1,115,326								\$1,115,326
VA	Greater Lynchburg Transit Co												\$3,652,747	\$3,652,747
VA	Greater Richmond Transit Co												\$13,745,252	\$19,885,176
VA	Microstrategy Svcs Corp					\$346,611								\$346,611
VA	No Va Transp Comm												\$4,868,000	\$4,868,000

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
VA	Potomac & Rappahannock Transp Comm												\$9,329,095	\$25,123,369
VA	Price Waterhouse Cooper,LLp/lbm					\$927,085								\$927,085
VA	Price Waterhouse Coopers Llp					\$341,998								\$879,883
VA	Qi Tech Llc					1104780 46								\$0
VA	Reid Consulting, Llc					1039949 73								\$0
VA	Town Of Blacksburg												\$7,928,189	\$7,928,189
VA	Transp Dist Comm Of Hampton Roads				\$449,000								\$32,542,006	\$40,357,353
VA	Venture Tours Inc			\$44,082										\$44,082
VA	Va Dept Of Rail & Pub Transp		\$25,742,387								\$468,606			\$35,773,969
VA	Williamsburg Area Transit Auth (Formerly Jcct)												\$2,491,336	\$2,491,336
WA	Asotin Co Ptba												\$552,382	\$552,382
WA	Ben Franklin Transit												\$7,810,514	\$9,773,362
WA	Cent Puget Sound Reg Transit Auth	\$110,000,000								\$15,961,092		\$10,000,000	\$41,119,203	\$177,080,295
WA	Chelan-Douglas Ptba Dbal Link												\$3,530,913	\$3,530,913
WA	City Of Everett												\$1,823,139	\$1,823,139
WA	City Of Longview												\$909,829	\$909,829
WA	City Of Seattle												\$3,728,251	\$3,728,251
WA	City Of Yakima												\$4,722,319	\$4,722,319
WA	Clark Co Pub Transp Benefit Area Auth												\$12,352,219	\$14,352,219
WA	Conf Tribes & Bands Of Yakama Nation		\$818,022											\$818,022
WA	Conf Tribes Of Colville Res		\$202,049											\$202,049
WA	Cowlitz Indian Tribe		\$132,961											\$132,961
WA	Intercity Transit												\$9,364,825	\$11,688,825
WA	Jamestown S' Klallam Tribe		\$175,834											\$175,834
WA	Kalispel Indian Community Of Kalispel Res		\$297,426											\$297,426
WA	King Co Dot									\$45,424,602			\$39,792,191	\$104,930,746
WA	King Co Ferry Dist									\$1,185,424			\$1,344,982	\$3,262,584
WA	Kitsap Transit									\$122,290			\$6,171,954	\$6,361,976
WA	Makah Tribe		\$53,718											\$53,718
WA	Nooksack Indian Tribe		\$25,000											\$25,000
WA	Pierce Co Pub Transp Benefit Area Auth												\$8,197,939	\$8,197,939
WA	Porter & Assoc, Inc					\$488,000								\$488,000
WA	Puget Sound Reg Council												\$2,000,000	\$2,000,000

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
WA	Quinault Tribe Of Quinault Res		\$666,759											\$666,759
WA	Samish Indian Nation		\$25,000											\$25,000
WA	Skagit Transit Sys												\$1,524,302	\$1,524,302
WA	Skokomish Indian Tribe Of Skokomish Res		\$114,606											\$114,606
WA	Snohomish Co Pub Trans Benefit Area Corp												\$11,339,875	\$11,339,875
WA	Spokane Transit Auth												\$2,248,847	\$3,305,364
WA	Spokane Tribe Of Indians		\$220,703											\$658,940
WA	Squaxin Isl& Tribe Of Squaxin Isl& Res		\$53,031											\$53,031
WA	Stillaguamish Tribe Of Indians		\$504,553											\$504,553
WA	Tulalip Tribes Of Washington		\$218,056											\$218,056
WA	Washington State Dept Of Transp		\$9,185,898							\$7,058,168	\$1,088,218			\$24,032,812
WA	Whatcom Transp Auth												\$4,093,763	\$4,093,763
WV	City Of Weirton												\$317,435	\$317,435
WV	E Ohio/Ohio Valley Reg Transp Auth												\$1,631,087	\$1,631,087
WV	E Panhandle Transit Auth												\$1,207,286	\$1,207,286
WV	Kanawha Valley Reg Transp Auth												\$3,259,864	\$3,259,864
WV	Mid-Ohio Valley Transit Auth												\$908,988	\$908,988
WV	Monongalia Co Urban Mass Transit Auth												\$2,072,427	\$2,072,427
WV	Mountaineer Coach, Inc			\$54,410										\$54,410
WV	Tri-State Transit Auth												\$3,075,775	\$3,075,775
WV	Wv Dot		\$16,657,935								\$473,411			\$20,868,956
WV	Wv Univ													\$1,439,391
WI	Ctr For Indep Living For Western Wisc, Inc													\$50,000
WI	City Of Appleton												\$2,755,639	\$3,323,397
WI	City Of Beloit												\$614,048	\$614,048
WI	City Of Chippewa Falls												\$204,164	\$204,164
WI	City Of Eau Claire												\$1,730,369	\$1,730,369
WI	City Of Green Bay Transit Sys												\$3,247,456	\$3,718,045
WI	City Of Hartford												\$136,724	\$136,724
WI	City Of Madison/ Madison Metro Transit									\$750,371			\$7,893,657	\$9,678,557
WI	City Of Onalaska												\$515,771	\$515,771
WI	City Of Racine												\$2,720,144	\$2,720,144
WI	City Of Sheboygan												\$1,293,177	\$1,293,177

Table 3A cont'd. FY 2014 Summary of Obligations for FTA Programs by Grant Recipient

STATE	RECIPIENT NAME	NEW STARTS	NON-URBANIZED AREA	OVER-THE-ROAD BUS	PAUL S SARBANES TRANSIT IN PARKS	PROJECT MGT OVERSIGHT	RAIL SAFETY IMPROVEMT	SEC 112 (FY 2006 FHWA APPROPS)	SEC 115 (FY 2004 FHWA APPROPS)	STATE OF GOOD REPAIR	STATE SAFETY OVERSIGHT	TIGER	URBANIZED AREA	TOTAL
WI	City Of Superior												\$443,604	\$443,604
WI	City Of Waukesha Metro									\$167,371			\$1,001,661	\$1,283,733
WI	City Of Wausau												\$1,145,794	\$1,145,794
WI	Fond Du Lac, City Of/ Fond Du Lac Area Transit												\$613,487	\$613,487
WI	Janesville Transit Sys												\$1,173,476	\$1,173,476
WI	Kenosha, City Of Inc									\$158,985			\$2,158,920	\$2,317,905
WI	Lacrosse Municipal Transit Utility												\$1,877,085	\$1,877,085
WI	Menominee Indian Tribe Of Wi		\$949,890											\$949,890
WI	Milwaukee Co, Wi												\$15,448,680	\$19,352,189
WI	Oshkosh Transit Sys												\$1,458,143	\$1,458,143
WI	Ozaukee Co Transit												\$566,671	\$679,457
WI	Stockbridge-Munsee Community		\$25,000											\$25,000
WI	Washington Co Transit Svcs												\$1,132,482	\$1,167,667
WI	West Bend City Of												\$276,493	\$276,493
WI	Wi Dot/Bureau Of Transit		\$15,541,338											\$19,240,591
WY	City Of Casper												\$999,492	\$999,492
WY	Shoshone & Arapaho Tribes		\$137,045											\$137,045
WY	Wy Dot		\$6,351,719									\$8,000,000		\$18,469,856
Total														\$16,261,439,014

Table 4 FY 2014 Capital, Operating, and Planning Obligations by Program and Population Group

URBANIZED AREA	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY/SEC TRAINING/ADMIN	OTHER	TOTAL	% OF TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW STARTS								
> 1,000,000 POPULATION											
Alternative Analysis	\$0	\$0	\$0	\$6,493,563	\$0	\$6,493,563	\$0	\$0	\$0	\$6,493,563	0.1
Capital	\$532,147,851	\$1,714,930,207	\$2,132,063,529	\$3,123,745	\$163,200	\$4,382,428,532	\$0	\$0	\$2,738,327	\$4,385,166,859	37.2
Clean Fuels	\$9,296,160	\$0	\$0	\$0	\$0	\$9,296,160	\$0	\$0	\$0	\$9,296,160	0.1
Seniors and Individuals with Disabilities	\$33,311,259	\$0	\$0	\$0	\$0	\$33,311,259	\$6,385,277	\$0	\$0	\$39,696,536	0.3
Emergency Supplementals	\$0	\$21,000,000	\$0	\$0	\$0	\$21,000,000	\$0	\$1,812,936	\$0	\$22,812,936	0.2
Hurricane Sandy	\$1,647,214	\$1,804,550,930	\$0	\$0	\$0	\$1,806,198,144	\$0	\$0	\$1,270,026	\$1,807,468,170	15.3
JARC	\$6,656,125	\$0	\$69,376	\$121,792	\$0	\$6,847,293	\$30,071,942	\$0	\$0	\$36,919,235	0.3
Misc. FHWA Transfers	\$4,242,863	\$0	\$0	\$0	\$0	\$4,242,863	\$0	\$0	\$0	\$4,242,863	0.0
National Center for Mobility Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	0.0
National Research	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$2,342,000	\$11,908,759	\$9,566,759	0.1
New Freedom	\$8,679,600	\$1,369,850	\$0	\$64,178	\$0	\$10,113,628	\$6,455,196	\$0	\$0	\$16,568,824	0.1
Paul S. Sarbanes Transit in Parks Program	\$0	\$0	\$0	\$449,000	\$0	\$449,000	\$0	\$0	\$0	\$449,000	0.0
Project Management Oversight	\$0	\$0	\$0	\$2,203,224	\$0	\$2,203,224	\$0	\$442,063	\$34,084,242	\$36,729,529	0.3
Rail Safety Improvement	\$0	\$142,154,100	\$0	\$0	\$0	\$142,154,100	\$0	\$0	\$0	\$142,154,100	1.2
Sec 115 (FY 2004 FHWA Appropriations)	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000	0.0
TIGER	\$10,000,000	\$65,337,989	\$0	\$0	\$0	\$75,337,989	\$0	\$0	\$943,778	\$76,281,767	0.6
Urbanized Area	\$3,023,553,586	\$1,851,656,338	\$172,543,917	\$32,826,144	\$0	\$5,080,579,985	\$103,863,122	\$153,952	\$0	\$5,184,597,059	44.0
SUB-TOTAL	\$3,629,534,658	\$5,602,099,414	\$2,304,676,822	\$45,281,646	\$163,200	\$11,581,755,740	\$146,775,537	\$66,951	\$52,445,132	\$11,781,043,360	75.1
200,000-1,000,000											
Alternative Analysis	\$0	\$0	\$0	\$456,771	\$0	\$456,771	\$0	\$0	\$0	\$456,771	0.0
Capital	\$144,075,033	\$137,213,627	\$315,920,904	\$0	\$0	\$597,209,564	\$0	\$0	\$0	\$597,209,564	33.2
Clean Fuels	\$13,149,808	\$0	\$0	\$0	\$0	\$13,149,808	\$0	\$0	\$0	\$13,149,808	0.7
Seniors and Individuals with Disabilities	\$11,717,279	\$0	\$0	\$0	\$0	\$11,717,279	\$3,352,975	\$0	\$0	\$15,070,254	0.8
JARC	\$3,258,501	\$0	\$0	\$119,153	\$0	\$3,377,654	\$8,873,340	\$0	\$0	\$12,250,994	0.7
Misc. FHWA Transfers	\$5,122,969	\$0	\$0	\$0	\$0	\$5,122,969	\$0	\$0	\$0	\$5,122,969	0.3
National Research	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$385,000	\$385,000	0.0
New Freedom	\$3,071,728	\$0	\$0	\$13,066	\$0	\$3,084,794	\$4,167,760	\$0	\$0	\$7,252,554	0.4
Project Management Oversight	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,693	\$562,693	0.0
Sec 115 (FY 2004 FHWA Approps.)	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$0	\$0	\$0	\$1,700,000	0.1
TIGER	\$20,302,054	\$10,000,000	\$0	\$0	\$0	\$30,302,054	\$0	\$0	\$0	\$30,302,054	1.7
Urbanized Area	\$834,789,181	\$131,007,864	\$0	\$24,470,644	\$0	\$990,267,689	\$123,538,870	\$0	\$300,000	\$1,114,106,559	62.0
SUB-TOTAL	\$1,037,186,553	\$278,221,491	\$315,920,904	\$25,059,634	\$0	\$1,656,388,582	\$139,932,945	\$0	\$1,247,693	\$1,797,569,220	11.5

Table 4 cont'd. FY 2014 Capital, Operating, and Planning Obligations by Program and Population Group

URBANIZED AREA	CAPITAL			PLANNING	RTAP	TOTAL CAPITAL & PLANNING	OPERATING	SAFETY/SEC TRAINING/ADMIN	OTHER	TOTAL	% OF TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW STARTS								
50,000-200,000											
Capital	\$111,952,395	\$1,535,961	\$0	\$0	\$0	\$113,488,356	\$0	\$0	\$0	\$113,488,356	15.1
Seniors and Individuals with Disabilities	\$14,504,016	\$0	\$0	\$0	\$0	\$14,504,016	\$1,809,881	\$0	\$0	\$16,313,897	2.2
JARC	\$1,692,042	\$0	\$0	\$0	\$0	\$1,692,042	\$2,694,255	\$0	\$0	\$4,386,297	0.6
National Research	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$505,743	\$505,743	0.1
New Freedom	\$821,100	\$0	\$0	\$0	\$0	\$821,100	\$2,154,243	\$0	\$0	\$2,975,343	0.4
Paul S. Sarbanes Transit in Parks Program	\$753,000	\$0	\$0	\$0	\$0	\$753,000	\$0	\$0	\$0	\$753,000	0.1
TIGER	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	1.3
Urbanized Area	\$231,841,370	\$43,410,972	\$0	\$3,429,779	\$0	\$278,682,121	\$326,024,839	\$42,470	\$14,000	\$604,763,430	80.3
SUB-TOTAL	\$371,563,923	\$44,946,933	\$0	\$3,429,779	\$0	\$419,940,635	\$332,683,218	\$42,470	\$519,743	\$753,186,066	4.8
RURAL AND < 50,000											
Capital	\$83,061,796	\$57,874,664	\$25,440,047	\$0	\$0	\$166,376,507	\$0	\$0	\$14,404,255	\$180,780,762	13.3
Clean Fuels	\$2,536,950	\$0	\$0	\$0	\$0	\$2,536,950	\$0	\$0	\$0	\$2,536,950	0.2
Seniors and Individuals with Disabilities	\$164,138,838	\$0	\$0	\$0	\$0	\$164,138,838	\$3,965,409	\$0	\$0	\$168,104,247	12.3
JARC	\$3,464,886	\$0	\$0	\$266,668	\$0	\$3,731,554	\$11,337,731	\$0	\$0	\$15,069,285	1.1
Metropolitan and State Planning	\$110,758	\$0	\$0	\$170,260,653	\$0	\$170,371,411	\$0	\$0	\$326,196	\$170,697,607	12.5
Misc. FHWA Transfers	\$625,932	\$0	\$0	\$0	\$0	\$625,932	\$0	\$0	\$0	\$625,932	0.0
National Research	\$6,000	\$0	\$0	\$499,982	\$0	\$505,982	\$595,680	\$0	\$11,693,353	\$12,795,015	0.9
New Freedom	\$3,111,634	\$0	\$0	\$0	\$0	\$3,111,634	\$6,481,716	\$0	\$0	\$9,593,350	0.7
Non-Urbanized Area	\$271,586,816	\$449,260	\$0	\$2,687,806	\$11,730,378	\$286,454,260	\$456,386,207	\$0	\$1,794,903	\$744,635,370	54.7
Over-the-Road-Bus	\$3,282,043	\$0	\$0	\$0	\$0	\$3,282,043	\$0	\$0	\$0	\$3,282,043	0.2
Paul S. Sarbanes Transit in Parks Program	\$1,137,000	\$0	\$0	\$0	\$0	\$1,137,000	\$0	\$0	\$0	\$1,137,000	0.1
Project Management Oversight	\$0	\$0	\$0	\$356,528	\$0	\$356,528	\$0	\$0	\$21,811,875	\$22,168,402	1.6
Sec 112 (FY 2006 FHWA Appropriations)	\$247,500	\$0	\$0	\$0	\$0	\$247,500	\$0	\$0	\$0	\$247,500	0.0
State Safety Oversight	\$16,000	\$121,416	\$0	\$807,521	\$0	\$944,937	\$0	\$13,493,063	\$0	\$14,438,000	1.1
TIGER	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$964,452	\$8,964,452	0.1
Urbanized Area	\$4,420,811	\$0	\$0	\$0	\$0	\$4,420,811	\$1,835,933	\$0	\$0	\$6,256,744	0.1
SUB-TOTAL	\$545,746,964	\$58,445,340	\$25,440,047	\$174,879,158	\$11,730,378	\$816,241,887	\$480,602,676	\$13,493,063	\$50,995,034	\$1,361,332,659	8.7
TOTAL	\$5,584,032,098	\$5,983,713,178	\$2,646,037,773	\$248,650,217	\$11,893,578	\$14,474,326,844	\$1,099,994,376	\$13,602,484	\$105,207,601	\$15,693,131,305	100

Other includes Research, Oversight Reviews, University Research, and Management Training.

Metropolitan Planning obligations reported in >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 not included. Urban Area Formula operating obligations for areas >1M population are from carryover funds and CMAQ.

Bus includes Bus Purchase, Bus Other, and Maintenance Facility categories.

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

Table 5 FY 2014 Capital, Operating, and Planning Obligations by Program and State

STATE	ALTERNATIVE ANALYSIS	%	CAPITAL	%	CLEAN FUELS	%	SENIORS/DISABLED	%	EMERGENCY SUPPLEMENTALS	%	HURRICANE SANDY	%
AL	\$0	0.0	\$1,966,451	3.6	\$2,500,000	4.6	\$5,407,856	10.0	\$0	0.0	\$0	0.0
AK	\$0	0.0	\$18,234,155	42.3	\$0	0.0	\$1,101,774	2.6	\$0	0.0	\$0	0.0
AMER SAMOA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AZ	\$0	0.0	\$76,624,005	30.0	\$0	0.0	\$11,361,916	4.5	\$0	0.0	\$0	0.0
AK	\$0	0.0	\$6,139,692	15.6	\$0	0.0	\$2,452,159	6.2	\$0	0.0	\$0	0.0
CA	\$0	0.0	\$1,370,541,717	41.1	\$6,720,000	0.2	\$75,467,297	2.3	\$0	0.0	\$0	0.0
CO	\$0	0.0	\$166,280,667	65.9	\$136,950	0.1	\$5,360,304	2.1	\$0	0.0	\$0	0.0
CT	\$760,000	0.2	\$107,874,455	27.4	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
DE	\$0	0.0	\$4,550,000	14.6	\$0	0.0	\$430,087	1.4	\$0	0.0	\$0	0.0
DC	\$0	0.0	\$197,730,449	52.9	\$0	0.0	\$403,078	0.1	\$1,812,936	0.5	\$0	0.0
FK	-\$303,229	-0.1	\$88,959,942	17.5	\$0	0.0	\$14,400,753	2.8	\$0	0.0	\$0	0.0
GA	\$0	0.0	\$62,123,395	28.4	\$3,896,160	1.8	\$6,370,303	2.9	\$0	0.0	\$0	0.0
GUAM	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
HI	\$0	0.0	\$266,937,497	91.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
ID	\$0	0.0	\$1,986,680	8.4	\$0	0.0	\$466,014	2.0	\$0	0.0	\$0	0.0
IL	\$0	0.0	\$269,707,289	42.0	\$0	0.0	\$14,170,435	2.2	\$0	0.0	\$0	0.0
IN	\$0	0.0	\$23,304,480	21.2	\$0	0.0	\$4,228,579	3.8	\$0	0.0	\$0	0.0
IO	\$0	0.0	\$14,944,188	26.4	\$0	0.0	\$2,212,839	3.9	\$0	0.0	\$0	0.0
KS	\$0	0.0	\$1,077,070	3.6	\$0	0.0	\$1,269,778	4.2	\$0	0.0	\$0	0.0
KY	\$0	0.0	\$1,643,611	2.8	\$4,369,000	7.4	\$1,648,771	2.8	\$0	0.0	\$0	0.0
LA	\$0	0.0	\$10,244,332	14.2	\$0	0.0	\$1,878,977	2.6	\$0	0.0	\$0	0.0
ME	\$0	0.0	\$12,532,953	29.4	\$0	0.0	\$2,253,797	5.3	\$0	0.0	\$0	0.0
MD	\$0	0.0	\$92,477,244	31.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
MA	\$0	0.0	\$84,172,165	26.4	\$0	0.0	\$11,789,489	3.7	\$0	0.0	\$0	0.0
MI	\$6,493,563	3.1	\$47,781,638	22.9	\$0	0.0	\$1,784,389	0.9	\$0	0.0	\$0	0.0
MN	\$0	0.0	\$116,726,336	48.7	\$0	0.0	\$2,194,634	0.9	\$0	0.0	\$0	0.0
MS	\$0	0.0	\$1,247,500	3.1	\$0	0.0	\$2,640,901	6.6	\$0	0.0	\$0	0.0
MO	\$0	0.0	\$24,237,803	13.7	\$0	0.0	\$2,638,937	1.5	\$0	0.0	\$0	0.0
MT	\$0	0.0	\$962,688	4.6	\$0	0.0	\$1,082,912	5.2	\$0	0.0	\$0	0.0
N MARIANA ISL	\$0	0.0	\$0	34.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
NE	\$0	0.0	\$3,023,802	13.5	\$0	0.0	\$986,257	4.4	\$0	0.0	\$0	0.0
NV	\$0	0.0	\$1,444,059	4.7	\$0	0.0	\$1,093,322	3.6	\$0	0.0	\$0	0.0
NH	\$0	0.0	\$197,700	1.4	\$0	0.0	\$1,091,449	8.0	\$0	0.0	\$0	0.0
NJ	\$0	0.0	\$176,988,816	20.5	\$0	0.0	\$4,296,135	0.5	\$0	0.0	\$233,770,558	27.1
NM	\$0	0.0	\$5,849,137	11.7	\$0	0.0	\$1,504,928	3.0	\$0	0.0	\$0	0.0
NY	\$0	0.0	\$922,486,335	27.8	\$1,960,808	0.1	\$0	0.0	\$21,000,000	0.6	\$1,570,825,586	47.3
NC	\$0	0.0	\$170,401,574	56.7	\$0	0.0	\$2,113,976	0.7	\$0	0.0	\$0	0.0
ND	\$0	0.0	\$2,647,076	14.1	\$0	0.0	\$769,450	4.1	\$0	0.0	\$0	0.0
OH	\$0	0.0	\$33,981,137	14.3	\$0	0.0	\$3,190,776	1.3	\$0	0.0	\$0	0.0
OK	\$0	0.0	\$2,722,916	3.7	\$0	0.0	\$2,374,283	3.2	\$0	0.0	\$0	0.0
OR	\$0	0.0	\$127,273,122	49.4	\$0	0.0	\$14,044,231	5.5	\$0	0.0	\$1,270,026	0.5
PA	\$0	0.0	\$187,651,431	38.4	\$5,400,000	1.1	\$1,866,643	0.4	\$0	0.0	\$0	0.0
PR	\$0	0.0	\$14,307,177	13.9	\$0	0.0	\$2,051,025	2.0	\$0	0.0	\$0	0.0
RI	\$0	0.0	\$4,820,000	15.0	\$0	0.0	\$2,138,523	6.6	\$0	0.0	\$1,602,000	5.0
SC	\$0	0.0	\$0	0.0	\$0	0.0	\$2,462,630	6.1	\$0	0.0	\$0	0.0
SD	\$0	0.0	\$997,897	6.2	\$0	0.0	\$817,267	5.1	\$0	0.0	\$0	0.0
TN	\$0	0.0	\$4,089,316	4.3	\$0	0.0	\$3,146,795	3.3	\$0	0.0	\$0	0.0
TX	\$0	0.0	\$265,402,370	34.5	\$0	0.0	\$11,662,907	1.5	\$0	0.0	\$0	0.0
UT	\$0	0.0	\$19,367,898	23.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
VT	\$0	0.0	\$7,339,440	24.0	\$0	0.0	\$472,243	1.5	\$0	0.0	\$0	0.0
VI	\$0	0.0	\$1,080,000	25.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
VA	\$0	0.0	\$26,943,415	15.2	\$0	0.0	\$6,126,687	3.5	\$0	0.0	\$0	0.0
WA	\$0	0.0	\$213,282,127	53.1	\$0	0.0	\$155,255	0.0	\$0	0.0	\$0	0.0
WV	\$0	0.0	\$2,686,645	7.7	\$0	0.0	\$1,700,362	4.9	\$0	0.0	\$0	0.0
WI	\$0	0.0	\$8,837,884	11.6	\$0	0.0	\$1,643,139	2.2	\$0	0.0	\$0	0.0
WY	\$0	0.0	\$1,815,865	9.3	\$0	0.0	\$460,672	2.3	\$0	0.0	\$0	0.0
Total	\$6,950,334		\$5,276,645,541		\$24,982,918		\$239,184,934		\$22,812,936		\$1,807,468,170	
% of Total	0.0		33.6		0.2		1.5		0.1		11.5	

Table 5 cont'd. FY 2014 Capital, Operating, and Planning Obligations by Program and State

STATE	JOB ACCESS/ REV. COMMUTE	%	PLANNING	%	MISC. FHWA TRANSFERS	%	NATL CTR FOR MOBILITY MGT		NATIONAL RESEARCH	%	NEW FREEDOM	%
AL	\$1,361,924	2.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,440,399	2.7
AK	\$223,521	0.5	\$1,001,407	2.3	\$558,200	1.3	\$0	0.0	\$0	0.0	\$64,786	0.2
AMER SAMOA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AZ	\$0	0.0	\$2,447,192	1.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AK	\$0	0.0	\$2,171,106	5.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
CA	\$11,968,498	0.4	\$66,431,071	2.0	\$4,800,000	0.1	\$0	0.0	\$10,000	0.0	\$4,559,353	0.1
CO	\$0	0.0	\$746,938	0.3	\$0	0.0	\$0	0.0	\$0	0.0	\$141,599	0.1
CT	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$548,961	0.1
DE	\$340,926	1.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
DC	\$1,477,291	0.4	\$473,108	0.1	\$0	0.0	\$1,500,000	0.4	\$7,627,703	2.0	\$420,000	0.1
FK	\$7,022,236	1.4	\$18,376,140	3.6	\$0	0.0	\$0	0.0	\$86,320	0.0	\$2,491,261	0.5
GA	\$0	0.0	\$1,607,850	0.7	\$0	0.0	\$0	0.0	\$50,000	0.0	\$51,976	0.0
GUAM	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
HI	\$382,402	0.1	\$450,553	0.2	\$0	0.0	\$0	0.0	\$0	0.0	\$247,682	0.1
ID	\$112,891	0.5	\$110,903	0.5	\$0	0.0	\$0	0.0	\$0	0.0	\$151,265	0.6
IL	\$890,111	0.1	\$6,322,672	1.0	\$36,961	0.0	\$0	0.0	\$0	0.0	\$91,431	0.0
IN	\$930,748	0.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$662,537	0.6
IO	\$0	0.0	\$3,798,077	6.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
KS	\$719,776	2.4	\$2,384,501	7.9	\$0	0.0	\$0	0.0	\$0	0.0	\$434,949	1.4
KY	\$607,578	1.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$422,241	0.7
LA	\$8,574	0.0	\$1,288,682	1.8	\$2,488,000	3.4	\$0	0.0	\$50,000	0.1	\$1,310,084	1.8
ME	\$0	0.0	\$114,547	0.3	\$198,008	0.5	\$0	0.0	\$0	0.0	\$0	0.0
MD	\$0	0.0	\$9,322,409	3.2	\$0	0.0	\$0	0.0	\$563,790	0.2	\$384,662	0.1
MA	\$2,644,981	0.8	\$3,432,390	1.1	\$0	0.0	\$0	0.0	\$1,122,670	0.4	\$111,520	0.0
MI	\$848,684	0.4	\$1,213,979	0.6	\$0	0.0	\$0	0.0	\$595,680	0.3	\$2,060,468	1.0
MN	\$0	0.0	\$4,600,847	1.9	\$0	0.0	\$0	0.0	\$70,000	0.0	\$0	0.0
MS	\$1,276,910	3.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$579,671	1.5
MO	\$20,386	0.0	\$6,340,361	3.6	\$0	0.0	\$0	0.0	\$0	0.0	\$1,171,355	0.7
MT	\$0	0.0	\$431,495	2.1	\$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	\$0	1.7	\$0	0.0
NE	\$98,500	0.4	\$528,299	2.4	\$0	0.0	\$0	0.0	\$50,000	0.2	\$0	0.0
NV	\$118,868	0.4	\$0	0.0	\$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	\$0	0.0	\$99,127	0.7
NJ	\$3,667,080	0.4	\$0	0.0	\$0	0.0	\$0	0.0	\$9,990,000	1.2	\$3,010,296	0.3
NM	\$102,198	0.2	\$1,069,130	2.1	\$0	0.0	\$0	0.0	\$50,000	0.1	\$0	0.0
NY	\$10,409,929	0.3	\$18,516,213	0.6	\$0	0.0	\$0	0.0	\$0	0.0	\$5,297,629	0.2
NC	\$3,274,293	1.1	\$3,568,232	1.2	\$0	0.0	\$0	0.0	\$0	0.0	\$1,327,198	0.4
ND	\$274,139	1.5	\$0	0.0	\$0	0.0	\$0	0.0	\$269,423	1.4	\$131,346	0.7
OH	\$2,449,627	1.0	\$739,609	0.3	\$0	0.0	\$0	0.0	\$0	0.0	\$1,077,523	0.5
OK	\$1,001,117	1.4	\$796,072	1.1	\$0	0.0	\$0	0.0	\$0	0.0	\$206,357	0.3
OR	\$259,103	0.1	\$462,483	0.2	\$0	0.0	\$0	0.0	\$6,000	0.0	\$78,524	0.0
PA	\$472,012	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$50,000	0.0	\$2,251,903	0.5
PR	\$7,734,027	7.5	\$1,865,027	1.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
RI	\$50,764	0.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$51,040	0.2
SC	\$1,517,093	3.8	\$498,551	1.2	\$0	0.0	\$0	0.0	\$0	0.0	\$369,441	0.9
SD	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$100,000	0.6	\$0	0.0
TN	\$271,865	0.3	\$2,039,949	2.1	\$0	0.0	\$0	0.0	\$0	0.0	\$782,691	0.8
TX	\$3,993,457	0.5	\$1,929,867	0.3	\$0	0.0	\$0	0.0	\$85,000	0.0	\$1,920,916	0.2
UT	\$1,138,008	1.4	\$0	0.0	\$0	0.0	\$0	0.0	\$100,000	0.1	\$586,076	0.7
VT	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$499,982	1.6	\$97,123	0.3
VI	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
VA	\$585,542	0.3	\$3,436,289	1.9	\$1,797,600	1.0	\$0	0.0	\$1,675,949	0.9	\$96,291	0.1
WA	\$70,000	0.0	\$0	0.0	\$112,995	0.0	\$0	0.0	\$150,000	0.0	\$977,192	0.2
WV	\$0	0.0	\$324,053	0.9	\$0	0.0	\$0	0.0	\$0	0.0	\$465,941	1.3
WI	\$39,379	0.1	\$277,378	0.4	\$0	0.0	\$0	0.0	\$50,000	0.1	\$217,257	0.3
WY	\$261,373	1.3	\$1,580,227	8.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Total	\$68,625,811		\$170,697,607		\$9,991,764		\$1,500,000		\$23,252,517		\$36,390,071	
% of Total	0.4		1.1		0.1		0.0		0.1		0.2	

Table 5 cont'd. FY 2014 Capital, Operating, and Planning Obligations by Program and State

STATE	NON-URBANIZED AREA	%	OVER-THE-ROAD BUS	%	PAUL S. SARBANES TRANSIT IN PARKS	%	PROJECT MGT OVERSIGHT	%	RAIL SAFETY IMPROVEMENT	%	SEC 112 (FY 2006 FHWA APPROP)	%
AL	\$14,534,264	26.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AK	\$8,501,121	19.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AMER SAMOA	\$421,687	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AZ	\$13,612,759	5.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
AK	\$12,169,460	30.9	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
CA	\$29,700,984	0.9	\$430,289	0.0	\$0	0.0	\$6,769,957	0.2	\$0	0.0	\$247,500	0.0
CO	\$11,615,811	4.6	\$0	0.0	\$337,000	0.1	\$839,799	0.3	\$0	0.0	\$0	0.0
CT	\$5,877,883	1.5	\$206,487	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
DE	\$1,755,865	5.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
DC	\$0	0.0	\$0	0.0	\$0	0.0	\$7,297,017	2.0	\$142,154,100	38.0	\$0	0.0
FK	\$31,471,983	6.2	\$47,863	0.0	\$753,000	0.1	\$1,150,094	0.2	\$0	0.0	\$0	0.0
GA	\$22,661,141	10.4	\$175,648	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
GUAM	\$1,354,957	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
HI	\$1,675,805	0.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
ID	\$8,503,961	35.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
IL	\$16,400,968	2.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
IN	\$16,106,316	14.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
IO	\$11,107,626	19.6	\$65,640	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
KS	\$8,236,136	27.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
KY	\$18,693,246	31.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
LA	\$10,338,819	14.3	\$266,850	0.4	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
ME	\$14,148,215	33.2	\$0	0.0	\$800,000	1.9	\$0	0.0	\$0	0.0	\$0	0.0
MD	\$0	0.0	\$348,650	0.1	\$0	0.0	\$5,576,808	1.9	\$0	0.0	\$0	0.0
MA	\$5,732,988	1.8	\$627,995	0.2	\$0	0.0	\$5,332,459	1.7	\$0	0.0	\$0	0.0
MI	\$18,573,153	8.9	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
MN	\$17,341,146	7.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
MS	\$29,773,786	74.9	\$31,200	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
MO	\$17,767,542	10.1	\$0	0.0	\$0	0.0	\$744,655	0.4	\$0	0.0	\$0	0.0
MT	\$11,451,036	54.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
N MARIANA ISL	\$812,806	64.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
NE	\$6,736,569	30.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
NV	\$8,561,150	28.1	\$86,000	0.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
NH	\$4,837,842	35.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
NJ	\$3,349,684	0.4	\$0	0.0	\$0	0.0	\$1,351,816	0.2	\$0	0.0	\$0	0.0
NM	\$12,715,056	25.4	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
NY	\$18,115,774	0.5	\$0	0.0	\$0	0.0	\$2,505,209	0.1	\$0	0.0	\$0	0.0
NC	\$34,363,638	11.4	\$0	0.0	\$0	0.0	\$322,894	0.1	\$0	0.0	\$0	0.0
ND	\$7,973,499	42.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
OH	\$22,777,401	9.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
OK	\$37,839,638	51.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
OR	\$13,091,931	5.1	\$0	0.0	\$0	0.0	\$1,242,909	0.5	\$0	0.0	\$0	0.0
PA	\$13,183,646	2.7	\$445,996	0.1	\$0	0.0	\$10,058,526	2.1	\$0	0.0	\$0	0.0
PR	\$1,490,494	1.5	\$0	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	0.0	\$0	0.0
SC	\$16,840,789	42.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
SD	\$8,517,136	53.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
TN	\$33,562,658	35.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
TX	\$42,006,556	5.5	\$450,933	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
UT	\$4,925,193	6.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
VT	\$15,306,322	50.0	\$0	0.0	\$0	0.0	\$496,831	1.6	\$0	0.0	\$0	0.0
VI	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
VA	\$25,742,387	14.6	\$44,082	0.0	\$449,000	0.3	\$15,283,650	8.6	\$0	0.0	\$0	0.0
WA	\$12,693,616	3.2	\$0	0.0	\$0	0.0	\$488,000	0.1	\$0	0.0	\$0	0.0
WV	\$16,657,935	47.8	\$54,410	0.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
WI	\$16,516,228	21.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
WY	\$6,488,764	33.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Total	\$744,635,370		\$3,282,043		\$2,339,000		\$59,460,624		\$142,154,100		\$247,500	
% of Total	4.7		0.0		0.0		0.4		0.9		0.0	

Table 5 cont'd. FY 2014 Capital, Operating, and Planning Obligations by Program and State

STATE	SEC 115 (FY 2004 FHWA APPROPRIATIONS)	%	STATE SAFETY OVERSIGHT	%	TIGER	%	URBANIZED AREA	%	TOTAL OBLIGATIONS	% OF TOTAL	RANK
AL	\$0		\$0		\$0	0.0	\$26,974,353	49.8	\$54,185,247	0.3	33
AK	\$0		\$0		\$0	0.0	\$13,423,862	31.1	\$43,108,826	0.3	35
AMER SAMOA	\$0		\$0		\$0	0.0	\$0	0.0	\$421,687	0.0	56
AZ	\$0		\$853,478		\$0	0.0	\$150,389,306	58.9	\$255,288,656	1.6	16
AK	\$0		\$447,408		\$0	0.0	\$15,973,888	40.6	\$39,353,713	0.3	39
CA	\$0		\$0		\$14,348,778	0.4	\$1,743,634,132	52.3	\$3,335,629,576	21.3	1
CO	\$0		\$0		\$575,000	0.2	\$66,151,645	26.2	\$252,185,713	1.6	17
CT	\$0		\$0		\$10,000,000	2.5	\$269,006,250	68.2	\$394,274,036	2.5	9
DE	\$0		\$0		\$0	0.0	\$24,192,334	77.4	\$31,269,212	0.2	42
DC	\$0		\$0		\$0	0.0	\$13,228,131	3.5	\$374,123,813	2.4	10
FK	\$0		\$1,498,805		\$0	0.0	\$341,216,944	67.3	\$507,172,112	3.2	6
GA	\$0		\$862,681		\$0	0.0	\$120,909,313	55.3	\$218,708,467	1.4	20
GUAM	\$0		\$0		\$0	0.0	\$0	0.0	\$1,354,957	0.0	54
HI	\$0		\$0		\$0	0.0	\$23,123,112	7.9	\$292,817,051	1.9	14
ID	\$0		\$0		\$0	0.0	\$12,452,031	52.4	\$23,783,745	0.2	46
IL	\$0		\$0		\$0	0.0	\$334,558,359	52.1	\$642,178,226	4.1	5
IN	\$0		\$0		\$10,000,000	9.1	\$54,792,388	49.8	\$110,025,048	0.7	24
IO	\$0		\$0		\$0	0.0	\$24,547,170	43.3	\$56,675,540	0.4	32
KS	\$0		\$0		\$0	0.0	\$16,058,676	53.2	\$30,180,886	0.2	45
KY	\$0		\$0		\$0	0.0	\$31,667,583	53.6	\$59,052,030	0.4	31
LA	\$0		\$578,777		\$0	0.0	\$43,821,718	60.6	\$72,274,813	0.5	30
ME	\$0		\$0		\$0	0.0	\$12,566,305	29.5	\$42,613,825	0.3	36
MD	\$0		\$0		\$0	0.0	\$186,450,193	63.2	\$295,123,756	1.9	13
MA	\$2,800,000		\$2,285,193		\$171,684	0.1	\$198,971,010	62.3	\$319,194,544	2.0	11
MI	\$0		\$577,481		\$0	0.0	\$129,094,420	61.8	\$209,023,455	1.3	21
MN	\$0		\$240,000		\$0	0.0	\$98,512,575	41.1	\$239,685,538	1.5	18
MS	\$0		\$0		\$0	0.0	\$4,187,892	10.5	\$39,737,860	0.3	38
MO	\$0		\$944,937		\$20,000,000	11.3	\$102,506,763	58.1	\$176,372,739	1.1	23
MT	\$0		\$0		\$0	0.0	\$7,025,816	33.5	\$20,953,947	0.1	48
N MARIANA ISL	\$0		\$0		\$0	0.0	\$0	0.0	\$812,806	0.0	55
NE	\$0		\$0		\$0	0.0	\$10,925,730	48.9	\$22,349,157	0.1	47
NV	\$0		\$0		\$0	0.0	\$19,142,520	62.9	\$30,445,919	0.2	44
NH	\$0		\$0		\$0	0.0	\$7,495,734	54.6	\$13,721,852	0.1	52
NJ	\$0		\$0		\$617,768	0.1	\$424,618,710	49.3	\$861,660,863	5.5	3
NM	\$0		\$0		\$0	0.0	\$28,721,346	57.4	\$50,011,795	0.3	34
NY	\$0		\$0		\$195,000	0.0	\$748,391,572	22.5	\$3,319,704,055	21.2	2
NC	\$0		\$0		\$10,000,000	3.3	\$75,315,227	25.0	\$300,687,032	1.9	12
ND	\$0		\$0		\$0	0.0	\$6,718,136	35.8	\$18,783,069	0.1	50
OH	\$0		\$0		\$0	0.0	\$172,989,410	72.9	\$237,205,483	1.5	19
OK	\$0		\$0		\$0	0.0	\$28,363,346	38.7	\$73,303,729	0.5	29
OR	\$0		\$1,423,695		\$0	0.0	\$98,456,206	38.2	\$257,608,230	1.6	15
PA	\$0		\$0		\$10,000,000	2.0	\$257,551,152	52.7	\$488,931,309	3.1	7
PR	\$0		\$0		\$0	0.0	\$75,163,517	73.3	\$102,611,267	0.7	25
RI	\$0		\$0		\$0	0.0	\$23,557,956	73.1	\$32,220,283	0.2	41
SC	\$0		\$0		\$0	0.0	\$18,446,844	46.0	\$40,135,348	0.3	37
SD	\$0		\$0		\$0	0.0	\$5,652,067	35.1	\$16,084,367	0.1	51
TN	\$0		\$0		\$10,000,000	10.5	\$41,184,303	43.3	\$95,077,577	0.6	26
TX	\$0		\$1,781,857		\$21,640,043	2.8	\$418,788,324	54.4	\$769,662,230	4.9	4
UT	\$0		\$913,453		\$0	0.0	\$54,650,225	66.9	\$81,680,853	0.5	27
VT	\$0		\$0		\$0	0.0	\$6,421,817	21.0	\$30,633,758	0.2	43
VI	\$0		\$0		\$0	0.0	\$3,135,737	74.4	\$4,215,737	0.0	53
VA	\$0		\$468,606		\$0	0.0	\$94,090,298	53.2	\$176,739,796	1.1	22
WA	\$0		\$1,088,218		\$10,000,000	2.5	\$162,627,447	40.5	\$401,644,850	2.6	8
WV	\$0		\$473,411		\$0	0.0	\$12,472,862	35.8	\$34,835,619	0.2	40
WI	\$0		\$0		\$0	0.0	\$48,407,645	63.7	\$75,988,910	0.5	28
WY	\$0		\$0		\$8,000,000	40.8	\$999,492	5.1	\$19,606,393	0.1	49
Total	\$2,800,000		\$14,438,000		\$125,548,273		\$6,909,723,792		\$15,693,131,305	100.0	
% of Total	0.0		0.1		0.8		44.0		100.0		

A negative obligation indicates that a budget amendment shifted commitment of previously-obligated funds elsewhere.
Capital includes 5339 and 5309 Grants for Buses and Bus Facilities and 5337 State of Good Repair.

Table 6 FY 2014 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	CAPITAL OBLIGATIONS											
	CAPITAL PROGRAM	%	CLEAN FUELS	%	SENIORS/DISABLED	%	HURRICANE SANDY	%	FHWA TRF/EMER SUPPL.	%	JOB ACCESS/REV. COMMUTE	%
Atlanta, GA	\$53,720,118	32.1	\$3,896,160	2.3	\$1,808,798	1.1	\$0	0.0	\$0	0.0	\$0	0.0
Austin, TX	\$4,340,398	6.9	\$0	0.0	\$184,254	0.3	\$0	0.0	\$0	0.0	\$0	0.0
Baltimore, MD	\$91,689,520	49.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Boston, MA-NH-RI	\$76,769,080	34.1	\$0	0.0	\$2,879,025	1.3	\$0	0.0	\$0	0.0	\$0	0.0
Charlotte, NC-SC	\$167,270,574	87.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Chicago, IL-IN	\$262,782,320	44.7	\$0	0.0	\$6,291,013	1.1	\$0	0.0	\$0	0.0	\$43,528	0.0
Cincinnati, OH-KY-IN	\$3,200,149	8.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Cleveland, OH	\$13,334,509	17.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Columbus, OH	\$1,513,280	6.5	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Dallas-Fort Worth-Arlington, TX	\$38,079,130	19.2	\$0	0.0	\$1,586,951	0.8	\$0	0.0	\$0	0.0	\$0	0.0
Denver-Aurora, CO	\$159,063,725	74.2	\$0	0.0	\$2,402,361	1.1	\$0	0.0	\$0	0.0	\$0	0.0
Detroit, MI	\$33,379,399	29.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Houston, TX	\$204,213,296	67.5	\$0	0.0	\$138,548	0.0	\$0	0.0	\$0	0.0	\$779,296	0.3
Indianapolis, IN	\$1,449,031	4.8	\$0	0.0	\$1,005,463	3.3	\$0	0.0	\$0	0.0	\$353,263	1.2
Jacksonville, FL	\$618,637	5.5	\$0	0.0	\$453,470	4.0	\$0	0.0	\$0	0.0	\$0	0.0
Kansas City, MO-KS	\$1,756,307	3.1	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$57,283	0.1
Las Vegas-Henderson, NV	\$0	0.0	\$0	0.0	\$242,114	2.0	\$0	0.0	\$0	0.0	-\$40,800	(0.3)
Los Angeles-Long Beach-Anaheim, CA	\$280,192,855	23.9	\$0	0.0	\$0	0.0	\$0	0.0	\$2,400,000	0.2	-\$745,160	(0.1)
Memphis, TN-MS-AR	\$1,204,843	7.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Miami, FL	\$40,507,642	19.5	\$0	0.0	\$5,247,451	2.5	\$0	0.0	\$0	0.0	\$223,435	0.1
Milwaukee, WI	\$4,333,552	20.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Minneapolis-St. Paul, MN-WI	\$116,323,944	53.7	\$0	0.0	\$1,062,800	0.5	\$0	0.0	\$0	0.0	\$0	0.0
New York-Newark, NY-NJ-CT	\$1,077,271,385	26.8	\$0	0.0	\$0	0.0	\$1,804,596,144	44.9	\$21,000,000	0.5	\$3,465,982	0.1
Orlando, FL	\$3,786,112	5.6	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Philadelphia, PA-NJ-DE-MD	\$123,814,940	41.8	\$3,000,000	1.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Phoenix-Mesa, AZ	\$61,931,183	33.9	\$0	0.0	\$3,966,237	2.2	\$0	0.0	\$0	0.0	\$0	0.0
Pittsburgh, PA	\$20,945,267	26.9	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Portland, OR-WA	\$122,454,660	60.1	\$0	0.0	\$2,314,499	1.1	\$0	0.0	\$0	0.0	\$0	0.0
Providence, RI-MA	\$5,493,014	9.9	\$0	0.0	\$2,189,420	3.9	\$1,602,000	2.9	\$0	0.0	\$0	0.0
Riverside-San Bernardino, CA	\$83,487,032	47.5	\$2,400,000	1.4	\$0	0.0	\$0	0.0	\$0	0.0	\$665,591	0.4
Sacramento, CA	\$68,625,926	43.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$69,376	0.0
Salt Lake City-West Valley City, UT	\$17,054,870	34.2	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$100,000	0.2
San Antonio, TX	\$3,181,130	7.3	\$0	0.0	\$481,074	1.1	\$0	0.0	\$0	0.0	\$0	0.0
San Diego, CA	\$54,868,809	28.7	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$293,093	0.2
San Francisco-Oakland, CA	\$389,626,893	56.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$130,508	0.0
San Jose, CA	\$326,903,132	76.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$48,179	0.0
San Juan, PR	\$10,143,977	11.9	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Seattle, WA	\$200,030,154	63.1	\$0	0.0	\$0	0.0	\$0	0.0	\$45,263	0.0	\$0	0.0
St. Louis, MO-IL	\$22,219,124	25.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$204,342	0.2
Tampa-St. Petersburg, FL	\$13,082,109	27.8	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0
Virginia Beach, VA	\$4,954,838	11.9	\$0	0.0	\$1,057,781	2.5	\$0	0.0	\$1,797,600	4.3	\$0	0.0
Washington, DC-VA-MD	\$213,524,723	45.3	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,077,585	0.2
Total	\$4,379,141,587		\$9,296,160		\$33,311,259		\$1,806,198,144		\$25,242,863		\$6,725,501	
% of Total	37		0.1		0		15.3		0.2		0	

Table 6 cont'd. FY 2014 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	CAPITAL OBLIGATIONS											
	NEW FREEDOM	%	RAIL SAFETY IMPROVEMENT	%	SEC 115 (FY 2004 FHWA APPROP)	%	TIGER	%	URBANIZED AREA	%	TOTAL CAPITAL	% OF OBLIGATED
Atlanta, GA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$105,363,762	63.0	\$164,788,838	98.5
Austin, TX	\$0	0.0	\$0	0.0	\$0	0.0	\$11,337,989	18.0	\$46,806,504	74.3	\$62,669,145	99.5
Baltimore, MD	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$92,908,224	50.3	\$184,597,744	100.0
Boston, MA-NH-RI	\$0	0.0	\$0	0.0	\$1,100,000	0.5	\$0	0.0	\$142,436,562	63.3	\$223,184,667	99.2
Charlotte, NC-SC	\$65,920	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$23,071,080	12.1	\$190,407,574	99.8
Chicago, IL-IN	\$5,957	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$314,053,232	53.4	\$583,176,050	99.1
Cincinnati, OH-KY-IN	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$33,370,141	88.2	\$36,570,290	96.7
Cleveland, OH	\$157,520	0.2	\$0	0.0	\$0	0.0	\$0	0.0	\$63,273,558	80.6	\$76,765,587	97.7
Columbus, OH	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$20,571,287	88.6	\$22,084,567	95.1
Dallas-Fort Worth-Arlington, TX	\$1,063,698	0.5	\$0	0.0	\$0	0.0	\$0	0.0	\$154,868,142	78.3	\$195,597,921	98.8
Denver-Aurora, CO	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$51,218,937	23.9	\$212,685,023	99.2
Detroit, MI	\$148,124	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$77,918,473	69.1	\$111,445,996	98.8
Houston, TX	\$126,001	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$88,861,526	29.4	\$294,118,667	97.2
Indianapolis, IN	\$42,850	0.1	\$0	0.0	\$0	0.0	\$10,000,000	33.0	\$16,845,224	55.6	\$29,695,831	98.1
Jacksonville, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$9,856,009	87.2	\$10,928,116	96.7
Kansas City, MO-KS	\$32,432	0.1	\$0	0.0	\$0	0.0	\$20,000,000	35.6	\$32,018,577	57.0	\$53,864,599	96.0
Las Vegas-Henderson, NV	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$11,440,000	93.5	\$11,641,314	95.1
Los Angeles-Long Beach-Anaheim, CA	-\$334,743	(0.0)	\$0	0.0	\$0	0.0	\$0	0.0	\$842,979,961	71.8	\$1,124,492,913	95.8
Memphis, TN-MS-AR	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$14,073,972	91.7	\$15,278,815	99.5
Miami, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$158,375,842	76.2	\$204,354,370	98.4
Milwaukee, WI	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$17,343,638	80.0	\$21,677,190	100.0
Minneapolis-St. Paul, MN-WI	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$90,325,552	41.7	\$207,712,296	95.9
New York-Newark, NY-NJ-CT	\$4,792,963	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$1,101,424,458	27.4	\$4,012,550,932	99.8
Orlando, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$63,912,993	94.4	\$67,699,105	100.0
Philadelphia, PA-NJ-DE-MD	\$1,344,569	0.5	\$0	0.0	\$0	0.0	\$10,000,000	3.4	\$158,181,481	53.3	\$296,340,990	99.9
Phoenix-Mesa, AZ	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$113,084,181	62.0	\$178,981,601	98.1
Pittsburgh, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$56,236,750	72.1	\$77,182,017	99.0
Portland, OR-WA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$80,207,699	39.4	\$204,976,858	100.6
Providence, RI-MA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$33,583,060	60.2	\$42,867,494	76.9
Riverside-San Bernardino, CA	\$262,456	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$86,779,827	49.3	\$173,594,906	98.7
Sacramento, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$82,828,093	52.7	\$151,523,395	96.5
Salt Lake City-West Valley City, UT	\$61,992	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$30,893,377	62.0	\$48,110,239	96.5
San Antonio, TX	\$25,704	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$36,788,222	84.9	\$40,476,130	93.4
San Diego, CA	\$121,310	0.1	\$0	0.0	\$0	0.0	\$14,000,000	7.3	\$120,542,025	63.0	\$189,825,237	99.2
San Francisco-Oakland, CA	\$809,310	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$298,310,972	43.1	\$688,877,683	99.6
San Jose, CA	\$219,856	0.1	\$0	0.0	\$0	0.0	\$0	0.0	\$99,515,798	23.2	\$426,686,965	99.6
San Juan, PR	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$66,886,261	78.6	\$77,030,238	90.6
Seattle, WA	\$0	0.0	\$0	0.0	\$0	0.0	\$10,000,000	3.2	\$108,141,800	34.1	\$318,217,217	100.4
St. Louis, MO-IL	\$587,240	0.7	\$0	0.0	\$0	0.0	\$0	0.0	\$63,891,402	74.1	\$86,902,108	100.9
Tampa-St. Petersburg, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$33,933,822	72.2	\$47,015,931	100.0
Virginia Beach, VA	\$96,291	0.2	\$0	0.0	\$0	0.0	\$0	0.0	\$32,542,006	78.1	\$40,448,516	97.1
Washington, DC-VA-MD	\$420,000	0.1	\$142,154,100	30.1	\$0	0.0	\$0	0.0	\$108,932,629	23.1	\$466,109,037	98.9
Total	\$10,049,450		\$142,154,100		\$1,100,000		\$75,337,989		\$5,184,597,059		\$11,673,154,112	
% of Total	0.1		1		0.0		0.6		43.9		98.8	

Table 6 cont'd. FY 2014 Capital, Operating, and Planning Obligations by Urbanized Area over 1 Million Population

UZA	OPERATING OBLIGATIONS										TOTAL OBLIGATED	% OF TOTAL	RANK
	SENIORS/DISABLED	%	JOB ACCESS	%	NEW FREEDOM	%	URBANIZED AREA FORMULA	%	TOTAL OPERATING	% OF OBLIGATED			
Atlanta, GA	\$697,500	0.4	\$0	0.0	\$0	0.0	\$1,764,716	1.1	\$2,462,216	1.5	\$167,251,054	1.4	21
Austin, TX	\$186,803	0.3	\$0	0.0	\$0	0.0	\$156,000	0.2	\$342,803	0.5	\$63,011,948	0.5	29
Baltimore, MD	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$184,597,744	1.6	18
Boston, MA-NH-RI	\$434,350	0.2	\$0	0.0	\$0	0.0	\$1,374,308	0.6	\$1,808,658	0.8	\$224,993,325	1.9	10
Charlotte, NC-SC	\$0	0.0	\$262,402	0.1	\$50,300	0.0	\$0	0.0	\$312,702	0.2	\$190,720,276	1.6	17
Chicago, IL-IN	\$1,831,900	0.3	\$450,766	0.1	\$139,804	0.0	\$2,734,213	0.5	\$5,156,683	0.9	\$588,332,733	5.0	4
Cincinnati, OH-KY-IN	\$0	0.0	\$337,586	0.9	\$0	0.0	\$917,344	2.4	\$1,254,930	3.3	\$37,825,220	0.3	36
Cleveland, OH	\$0	0.0	\$0	0.0	\$420,080	0.5	\$1,347,283	1.7	\$1,767,363	2.3	\$78,532,950	0.7	26
Columbus, OH	\$0	0.0	\$0	0.0	\$0	0.0	\$1,146,693	4.9	\$1,146,693	4.9	\$23,231,260	0.2	38
Dallas-Fort Worth-Arlington, TX	\$1,166,818	0.6	\$0	0.0	\$30,000	0.0	\$1,095,588	0.6	\$2,292,406	1.2	\$197,890,327	1.7	15
Denver-Aurora, CO	\$463,823	0.2	\$0	0.0	\$0	0.0	\$1,241,632	0.6	\$1,705,455	0.8	\$214,390,478	1.8	12
Detroit, MI	\$0	0.0	\$0	0.0	\$1,333,119	1.2	\$0	0.0	\$1,333,119	1.2	\$112,779,115	1.0	23
Houston, TX	\$0	0.0	\$2,096,197	0.7	\$0	0.0	\$6,417,956	2.1	\$8,514,153	2.8	\$302,632,820	2.6	8
Indianapolis, IN	\$73,537	0.2	\$123,324	0.4	\$385,656	1.3	\$0	0.0	\$582,517	1.9	\$30,278,348	0.3	37
Jacksonville, FL	\$370,901	3.3	\$0	0.0	\$0	0.0	\$0	0.0	\$370,901	3.3	\$11,299,017	0.1	42
Kansas City, MO-KS	\$0	0.0	\$615,157	1.1	\$430,936	0.8	\$1,218,000	2.2	\$2,264,093	4.0	\$56,128,692	0.5	30
Las Vegas-Henderson, NV	\$555,193	4.5	\$40,800	0.3	\$0	0.0	\$0	0.0	\$595,993	4.9	\$12,237,307	0.1	41
Los Angeles-Long Beach-Anaheim, CA	\$0	0.0	\$3,710,593	0.3	\$1,682,725	0.1	\$43,750,000	3.7	\$49,143,318	4.2	\$1,173,636,231	9.9	2
Memphis, TN-MS-AR	\$0	0.0	\$0	0.0	\$0	0.0	\$75,000	0.5	\$75,000	0.5	\$15,353,815	0.1	40
Miami, FL	\$0	0.0	\$3,367,040	1.6	\$0	0.0	\$0	0.0	\$3,367,040	1.6	\$207,721,410	1.8	13
Milwaukee, WI	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$21,677,190	0.2	39
Minneapolis-St. Paul, MN-WI	\$0	0.0	\$0	0.0	\$0	0.0	\$8,808,694	4.1	\$8,808,694	4.1	\$216,520,990	1.8	11
New York-Newark, NY-NJ-CT	\$0	0.0	\$6,317,908	0.2	\$107,723	0.0	\$0	0.0	\$6,425,631	0.2	\$4,018,976,563	34.0	1
Orlando, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$67,699,105	0.6	28
Philadelphia, PA-NJ-DE-MD	\$0	0.0	\$201,732	0.1	\$0	0.0	\$0	0.0	\$201,732	0.1	\$296,542,722	2.5	9
Phoenix-Mesa, AZ	\$1,676,366	0.9	\$0	0.0	\$0	0.0	\$1,797,999	1.0	\$3,474,365	1.9	\$182,455,966	1.5	19
Pittsburgh, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$772,399	1.0	\$772,399	1.0	\$77,954,416	0.7	27
Portland, OR-WA	-\$1,167,080	(0.6)	\$0	0.0	\$0	0.0	\$0	0.0	-\$1,167,080	(0.6)	\$203,809,778	1.7	14
Providence, RI-MA	\$0	0.0	\$126,596	0.2	\$59,361	0.1	\$12,708,569	22.8	\$12,894,526	23.1	\$55,762,020	0.5	31
Riverside-San Bernardino, CA	\$0	0.0	\$619,472	0.4	\$0	0.0	\$1,700,000	1.0	\$2,319,472	1.3	\$175,914,378	1.5	20
Sacramento, CA	\$0	0.0	\$798,920	0.5	\$0	0.0	\$4,719,174	3.0	\$5,518,094	3.5	\$157,041,489	1.3	22
Salt Lake City-West Valley City, UT	\$0	0.0	\$276,214	0.6	\$241,487	0.5	\$1,209,478	2.4	\$1,727,179	3.5	\$49,837,418	0.4	32
San Antonio, TX	\$0	0.0	\$0	0.0	\$495,270	1.1	\$2,381,080	5.5	\$2,876,350	6.6	\$43,352,480	0.4	34
San Diego, CA	\$0	0.0	\$1,274,081	0.7	\$310,000	0.2	\$0	0.0	\$1,584,081	0.8	\$191,409,318	1.6	16
San Francisco-Oakland, CA	\$0	0.0	\$1,462,026	0.2	\$371,476	0.1	\$961,023	0.1	\$2,794,525	0.4	\$691,672,208	5.9	3
San Jose, CA	\$0	0.0	\$548,173	0.1	\$276,512	0.1	\$688,400	0.2	\$1,513,085	0.4	\$428,200,050	3.6	6
San Juan, PR	\$0	0.0	\$7,734,027	9.1	\$0	0.0	\$297,573	0.3	\$8,031,600	9.4	\$85,061,838	0.7	25
Seattle, WA	\$0	0.0	\$0	0.0	\$0	0.0	-\$1,380,000	(0.4)	-\$1,380,000	(0.4)	\$316,837,217	2.7	7
St. Louis, MO-IL	\$0	0.0	-\$856,396	(1.0)	\$120,747	0.1	\$0	0.0	-\$735,649	(0.9)	\$86,166,459	0.7	24
Tampa-St. Petersburg, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$47,015,931	0.4	33
Virginia Beach, VA	\$95,166	0.2	\$165,618	0.4	\$0	0.0	\$960,000	2.3	\$1,220,784	2.9	\$41,669,300	0.4	35
Washington, DC-VA-MD	\$0	0.0	\$399,706	0.1	\$0	0.0	\$5,000,000	1.1	\$5,399,706	1.1	\$471,508,743	4.0	5
Total	\$6,385,277		\$30,071,942		\$6,455,196		\$103,863,122		\$146,775,537		\$11,819,929,649		
% of Total	0.1		0.3		0		0.9		1.2		100.0		

Represents Capital obligations for Urbanized Area Formula, Alternative Analysis, Capital, National Research, TIGER, New Freedom, JARC, and Emergency Suppl/ FHWA include planning. % of Total (last column) is UZA percentage of total for all large UZAs; others are program percentages by UZA.

Capital includes 5309 Fixed Guideway Modernization, Grants for Buses and Bus Facilities, and New Starts, 5339 Grants for Buses and Bus Facilities, and 5337 State of Good Repair.

Table 7 FY 2014 Preventive Maintenance and ADA Paratransit Service as Capital Projects

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
AL	\$16,062,362	0.6	\$441,852	0.3	\$37,769,106	42.5	1.2	43.7
AK	\$11,984,004	0.4	\$400,000	0.3	\$36,947,688	32.4	1.1	33.5
AMER SAMOA	\$0	0.0	\$0	0.0	\$121,687	0.0	0.0	0.0
AZ	\$52,708,148	1.9	\$68,544	0.0	\$232,219,821	22.7	0.0	22.7
AK	\$3,566,424	0.1	\$1,036,598	0.7	\$25,375,753	14.1	4.1	18.1
CA	\$885,286,476	31.4	\$55,077,773	37.6	\$3,071,558,431	28.8	1.8	30.6
CT	\$37,604,399	1.3	\$670,769	0.5	\$238,415,895	15.8	0.3	16.1
CT	\$0	0.0	\$0	0.0	\$386,922,818	0.0	0.0	0.0
DE	\$7,796,395	0.3	\$0	0.0	\$30,590,620	25.5	0.0	25.5
DC	\$84,145	0.0	\$0	0.0	\$355,013,343	0.0	0.0	0.0
FL	\$136,460,953	4.8	\$7,988,906	5.5	\$421,881,014	32.3	1.9	34.2
GA	\$71,708,558	2.5	\$5,159,162	3.5	\$180,004,697	39.8	2.9	42.7
GUAM	\$0	0.0	\$0	0.0	\$628,244	0.0	0.0	0.0
HI	\$22,491,623	0.8	\$0	0.0	\$290,125,778	7.8	0.0	7.8
ID	\$5,484,480	0.2	\$935,000	0.6	\$15,578,676	35.2	6.0	41.2
IL	\$4,005,545	0.1	\$260,000	0.2	\$612,678,136	0.7	0.0	0.7
IN	\$21,096,743	0.7	\$3,669,497	2.5	\$79,918,968	26.4	4.6	31.0
IA	\$4,064,839	0.1	\$515,000	0.4	\$29,286,552	13.9	1.8	15.6
KS	\$4,781,952	0.2	\$513,000	0.4	\$14,031,919	34.1	3.7	37.7
KY	\$13,352,611	0.5	\$452,806	0.3	\$39,073,712	34.2	1.2	35.3
LA	\$30,608,072	1.1	\$734,555	0.5	\$52,858,026	57.9	1.4	59.3
ME	\$10,895,430	0.4	\$612,060	0.4	\$26,077,200	41.8	2.3	44.1
MD	\$78,731,205	2.8	\$0	0.0	\$266,183,536	29.6	0.0	29.6
MA	\$19,933,181	0.7	\$6,691,666	4.6	\$282,013,242	7.1	2.4	9.4
MI	\$45,428,319	1.6	\$592,000	0.4	\$161,148,640	28.2	0.4	28.6
MN	\$892,047	0.0	\$0	0.0	\$207,324,463	0.4	0.0	0.4
MS	\$2,155,130	0.1	\$352,000	0.2	\$24,197,548	8.9	1.5	10.4
MO	\$30,929,074	1.1	\$301,543	0.2	\$147,370,954	21.0	0.2	21.2
MT	\$655,564	0.0	\$113,959	0.1	\$10,115,493	6.5	1.1	7.6
N MARIANA ISL	\$4,567,029	0.2	\$1,077,010	0.7	\$15,310,766	0.0	0.0	0.0
NE	\$4,286,442	0.2	\$765,027	0.5	\$26,253,924	16.3	2.9	19.2
NV	\$1,942,457	0.1	\$961,484	0.7	\$7,603,854	25.5	12.6	38.2
NH	\$519,956,980	18.5	\$0	0.0	\$842,203,976	61.7	0.0	61.7
NJ	\$19,087,624	0.7	\$0	0.0	\$28,720,241	66.5	0.0	66.5
NM	\$26,577,489	0.9	\$1,679,380	1.1	\$3,270,894,605	0.8	0.1	0.9
NY	\$22,342,077	0.8	\$2,227,220	1.5	\$275,588,248	8.1	0.8	8.9
NC	\$1,184,494	0.0	\$218,000	0.1	\$7,218,603	16.4	3.0	19.4
ND	\$0	0.0	\$0	0.0	\$407,906	0.0	0.0	0.0
OH	\$71,227,967	2.5	\$7,040,004	4.8	\$201,997,902	35.3	3.5	38.7
OK	\$14,090,145	0.5	\$2,730,687	1.9	\$36,738,988	0.0	0.0	45.8
OR	\$83,508,576	3.0	\$1,451,452	1.0	\$230,767,907	36.2	0.6	36.8
PA	\$68,604,136	2.4	\$2,297,248	1.6	\$442,615,937	15.5	0.5	16.0

Table 7 cont'd. *FY 2014 Preventive Maintenance and ADA Paratransit Service as Capital Projects*

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
PR	\$49,454,374	1.8	\$508,339	0.3	\$88,798,533	55.7	0.6	56.3
RI	\$10,560,000	0.4	\$2,897,268	2.0	\$24,756,831	42.7	11.7	54.4
SC	\$6,459,162	0.2	\$589,801	0.4	\$24,952,795	25.9	2.4	28.2
SD	\$250,000	0.0	\$161,697	0.1	\$5,431,941	4.6	3.0	7.6
TN	\$23,680,824	0.8	\$3,517,683	2.4	\$58,702,175	40.3	6.0	46.3
TX	\$221,404,409	7.9	\$15,899,696	10.9	\$694,260,318	31.9	2.3	34.2
UT	\$50,360,787	1.8	\$4,081,015	2.8	\$72,701,995	69.3	5.6	74.9
VT	\$2,449,316	0.1	\$0	0.0	\$20,887,694	11.7	0.0	11.7
VA	\$250,000	0.0	\$0	0.0	\$3,571,289	0.0	0.0	0.0
VA	\$18,095,234	0.6	\$4,554,989	3.1	\$115,894,046	15.6	3.9	19.5
WA	\$54,107,137	1.9	\$4,653,882	3.2	\$369,697,648	14.6	1.3	15.9
WV	\$3,280,550	0.1	\$0	0.0	\$14,217,696	23.1	0.0	23.1
WI	\$17,550,865	0.6	\$2,520,000	1.7	\$45,773,539	38.3	5.5	43.8
WY	\$860,998	0.0	\$114,502	0.1	\$12,656,732	6.8	0.9	7.7
Total	\$2,814,906,751	100.0	\$146,533,074	100.0	\$14,214,058,050	19.8	1.0	20.8

Total Capital obligations include Bus, Bus Facilities, Fixed Guideway, and New Starts obligations.

Includes all programs. Preventive Maintenance and ADA Paratransit are subcategories of those major capital categories.

Table 8 FY 2014 Preventive Maintenance Obligations by State and Program

STATE	URBANIZED AREA FORMULA			CAPITAL			NONURBANIZED AREA FORMULA	PRG % OF TOTAL	SENIORS/ DISABLED	PRG % OF TOTAL	JARC	PRG % OF TOTAL
	BUS	RAIL	PRG % OF TOTAL	BUS	RAIL	PRG % OF TOTAL						
AL	\$16,062,362		100.0			0.0		0.0		0.0		0.0
AK	\$3,585,048	\$1,717,356	44.7			0.0		0.0		0.0		0.0
AMER SAMOA			0.0			0.0		0.0		0.0		0.0
AZ	\$49,746,080		94.4	\$418,819	\$1,106,433	2.9	\$790,305	1.5		0.0		0.0
AK	\$3,566,424		100.0			0.0		0.0		0.0		0.0
CA	\$579,457,403	\$36,227,563	69.5		\$2,879,547	0.3		0.0		0.0		0.0
CO	\$28,904,074		76.9			0.0		0.0		0.0		0.0
CT			0.0			0.0		0.0		0.0		0.0
CE	\$7,796,395		0.0			0.0		0.0		0.0		0.0
DC			0.0			0.0		0.0		0.0	\$9,029	0.0
FL	\$97,452,999	\$9,000,000	78.0		\$29,882,274	21.9		0.0		0.0		0.0
GA	\$33,693,149	\$29,906,193	88.7		\$8,000,000	11.2		0.0		0.0		0.0
GUAM			0.0			0.0		0.0		0.0		0.0
HI	\$22,491,623		0.0			0.0		0.0		0.0		0.0
ID	\$4,512,729		82.3			0.0	\$971,751	17.7		0.0		0.0
IL	\$3,968,584		100.0			0.0		0.0		0.0		0.0
IN	\$15,164,024	\$5,932,719	100.0			0.0		0.0		0.0		0.0
IA	\$4,550,769		112.0			0.0	-\$602,575	(14.8)	\$116,645	2.9		0.0
KS	\$4,781,952		100.0			0.0		0.0		0.0		0.0
KY	\$13,352,611		100.0			0.0		0.0		0.0		0.0
LA	\$20,629,564	\$3,783,797	79.8	\$502,863	\$5,691,848	20.2		0.0		0.0		0.0
ME	\$1,241,504		11.4	\$530,419		4.9	\$191,700	1.8	\$609,047	5.6		0.0
MD	\$36,234,368	\$5,721,684	53.3		\$13,230,619	16.8		0.0		0.0		0.0
MS	\$19,933,181		100.0			0.0		0.0		0.0		0.0
MI	\$45,428,319		100.0			0.0		0.0		0.0		0.0
MN	\$892,047		100.0			0.0		0.0		0.0		0.0
MS	\$1,993,910		92.5			0.0	\$161,220	7.5		0.0		0.0
MO	\$26,098,706		84.4			0.0		0.0		0.0		0.0
MT			0.0			0.0	\$655,564	100.0		0.0		0.0
N MARIANA ISL	\$4,567,029		0.0			0.0		0.0		0.0		0.0
NE	\$2,580,000		60.2			0.0	\$1,706,442	39.8		0.0		0.0
NV	\$1,349,821		69.5			0.0	\$592,636	30.5		0.0		0.0
NH	\$181,199,656	\$172,280,088	68.0			0.0		0.0		0.0		0.0
NJ		\$15,486,845	0.0			0.0		0.0		0.0		0.0
NM	\$26,577,489		100.0			0.0		0.0		0.0		0.0
NY	\$21,102,182	\$860,000	98.3		\$233,787	1.0		0.0		0.0		0.0
NC	\$1,184,494		100.0			0.0		0.0		0.0		0.0
ND			0.0			0.0		0.0		0.0		0.0
OH	\$41,523,078		70.9			0.0	\$2,421,323	4.1		0.0		0.0
OK	\$7,561,979		0.0			0.0		0.0		0.0		0.0
OR	\$43,537,877	\$7,295,500	71.1			0.0	\$76,105	0.1	\$3,213,257	4.5		0.0
PA	\$36,321,727		62.3		\$4,111,067	7.1		0.0		0.0		0.0
PR	\$155,864	\$7,000,000	100.0			0.0		0.0		0.0		0.0
RI	\$20,645,000		100.0			0.0		0.0		0.0		0.0
SC	\$7,816,656		83.6			0.0	\$1,538,588	16.4		0.0		0.0
SD			0.0			0.0		0.0	\$481,436	100.0		0.0
TN	\$27,211,556	\$1,440,000	94.7		\$403,907	1.3		0.0		0.0		0.0
TX	\$83,936,015	\$0	93.9		\$1,868,947	2.1	\$496,644	0.6	\$2,723,120	3.0	\$406,588	0.5
UT	\$22,328,524	\$12,853,478	100.0			0.0		0.0		0.0		0.0
VT	\$1,359,316		57.6			0.0	\$1,000,000	42.4		0.0		0.0
VI			0.0			0.0		0.0		0.0		0.0
VA	\$20,772,205		100.0			0.0		0.0		0.0		0.0
WA	\$54,481,777	\$190,000	82.3	\$2,060,556		3.1		0.0		0.0		0.0
WV	\$79,050		100.0			0.0		0.0		0.0		0.0
WI	\$18,544,660		96.1			0.0	\$747,164	3.9		0.0		0.0
WY	\$102,502		11.2			0.0	\$809,368	88.8		0.0		0.0
Total	\$1,666,476,282	\$309,695,223		\$3,512,657	\$67,408,429		\$11,556,235		\$7,143,505		\$415,617	
<i>Split between Bus / Rail</i>	<i>84.3</i>	<i>15.7</i>		<i>5.0</i>	<i>95.0</i>		<i>\$100</i>		<i>\$100</i>		<i>\$100</i>	
<i>% by Program</i>			<i>75.5</i>			<i>2.7</i>		<i>0.4</i>		<i>0.3</i>		<i>0.0</i>

Table 8 cont'd. FY 2014 Preventive Maintenance Obligations by State and Program

STATE	MISC. FHWA TRANSFERS	PRG % OF TOTAL	NEW FREEDOM	PRG % OF TOTAL	RAIL SAFETY IMPROVEMENT	PRG % OF TOTAL	STATE OF GOOD REPAIR	PRG % OF TOTAL	TOTAL	RANK	% OF TOTAL	% BUS	% RAIL
AL		0.0		0.0		0.0		0.0	\$16,062,362	27	0.6	100.0	0.0
AK		0.0		0.0		0.0	\$6,562,387	55.3	\$11,864,791	29	0.5	30.2	14.5
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	\$646,511	1.2	\$52,708,148	11	2.0	96.7	2.1
AK		0.0		0.0		0.0		0.0	\$3,566,424	41	0.1	100.0	0.0
CA		0.0		0.0		0.0	\$266,721,963	30.1	\$885,286,476	1	33.8	65.5	4.4
CO		0.0		0.0		0.0	\$8,700,325	23.1	\$37,604,399	13	1.4	76.9	0.0
CT		0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
CE		0.0		0.0		0.0		0.0	\$7,796,395	32	0.3	0.0	0.0
DC		0.0		0.0	\$75,116	89.3		0.0	\$84,145	50	0.0	0.0	0.0
FL		0.0		0.0		0.0	\$125,680	0.1	\$136,460,953	3	5.2	71.4	28.5
GA		0.0		0.0		0.0	\$109,216	0.2	\$71,708,558	6	2.7	47.0	52.9
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	\$22,491,623	19	0.9	0.0	0.0
ID		0.0		0.0		0.0		0.0	\$5,484,480	35	0.2	100.0	0.0
IL	\$36,961	0.9		0.0		0.0		0.0	\$4,005,545	40	0.2	99.1	0.0
IN		0.0		0.0		0.0		0.0	\$21,096,743	21	0.8	71.9	28.1
IA		0.0		0.0		0.0		0.0	\$4,064,839	39	0.2	97.1	0.0
KS		0.0		0.0		0.0		0.0	\$4,781,952	36	0.2	100.0	0.0
KY		0.0		0.0		0.0		0.0	\$13,352,611	28	0.5	100.0	0.0
LA		0.0		0.0		0.0		0.0	\$30,608,072	16	1.2	69.0	31.0
ME		0.0		0.0		0.0	\$8,322,760	76.4	\$10,895,430	30	0.4	18.0	0.0
MD		0.0		0.0		0.0	\$23,544,534	29.9	\$78,731,205	5	3.0	46.0	24.1
MS		0.0		0.0		0.0		0.0	\$19,933,181	24	0.8	100.0	0.0
MI		0.0		0.0		0.0		0.0	\$45,428,319	12	1.7	100.0	0.0
MN		0.0		0.0		0.0		0.0	\$892,047	47	0.0	100.0	0.0
MS		0.0		0.0		0.0		0.0	\$2,155,130	43	0.1	100.0	0.0
MO		0.0		0.0		0.0	\$4,830,368	15.6	\$30,929,074	15	1.2	84.4	0.0
MT		0.0		0.0		0.0		0.0	\$655,564	48	0.0	100.0	0.0
N MARIANA ISL		0.0		0.0		0.0		0.0	\$4,567,029	37	0.2	0.0	0.0
NE		0.0		0.0		0.0		0.0	\$4,286,442	38	0.2	100.0	0.0
NV		0.0		0.0		0.0		0.0	\$1,942,457	44	0.1	100.0	0.0
NH		0.0		0.0		0.0	\$166,477,236	32.0	\$519,956,980	2	19.9	34.8	33.1
NJ		0.0		0.0		0.0	\$3,600,779	0.0	\$19,087,624	26	0.7	0.0	81.1
NM		0.0		0.0		0.0		0.0	\$26,577,489	18	1.0	100.0	0.0
NY		0.0		0.0		0.0	\$146,108	0.7	\$22,342,077	20	0.9	94.5	4.9
NC		0.0		0.0		0.0		0.0	\$1,184,494	45	0.0	100.0	0.0
ND		0.0		0.0		0.0		0.0	\$0	52	0.0	0.0	0.0
OH		0.0		0.0		0.0	\$14,582,236	24.9	\$58,526,637	9	2.2	75.1	0.0
OK		0.0		0.0		0.0		0.0	\$7,561,979	33	0.3	0.0	0.0
OR		0.0	\$5,465	0.0		0.0	\$17,388,893	24.3	\$71,517,097	7	2.7	61.0	10.2
PA		0.0		0.0		0.0	\$17,838,637	30.6	\$58,271,431	10	2.2	62.3	7.1
PR		0.0		0.0		0.0		0.0	\$7,155,864	34	0.3	2.2	97.8
RI		0.0		0.0		0.0		0.0	\$20,645,000	23	0.8	100.0	0.0
SC		0.0		0.0		0.0		0.0	\$9,355,244	31	0.4	100.0	0.0
SD		0.0		0.0		0.0		0.0	\$481,436	49	0.0	0.0	0.0
TN		0.0		0.0		0.0	\$1,212,410	4.0	\$30,267,873	17	1.2	89.9	6.1
TX		0.0		0.0		0.0		0.0	\$89,431,314	4	3.4	94.4	2.1
UT		0.0		0.0		0.0		0.0	\$35,182,002	14	1.3	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	22	0.8	100.0	0.0
WA		0.0		0.0		0.0	\$9,663,620	14.6	\$66,395,953	8	2.5	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	0.7	100.0	0.0
WY		0.0		0.0		0.0		0.0	\$911,870	46	0.0	100.0	0.0
Total	\$36,961		\$5,465		\$75,116		\$550,473,663		\$2,616,799,154		100.0		
<i>Split between Bus / Rail</i>	\$100		\$100		\$100		\$100					85.6	14.4
<i>% by Program</i>		0.0		0.0		0.0		21.0			100.0		

Preventive Maintenance used only for bus for Non-urbanized Area Formula, Seniors/Persons w/ Disabilities Programs, JARC, New Freedom, Emergency Supplementals.

Table 9a FY 2014 Motor Vehicle Purchases by Type and Program

PROGRAM		40 FT BUS	35 FT BUS	30 FT BUS	<30 FT BUS	ARTIC. BUS	VAN	STATION WAGON/ SEDAN	TROLLEY BUS	BUS COMMUTER/ SUBURBAN	BUS DOUBLE DECK	BUS DUAL MODE	INTERCITY BUS	BUS TROLLEY ARTIC.	FERRY BOAT	TOTAL	% OF TOTAL
Grants for Buses and Bus Facilities	#	526	92	102	405	25	434	14	13	8	2	0	0	0	0	1,621	16.1
	\$	\$206,447,906	\$28,081,318	\$13,213,442	\$28,097,087	\$16,572,768	\$17,501,711	\$258,126	\$7,421,419	\$1,085,800	\$1,376,000	\$0	\$0	\$0	\$0	\$320,055,577	18.7
Clean Fuels	#	25	4	0	0	21	3	0	0	0	0	4	0	0	0	57	0.6
	\$	\$8,796,160	\$3,200,000	\$0	\$0	\$2,816,902	\$136,950	\$0	\$0	\$0	\$0	\$3,020,168	\$0	\$0	\$0	\$17,970,180	1.1
Seniors and Individuals with Disabilities	#	1	9	24	1,114	0	1,202	31	0	0	0	0	0	0	0	2,381	23.6
	\$	\$123,197	\$606,489	\$2,058,704	\$58,124,842	\$0	\$41,748,700	\$588,261	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,250,193	6.0
Fixed Guideway	#	7	0	0	0	0	0	0	0	1	0	0	0	0	2	10	0.1
	\$	\$3,299,072	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$457,372	\$0	\$0	\$0	\$0	\$686,915	\$4,443,359	0.3
JARC	#	0	2	4	25	0	44	205	0	0	0	0	0	0	0	280	2.8
	\$	\$0	\$462,223	\$804,913	\$1,658,795	\$0	\$1,508,730	\$615,454	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,050,115	0.3
Misc. FHWA Transfers	#	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.0
	\$	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,725,263	\$1,725,263	0.1
New Freedom	#	0	1	0	38	0	29	3	0	0	0	0	0	0	0	71	0.7
	\$	\$0	\$360,000	\$0	\$1,593,444	\$0	\$743,473	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,756,917	0.2
New Starts	#	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4	0.0
	\$	\$1,355,597	\$1,020,428	\$0	\$387,950	\$8,772	\$305,505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,078,252	0.2
Non-Urbanized Area	#	26	19	32	500	0	480	7	5	0	0	0	18	0	1	1,088	10.8
	\$	\$5,022,363	\$3,453,041	\$3,647,851	\$28,385,774	\$0	\$18,501,767	\$191,680	\$632,500	\$0	\$0	\$0	\$11,335,336	\$0	\$100,000	\$71,270,312	4.2
State of Good Repair	#	8	1	0	0	13	0	0	55	0	5	0	0	0	1	83	0.8
	\$	\$2,602,131	\$167,371	\$0	\$0	\$7,093,976	\$0	\$0	\$52,383,890	\$0	\$3,200,000	\$0	\$0	\$0	\$5,392,000	\$70,839,368	4.1
State Safety Oversight	#	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.0
	\$	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	0.0
TIGER	#	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0.2
	\$	\$9,345,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,345,600	0.5
Urbanized Area	#	1,453	255	217	1,257	225	940	3	10	94	4	6	0	2	4	4,470	44.3
	\$	\$619,196,394	\$81,469,612	\$57,463,619	\$107,937,392	\$145,917,149	\$37,348,491	\$62,400	\$6,716,294	\$30,846,721	\$2,729,267	\$4,369,000	\$0	\$1,952,315	\$2,467,426	\$1,098,476,080	64.3
Total	#	2,068	385	379	3,340	285	3,132	264	83	103	11	10	18	2	10	10,090	100.0
	\$	\$856,188,420	\$118,820,482	\$77,188,529	\$226,185,284	\$172,409,567	\$117,795,327	\$1,791,921	\$67,154,103	\$32,389,893	\$7,305,267	\$7,389,168	\$11,335,336	\$1,952,315	\$10,371,604	\$1,708,277,216	100.0
% of Total	#	20.5	3.8	3.8	33.1	2.8	31.0	2.6	0.8	1.0	0.1	0.1	0.2	0.0	0.1	100.0	
	\$	50.1	7.0	4.5	13.2	10.1	6.9	0.1	3.9	1.9	0.4	0.4	0.7	0.1	0.6	100.0	

A negative obligation indicates that a budget amendment shifted 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 (\$42,038,020) or Leasing and Rehabilitation/Rebuild.

Table 9b FY 2014 Motor Vehicle Purchases by Type and Population Group

POPULATION GROUP		40 FT BUS	35 FT BUS	30 FT BUS	<30 FT BUS	ARTIC. BUS	VAN	STATION WAGON/ SEDAN	TROLLEY BUS	BUS COMMUTER/ SUBURBAN	BUS DOUBLE DECK	BUS DUAL MODE	INTERCITY BUS	BUS TROLLEY ARTIC.	FERRY BOAT	TOTAL	% OF TOTAL
> 1,000,000	#	1,546	76	172	1,071	241	825	210	71	75	9	0	0	2	8	4,306	42.7
	\$	\$659,213,560	\$26,600,114	\$39,089,877	\$80,824,187	\$150,500,417	\$32,561,863	\$718,947	\$65,397,079	\$22,691,719	\$5,929,267	\$0	\$0	\$1,952,315	\$9,871,604	\$1,095,350,949	64.1
200,000-1,000,000	#	412	131	70	492	25	491	10	1	18	0	10	0	0	0	1,660	16.5
	\$	\$162,117,682	\$43,115,193	\$17,522,658	\$39,998,954	\$9,320,000	\$20,313,971	\$190,000	\$180,000	\$7,490,683	\$0	\$7,389,168	\$0	\$0	\$0	\$307,638,309	18.0
50,000-200,000	#	56	129	55	383	19	213	10	3	4	0	0	0	0	1	873	8.7
	\$	\$21,615,299	\$37,990,753	\$10,601,387	\$27,182,967	\$12,589,150	\$7,718,765	\$209,272	\$429,774	\$1,746,691	\$0	\$0	\$0	\$0	\$400,000	\$120,484,058	7.1
Rural or State DOTs	#	54	49	82	1,394	0	1,603	34	8	6	2	0	18	0	1	3,251	32.2
	\$	\$13,241,879	\$11,114,422	\$9,974,607	\$78,179,176	\$0	\$57,200,728	\$673,702	\$1,147,250	\$460,800	\$1,376,000	\$0	\$11,335,336	\$0	\$100,000	\$184,803,900	10.8
Total	#	2,068	385	379	3,340	285	3,132	264	83	103	11	10	18	2	10	10,090	100.0
	\$	\$856,188,420	\$118,820,482	\$77,188,529	\$226,185,284	\$172,409,567	\$117,795,327	\$1,791,921	\$67,154,103	\$32,389,893	\$7,305,267	\$7,389,168	\$11,335,336	\$1,952,315	\$10,371,604	\$1,708,277,216	100.0
% of Total	#	20.5	3.8	3.8	33.1	2.8	31.0	2.6	0.8	1.0	0.1	0.1	0.2	0.0	0.1	100.0	
	\$	50.1	7.0	4.5	13.2	10.1	6.9	0.1	3.9	1.9	0.4	0.4	0.7	0.1	0.6	100.0	

Grantees for Seniors/Persons with Disabilities Program are State DOTs, although vehicles may be used for urban or rural areas.

Negative numbers indicate budget revisions from previously-obligated grants.

Table does not include Spare Parts/Associated Capital Maintenance Items (\$42,038,020) or Leasing and Rehabilitation/Rebuild.

Table 10a FY 2014 Rail Purchases and Rehabilitation by Type and Program

	FIXED GUIDEWAY		NEW STARTS		RAIL SAFETY IMPROVEMENT		STATE OF GOOD REPAIR		TIGER		URBANIZED AREA		TOTAL	
Rail Type	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Cable Car	0	\$0	0	\$0	0	\$0	1	\$960,000	0	\$0	0	\$0	1	\$960,000
Commuter Locomotive Diesel	4	\$3,720,000	0	\$649,123	0	\$0	57	\$14,449,360	0	\$0	50	\$64,204,706	111	\$83,023,189
Commuter Rail Car Trailer	22	\$5,506,060	0	\$612,777	0	\$0	63	\$5,945,362	0	\$0	56	\$23,859,198	141	\$35,923,397
Commuter Rail Cars Used	0	\$0	0	\$0	0	\$0	0	\$0	6	\$657,664	1	\$56,000	7	\$713,664
Commuter Rail Self Propelled - Elec.	0	\$0	0	\$3,058,904	0	\$0	47	\$24,470,422	0	\$0	12	\$34,760,915	59	\$62,290,241
Heavy Rail Cars	0	\$0	34	\$21,359,666	300	\$474,913	399	-\$1,741,239	0	\$0	303	\$10,190,961	1,036	\$30,284,301
Light Rail Cars	3	\$1,749,649	27	\$114,843,760	0	\$0	35	\$7,331,457	0	\$0	171	\$60,460,346	236	\$184,385,212
Total	29	\$10,975,709	61	\$140,524,230	300	\$474,913	602	\$51,415,362	6	\$657,664	593	\$193,532,126	1,591	\$397,580,004

Does not include leasing.

Table 10b FY 2014 Rail Purchases by Type and Program

	FIXED GUIDEWAY		NEW STARTS		RAIL SAFETY IMPROVEMENT		STATE OF GOOD REPAIR		URBANIZED AREA		TOTAL	
Rail Type	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Commuter Locomotive Diesel	0	\$720,000	0	\$649,123	0	\$0	20	\$1,350,000	20	\$55,889,870	40	\$58,608,993
Commuter Rail Car Trailer	2	\$4,455,200	0	\$612,777	0	\$0	0	\$0	0	\$0	2	\$5,067,977
Commuter Rail Self Propelled - Elec.	0	\$0	0	\$3,058,904	0	\$0	35	\$23,831,603	12	\$34,760,915	47	\$61,651,422
Heavy Rail Cars	0	\$0	34	\$21,359,666	300	\$474,913	301	-\$2,657,239	300	\$5,000,000	935	\$24,177,340
Light Rail Cars	0	\$0	27	\$114,843,760	0	\$0	0	\$0	22	\$55,830,670	49	\$170,674,430
Total	2	\$5,175,200	61	\$140,524,230	300	\$474,913	356	\$22,524,364	354	\$151,481,455	1,073	\$320,180,162

Table 11 *FY 2014 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	294	\$114,405,242	-20	\$3,615,138	510	\$235,616,865	0	\$0	0	\$0	173	\$73,997,276	0	\$0
35 ft Bus	92	\$25,944,521	7	\$1,954,955	51	\$18,925,602	0	\$0	0	\$0	5	\$1,205,350	0	\$0
30 ft Bus	66	\$14,930,589	83	\$7,475,901	76	\$24,282,198	0	\$0	0	\$0	1	\$293,289	0	\$0
< 30 ft Bus	449	\$30,155,650	1673	\$104,904,436	70	\$6,964,284	2	\$160,000	10	\$844,513	8	\$413,953	0	\$0
Articulated Bus	10	\$5,000,000	0	\$0	73	\$58,480,605	0	\$0	0	\$0	40	\$24,615,518	0	\$0
Bus Commuter/Suburban	68	\$18,007,438	0	\$0	9	\$3,206,683	0	\$0	0	\$0	14	\$6,254,400	0	\$0
Bus Dual Mode	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Bus Intercity	18	\$11,335,336	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Bus Trolley Artic.	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Bus Trolley STD	3	\$440,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Sedan/Station Wagon	0	\$0	234	\$1,165,801	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Vans	44	\$3,197,470	1999	\$71,356,434	34	\$2,044,750	0	\$0	0	\$0	0	\$0	0	\$0
Ferry Boats	2	\$6,141,345	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total	1,046	\$229,557,591	3,976	\$190,472,665	823	\$349,520,987	2	\$160,000	10	\$844,513	241	\$106,779,786	0	\$0
% of Total	14.8	\$18	56.2	\$15	11.6	\$28	0.0	\$0	0.1	\$0	3.4	\$9	0.0	\$0

Table 11 cont'd. FY 2014 Vehicle Purchases by Type of Fuel and Type of Vehicle

VEHICLE TYPE	DIESEL (PARTIC. TRAP)		HYBRID ELEC.		BATTERY-POWERED		ELEC. TRACKLESS TROLLEY		OTHER		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
40 ft Bus	186	\$67,212,917	367	\$156,093,820	0	\$0	22	\$9,345,600	3	\$760,000	1,535	\$661,046,858
35 ft Bus	19	\$6,814,460	27	\$13,175,190	0	\$0	4	\$3,200,000	0	\$0	205	\$71,220,078
30 ft Bus	34	\$9,056,380	14	\$3,775,122	0	\$0	0	\$0	-2	-\$219,369	272	\$59,594,110
< 30 ft Bus	9	\$755,832	10	\$1,496,532	0	\$0	1	\$387,950	150	\$12,966,362	2,382	\$159,049,512
Articulated Bus	0	\$0	93	\$43,689,156	0	\$0	0	\$0	17	\$14,595,956	233	\$146,381,235
Bus Commuter/Suburban	0	\$0	7	\$3,164,000	0	\$0	0	\$0	0	\$0	98	\$30,632,521
Bus Dual Mode	0	\$0	0	\$0	4	\$3,020,168	6	\$4,369,000	0	\$0	10	\$7,389,168
Bus Intercity	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	18	\$11,335,336
Bus Trolley Artic.	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Bus Trolley STD	0	\$0	0	\$0	0	\$0	8	\$12,677,488	0	\$0	11	\$13,117,488
Sedan/Station Wagon	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	234	\$1,165,801
Vans	0	\$0	0	\$0	0	\$0	0	\$0	1	\$19,723	2,078	\$76,618,377
Ferry Boats	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$6,141,345
Total	248	\$83,839,589	518	\$221,393,820	4	\$3,020,168	41	\$29,980,038	169	\$28,122,672	7,078	\$1,243,691,829
% of Total	3.5	\$7	7.3	\$18	0.1	\$0	0.6	\$2	2.4	\$2	100.0	\$100

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

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

Table does not include information for vehicles where no fuel type was identified.

Table 12 FY 2014 Vehicle Purchases by Type of Fuel and Program

PROGRAM	DIESEL		GASOLINE		COMPRESSED NATURAL GAS		LIQUEFIED NATURAL GAS		LIQUEFIED PETROLEUM GAS		BIODIESEL		DUAL MODE (DIESEL/ELEC.)		DIESEL (PARTIC. TRAP)	
	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$
Capital	197	\$40,571,442	374	\$22,064,370	167	\$62,691,577	0	\$0	0	\$0	34	\$13,059,816	0	\$0	57	\$19,817,083
Clean Fuels	0	\$0	0	\$0	28	\$8,933,110	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Seniors and Individuals with Disabilities	166	\$10,286,343	1,498	\$62,090,641	4	\$364,000	0	\$0	0	\$0	2	\$81,600	0	\$0	0	\$0
JARC	8	\$695,501	240	\$2,185,622	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
New Freedom	1	\$22,413	20	\$393,875	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Non-Urbanized Area	141	\$23,085,765	591	\$24,425,946	3	\$194,521	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
State Safety Oversight	0	\$0	1	\$16,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
TIGER	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Urbanized Area	535	\$148,937,982	1,252	\$78,990,706	621	\$277,337,779	2	\$160,000	10	\$844,513	205	\$93,638,370	0	\$0	191	\$64,022,506
Total	1,048	\$223,599,446	3,976	\$190,167,160	823	\$349,520,987	2	\$160,000	10	\$844,513	241	\$106,779,786	0	\$0	248	\$83,839,589
% of Total	14.8	18.1	56.2	15.4	11.6	28.3	0.0	0.0	0.1	0.1	3.4	8.6	0.0	0.0	3.5	6.8

Table 12 cont'd. *FY 2014 Vehicle Purchases by Type of Fuel and Program*

PROGRAM	HYBRID ELECTRIC		BATTERY-POWERED		ELEC. TRACKLESS TROLLEY		OTHER		TOTAL	
	QTY	\$	QTY	\$	QTY	\$	QTY	\$	QTY	\$
Capital	135	\$58,824,090	0	\$0	9	\$13,065,438	5	\$979,369	978	\$231,073,185
Clean Fuels	0	\$0	4	\$3,020,168	4	\$3,200,000	0	\$0	36	\$15,153,278
Seniors and Individuals with Disabilities	0	\$0	0	\$0	0	\$0	0	\$0	1,670	\$72,822,584
JARC	0	\$0	0	\$0	0	\$0	0	\$0	248	\$2,881,123
New Freedom	4	\$505,628	0	\$0	0	\$0	1	\$19,723	26	\$941,639
Non-Urbanized Area	0	\$0	0	\$0	0	\$0	0	\$0	735	\$47,706,232
State Safety Oversight	0	\$0	0	\$0	0	\$0	0	\$0	1	\$16,000
TIGER	0	\$0	0	\$0	22	\$9,345,600	0	\$0	22	\$9,345,600
Urbanized Area	379	\$160,708,505	0	\$0	6	\$4,369,000	163	\$27,123,580	3,364	\$856,132,941
Total	518	\$220,038,223	4	\$3,020,168	41	\$29,980,038	169	\$28,122,672	7,080	\$1,236,072,582
% of Total	7.3	17.8	0.1	0.2	0.6	2.4	2.4	2.3	100.0	100.0

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

Capital includes Grants for Buses and Bus Facilities, Fixed Guideway, and State of Good Repair.

Table 12A FY 2014 Vehicle Replacement and Rehabilitation Obligations

FTA PROGRAM	LEASE - EXPANSION	LEASE - REPLACEMENT	PURCHASE - EXPANSION	PURCHASE - REPLACEMENT	REHABILITATION/ REBUILD	VEHICLE OVERHAUL (UP TO 20% VEHICLE MAINTENANCE)	TOTAL
BUS							
Grants for Buses and Bus Facilities	\$0	\$1,767,483	\$10,158,134	\$305,402,393	\$38,708,686	\$0	\$356,036,696
Clean Fuels	\$0	\$0	\$0	\$17,970,180	\$0	\$0	\$17,970,180
Seniors and Individuals with Disabilities	\$0	\$0	\$21,144,692	\$82,117,032	\$72,420	\$53,700	\$103,387,844
Fixed Guideway	\$0	\$0	\$457,372	\$3,985,987	\$826,520	\$0	\$5,269,879
JARC	\$0	\$0	\$2,616,783	\$2,474,132	\$0	\$0	\$5,090,915
Misc. FHWA Transfers	\$0	\$0	\$1,680,000	\$45,263	\$2,047,600	\$0	\$3,772,863
New Freedom	\$0	\$0	\$1,059,315	\$2,223,918	\$0	\$0	\$3,283,233
New Starts	\$0	\$0	\$8,772	\$1,408,378	\$77,190	\$0	\$1,494,340
Non-Urbanized Area	\$0	\$0	\$20,026,830	\$52,029,725	\$2,099,525	\$0	\$74,156,080
State of Good Repair	\$0	\$1,910,364	\$0	\$65,447,368	\$7,057,168	\$0	\$74,414,900
State Safety Oversight	\$0	\$0	\$0	\$16,000	\$0	\$0	\$16,000
TIGER	\$0	\$0	\$0	\$9,345,600	\$0	\$0	\$9,345,600
Urbanized Area	\$81,600	\$27,273,494	\$97,908,067	\$1,015,302,060	\$23,737,727	\$12,754,565	\$1,177,057,513
Total	\$81,600	\$30,951,341	\$155,059,965	\$1,557,768,036	\$74,626,836	\$12,808,265	\$1,831,296,043
RAIL							
Fixed Guideway	\$0	\$0	\$0	\$5,175,200	\$4,050,860	\$52,992	\$9,279,052
Rail Safety Improvement	\$0	\$0	\$0	\$5,462,786	\$0	\$0	\$5,462,786
State of Good Repair	\$0	\$0	\$2,904,382	\$25,762,384	\$31,809,998	\$15,721,117	\$76,197,881
TIGER	\$0	\$0	\$0	\$0	\$657,664	\$0	\$657,664
Urbanized Area	\$23,459,860	\$43,859,957	\$85,048,640	\$70,776,797	\$42,046,533	\$15,759,306	\$280,951,093
Total	\$23,459,860	\$43,859,957	\$87,953,022	\$107,177,167	\$78,565,055	\$31,533,415	\$372,548,476
NEW STARTS							
New Starts			\$142,911,825		-\$1,672,397		\$141,239,428
Urbanized Area			\$0		\$0		\$0
Total			\$142,911,825		-\$1,672,397		\$141,239,428

A negative obligation indicates that a budget amendment to previously-obligated funds shifted commitment of funds out of one category (i.e., negative balance) to another category.

Table 12B FY 2014 Rehabilitation / Renovation Infrastructure Obligations

FTA PROGRAM	REHABILITATION/ RENOVATION	TOTAL INFRASTRUCTURE EXPENDITURES	% OF REHABILITATION/ RENOVATION
Grants for Buses and Bus Facilities	\$96,887,519	\$793,861,840	\$0
Clean Fuels	\$2,206,886	\$24,982,918	\$0
Seniors and Individuals with Disabilities	\$105,000	\$239,184,934	\$0
Fixed Guideway	\$37,963,543	\$116,484,810	\$0
Hurricane Sandy	\$1,562,515,953	\$1,807,468,170	\$1
Misc. FHWA Transfers	\$3,156,008	\$9,991,764	\$0
New Freedom	\$1,361,800	\$36,390,071	\$0
New Starts	\$10,041,588	\$2,481,798,309	\$0
Non-Urbanized Area	\$9,535,196	\$744,635,370	\$0
Rail Safety Improvement	\$55,337,295	\$142,154,100	\$0
State of Good Repair	\$658,399,126	\$1,884,500,582	\$0
TIGER	\$28,632,000	\$125,548,273	\$0
Urbanized Area	\$888,775,685	\$6,909,723,792	\$0
Total	\$3,354,917,599	\$15,316,724,933	\$0

INFRASTRUCTURE EXPENDITURES BY LINE ITEM

LINE ITEM	BUSES AND BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	FIXED GUIDEWAY	HURRICANE SANDY	MISC. FHWA TRANSFERS	NEW FREEDOM	NEW STARTS	NON- URBANIZED AREA	RAIL SAFETY IMPROVEMENT	STATE OF GOOD REPAIR	TIGER	URBANIZED AREA
< 30 ft Bus	\$28,339,854	\$0	\$58,191,442	\$0	\$0	\$0	\$1,593,444	\$465,140	\$28,426,459	\$0	\$0	\$0	\$110,206,408
30 ft Bus	\$13,429,442	\$0	\$2,035,093	\$0	\$0	\$0	\$0	\$0	\$4,427,851	\$0	\$0	\$0	\$58,587,844
35 ft Bus	\$29,781,318	\$3,200,000	\$606,489	\$0	\$0	\$0	\$360,000	\$1,020,428	\$3,453,041	\$0	\$167,371	\$0	\$82,178,596
3rd-party Contract	\$6,763,917	\$381,722	\$88,023,518	\$12,396,180	\$0	\$0	\$1,359,917	\$180,000	\$5,720,123	\$26,399,040	\$118,520,374	\$10,156,380	\$335,515,734
40 ft Bus	\$243,127,555	\$8,796,160	\$123,197	\$3,299,072	\$0	\$0	\$0	\$1,355,597	\$5,022,363	\$0	\$2,602,131	\$9,345,600	\$645,823,910
50% Federal Share	\$0	\$0	\$15,425,148	\$0	\$0	\$0	\$17,261,557	\$0	\$370,514,345	\$0	\$0	\$0	\$452,032,244
AC Power Lighting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$1,058,000
Acquisition	\$5,149,319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,752,460
ADA Vehicle Equipment	\$0	\$0	-\$1,417	\$0	\$0	\$0	\$145,498	\$0	\$213,807	\$0	\$0	\$0	\$147,100
Admin Building	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,597,870	\$0	\$0
Admin/Maint Facility	\$45,454,424	\$0	\$10,000	\$0	\$0	\$0	-\$525,965	\$0	\$3,280,727	\$0	\$1,139,001	\$7,350,000	\$174,834,588
Administrative Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$161,546	\$0	\$0	\$0	\$0
ADP Hardware	\$5,227,059	\$0	\$319,877	\$0	\$0	\$0	-\$331,816	\$0	\$1,255,592	\$0	\$3,445,855	\$0	\$11,261,344
ADP Software	\$4,755,346	\$0	\$1,215,116	\$194,400	\$0	\$0	\$208,646	\$0	\$1,397,097	\$0	\$5,438,112	\$960,000	\$31,184,254

Table 12B cont'd. *FY 2014 Rehabilitation / Renovation Infrastructure Obligations*

LINE ITEM	BUSES AND BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	FIXED GUIDEWAY	HURRICANE SANDY	MISC. FHWA TRANSFERS	NEW FREEDOM	NEW STARTS	NON- URBANIZED AREA	RAIL SAFETY IMPROVEMENT	STATE OF GOOD REPAIR	TIGER	URBANIZED AREA
Bicycle Access, Facilities & Equip. on Buses	\$339,456	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,780	\$0	\$0	\$0	\$2,421,462
Bridges	\$0	\$0	\$0	\$2,084,482	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$68,876,758	\$14,657,763	\$40,613,599
Bus Articulated	\$16,572,768	\$2,816,902	\$0	\$0	\$0	\$0	\$0	\$8,772	\$0	\$0	\$7,093,976	\$0	\$151,361,852
Bus Commuter/ Suburban	\$1,085,800	\$0	\$0	\$1,283,892	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,046,721
Bus Double Deck	\$1,376,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$2,729,267
Bus Dual Mode	\$0	\$3,020,168	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,369,000
Bus Intercity	\$1,767,483	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,544,974	\$0	\$0	\$0	\$1,301,341
Bus School Used	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,202	\$0	\$0	\$0	\$0
Bus Shelters	\$454,419	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$22,500	\$0	\$0	\$0	\$18,695,386
Bus Trolley Artic.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,952,315
Bus Trolley STD	\$7,495,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,500	\$0	\$52,383,890	\$0	\$6,716,294
Bus Used	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Busway	\$21,067,904	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,985	\$5,760,000	\$41,083,450
CAA Vehicle Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000
Cable Car	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960,000	\$0	\$0
Communications Systems	\$28,679,076	\$0	\$211,475	\$2,323,199	\$33,000,000	\$0	\$26,825	\$0	\$746,095	\$50,000	\$2,233,013	\$422,400	\$118,190,665
Commuter Locomotive Diesel	\$0	\$0	\$0	\$3,720,000	\$0	\$0	\$0	\$649,123	\$0	\$0	\$14,449,360	\$0	\$87,738,777
Commuter Locomotive Electric	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,739,251
Commuter Locomotive Used	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,587
Commuter Rail Car Trailer	\$0	\$0	\$0	\$5,506,060	\$0	\$0	\$0	\$612,777	\$0	\$0	\$5,945,362	\$0	\$48,444,538
Commuter Rail Cars Used	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$756,314	\$56,000
Commuter Rail Self Propelled - Elec.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,058,904	\$0	\$0	\$24,870,422	\$0	\$34,760,915
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$1,000,000
Consultant Services	\$0	\$0	\$0	\$0	\$1,270,026	\$0	\$0	\$0	\$472,183	\$0	\$0	\$1,908,230	\$200,000
Contingencies	-\$966,315	\$0	\$484,568	\$0	\$0	\$0	-\$195,896	\$0	\$6,260,044	\$0	\$8,856,869	\$1,232,510	\$3,544,694
Debt Service Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,839,990	\$0	\$15,475,000
Demolition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,472,000
Elevated Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,346,206	\$0	\$0	\$19,748,080	\$0	\$110,620,000

Table 12B cont'd. *FY 2014 Rehabilitation / Renovation Infrastructure Obligations*

LINE ITEM	BUSES AND BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	FIXED GUIDEWAY	HURRICANE SANDY	MISC. FHWA TRANSFERS	NEW FREEDOM	NEW STARTS	NON- URBANIZED AREA	RAIL SAFETY IMPROVEMENT	STATE OF GOOD REPAIR	TIGER	URBANIZED AREA
Emergency Response Drills	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,518
Energebc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,136
Enhanced ADA Access	\$1,008,519	\$0	\$72,061	\$80,376	\$0	\$0	\$895,079	\$0	\$153,000	\$0	\$0	\$0	\$19,681,001
Excl Bicycles Equipment	\$197,947	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,624	\$0	\$0	\$0	\$390,840
Excl Bicycles Facility	\$670,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000
Fare Collection (Mobile)	\$11,295,150	\$0	\$185,000	\$28,800	\$0	\$0	-\$66,800	\$0	\$426,325	\$0	\$54,000	\$0	\$18,709,783
Fare Collection Equip. (Stationary)	\$4,660,142	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$180,000	\$0	\$18,222,158	\$0	\$10,978,980
Ferry Boats	\$400,000	\$0	\$0	\$686,915	\$0	\$3,772,863	\$0	-\$1,672,397	\$100,000	\$0	\$12,449,168	\$0	\$2,467,426
Ferry Terminal	\$600,000	\$0	\$0	\$2,718,742	\$0	\$5,314,208	\$0	\$7,895,224	\$0	\$0	\$1,600,000	\$0	\$0
Ferry Terminals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,227,173	\$0	\$0	\$0	\$0	\$0
FHWA/FTA Metro. Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,000
Finance Charges	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,114,582	\$0	\$0	\$0	\$0	\$392,288
Force Account	\$726,957	\$0	\$79,200	-\$280,000	\$0	\$0	\$762,859	\$2,760,792	\$0	\$31,231,725	\$80,046,877	\$0	\$29,147,406
FTA Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0
Fuel for Vehicle Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$572,959
Furniture & Graphics	\$2,596,485	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$618,000	\$1,040,594
General Development/ Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,707	\$0	\$0	\$0	\$14,140,755
Guideway & Track Elements	\$21,598,261	\$0	\$0	\$0	\$0	\$0	\$0	\$409,454,498	\$0	\$0	\$0	\$0	-\$1,612,832
Heavy Rail Cars	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,729,945	\$0	\$474,913	\$5,780,952	\$0	\$10,190,961
Historic Mass Transp. Bldgs., including Ops	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$899,095
Incorporating Safety and Security	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$433,000
Inspection (FA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,265,400	\$0	\$888,530
Landscaping/Scenic Beautification	\$0	\$0	\$0	\$224,258	\$1,602,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,885,430
Light Rail Cars	\$0	\$0	\$0	\$1,749,649	\$0	\$0	\$0	\$113,356,428	\$0	\$0	\$8,327,861	\$0	\$61,995,712
Line Equipment/ Struct Misc	\$656,050	\$0	\$0	\$18,471,505	\$932,364,956	\$0	\$0	\$0	\$0	\$11,000,122	\$372,219,457	\$16,319,505	\$291,807,080

Table 12B cont'd. *FY 2014 Rehabilitation / Renovation Infrastructure Obligations*

LINE ITEM	BUSES AND BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	FIXED GUIDEWAY	HURRICANE SANDY	MISC. FHWA TRANSFERS	NEW FREEDOM	NEW STARTS	NON- URBANIZED AREA	RAIL SAFETY IMPROVEMENT	STATE OF GOOD REPAIR	TIGER	URBANIZED AREA
Maintenance Facility	\$77,366,851	\$2,374,886	\$0	\$136,368	\$2,322,000	\$0	\$0	\$1,120,000	\$2,028,046	\$14,391,777	\$3,333,681	\$0	\$44,265,972
Management Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,000
Managerial, Technical, & Professional	\$17,142,582	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$717,778	\$0	\$0	\$0	\$80,000
Miscellaneous	\$16,328,535	\$2,695,000	\$1,265,966	\$1,721,505	\$353,049,026	\$400,000	\$672,417	\$1,529,130	\$3,541,021	\$3,052,281	\$40,619,259	\$232,000	\$111,972,404
Miscellaneous Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$3,150,000
Mobility Management	\$0	\$0	\$10,021,801	\$0	\$0	\$0	\$6,683,111	\$0	\$2,493,082	\$0	\$0	\$0	\$6,716,455
Non Fixed Route ADA Para Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,684	\$0	\$0	\$0	\$146,233,390
Operating Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$1,997,358	\$0	\$36,440,439	\$0	\$0	\$0	\$103,230,520
Other Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200,000	\$113,143	\$0	\$650,000	\$0	\$2,435,418
Park and Ride Lot	\$7,676,360	\$0	\$0	\$1,136,892	\$0	\$0	\$51,040	\$265,273	\$676,600	\$0	\$0	\$0	\$9,320,915
Participation of Transit Operators in Metro/State Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$422,000
Passenger Shelters	\$11,651,012	\$0	\$84,188	\$0	\$0	\$0	\$191,138	\$0	\$1,095,142	\$0	\$181,937	\$270,000	\$15,318,123
Ped. Access / Walkways	\$7,300,435	\$0	\$34,658	\$368,380	\$0	\$0	\$464,649	\$0	\$108,000	\$0	\$0	\$650,000	\$31,517,830
People Mover	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,862
Planning for Transit Systems Mgt/Ops	-\$1,078,255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$698,212	\$0	\$0	\$0	\$1,936,675
Power Distribution Substation	\$0	\$1,265,832	\$0	\$0	\$195,240,000	\$0	\$0	\$0	\$0	\$0	\$8,117,368	\$3,907,646	\$7,338,681
Preventive Maintenance	\$3,840,890	\$0	\$4,865,920	\$17,850,386	\$0	\$104,693	\$9,600	\$0	\$14,632,184	\$75,116	\$626,143,869	\$0	\$2,147,368,370
Professional Services	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$348,663,856	\$0	\$0	\$0	\$0	\$46,507,883
Program Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,301	\$0	\$0	\$0	\$0
Program Support Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$77,244	\$0	\$0	\$0	\$0	\$0	\$4,526,663
Project Admin.	\$5,348,803	\$295,298	\$780,728	\$601,171	\$18,610,859	\$0	\$247,366	\$492,958	\$87,241,693	\$0	\$13,461,055	\$415,482	\$32,849,490
Project Level	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,867,319
Public Art	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,320
Radios	\$80,480	\$0	\$97,588	\$0	\$0	\$0	\$0	\$0	\$1,157,869	\$0	\$24,000	\$0	\$1,930,935
Real Estate (R/W)	\$119,344	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,009,359
Real Estate (Right-of-Way)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,180,577

Table 12B cont'd. *FY 2014 Rehabilitation / Renovation Infrastructure Obligations*

LINE ITEM	BUSES AND BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	FIXED GUIDEWAY	HURRICANE SANDY	MISC. FHWA TRANSFERS	NEW FREEDOM	NEW STARTS	NON- URBANIZED AREA	RAIL SAFETY IMPROVEMENT	STATE OF GOOD REPAIR	TIGER	URBANIZED AREA
Related Support Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$690,965	\$0	\$0	\$0	\$0
Research Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,396	\$0	\$0	\$0	\$0
Route Signing	\$257,539	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,188	\$0	\$0	\$0	\$3,505,404
ROW, Land, Existing Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,429,163	\$0	\$0	\$0	\$0	\$50,000,000
Safety & Security	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,422
Security and Emergency Response Plans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,876
Security Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,268
Sedan/Station Wagon	\$258,126	\$0	\$588,261	\$0	\$0	\$0	\$60,000	\$0	\$191,680	\$0	\$0	\$0	\$62,400
Shop Equipment	\$5,283,892	\$0	\$139,037	\$931,240	\$37,125,000	\$0	\$1,600	\$0	\$1,237,961	\$6,204,080	\$517,144	\$0	\$11,953,873
Short Range Transportation Planning	\$352,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,042,744	\$0	\$0	\$0	\$17,881,281
Signage	\$31,481	\$0	\$0	\$0	\$0	\$0	\$334,266	\$0	\$0	\$0	\$0	\$0	\$7,300,866
Sitework & Special Cond.	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$368,167,072	\$0	\$0	\$0	\$0	\$16,331,017
Sliding Scale (5311 or 5310 Pilot Only)	\$0	\$0	\$88,394	\$0	\$0	\$0	\$0	\$0	\$49,431,423	\$0	\$0	\$0	\$0
Spare Parts/Assoc. Capital Maintenance Items	\$356,788	\$0	\$11,531	\$0	\$0	\$0	\$0	\$726,493	\$842,243	\$4,987,873	\$5,579,766	\$0	\$30,859,384
State and Program Administration	\$0	\$0	\$11,992,474	\$0	\$0	\$0	\$1,440,986	\$50,000	\$49,495,724	\$0	\$0	\$0	\$13,994
Station	\$14,929,243	\$0	\$0	\$10,804,428	\$32,347,126	\$0	\$1,434,681	\$0	\$675,930	\$16,592,886	\$25,513,730	\$0	\$165,480,195
Stations, Stops, Terminals, Intermodal	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$561,518,848	\$0	\$0	\$0	\$0	\$727,024
Storage Facility	\$9,787,275	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$3,500	\$0	\$36,000	\$0	\$4,385,594
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0
Support Facilities: Yards, Shops, Admin Bldgs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$77,413,490	\$0	\$0	\$0	\$0	\$419,688
Support Transit Capital Investment Decisions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,770,600
Support Vehicles	\$606,195	\$0	\$111,691	\$104,400	\$5,800,000	\$0	\$0	\$0	\$716,813	\$0	\$555,654	\$0	\$13,388,893
Surveillance/Security	\$6,874,249	\$0	\$199,700	\$509,717	\$0	\$0	\$3,990	\$0	\$1,520,914	\$0	\$814,707	\$0	\$14,762,583
System Level	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	\$7,413,973

Table 12B cont'd. *FY 2014 Rehabilitation / Renovation Infrastructure Obligations*

LINE ITEM	BUSES AND BUS FACILITIES	CLEAN FUELS	SENIORS/ DISABLED	FIXED GUIDEWAY	HURRICANE SANDY	MISC. FHWA TRANSFERS	NEW FREEDOM	NEW STARTS	NON-URBANIZED AREA	RAIL SAFETY IMPROVEMENT	STATE OF GOOD REPAIR	TIGER	URBANIZED AREA
Systems	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$216,898,520	\$0	\$0	\$0	\$0	\$1,886,690
TDM Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,660,132
Technical Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,984,683	\$0	\$0	\$0	\$0
Terminal, Bus	\$12,276,717	\$0	\$0	\$0	\$0	\$0	\$60,505	\$6,013,076	\$2,172,398	\$0	\$540,196	\$11,877,054	\$11,481,742
Terminal, Intermodal (Intercity Bus)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$164,252	\$0	\$0	\$0	\$0
Terminal, Intermodal (Transit)	\$46,111,103	\$0	\$0	\$12,967,412	\$12,968,309	\$0	\$0	\$714,336	\$2,641,846	\$0	\$9,620,784	\$10,000,000	\$91,186,937
Traction Power	\$0	\$0	\$0	-\$1,371,240	\$0	\$0	\$0	\$0	\$0	\$4,494,301	\$56,687,600	\$6,344,604	\$33,993,272
Train Control/Signal System	\$588,000	\$0	\$0	\$12,119,888	\$76,529,900	\$0	\$0	\$0	\$13,600	\$4,645,350	\$210,619,368	\$1,744,685	\$410,380,339
Training	\$163,200	\$0	\$25,000	\$0	\$0	\$0	\$342,499	\$0	\$7,982,788	\$0	\$0	\$0	\$541,944
Transit Mall	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,584,518	\$263,244
Transit Research	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,641	\$0	\$0	\$0	\$0
Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,197,883
Tunnels	\$0	\$0	\$0	\$0	\$45,900,000	\$0	\$0	\$0	\$0	\$0	\$5,219,577	\$0	\$7,914,048
Unallocated Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$22,272,603	\$0	\$0	\$0	\$0	\$6,496,793
Utility Relocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,145,590
Vans	\$17,501,711	\$136,950	\$41,778,131	\$0	\$0	\$0	\$743,473	\$305,505	\$18,501,767	\$0	\$0	\$0	\$37,828,491
Vehicle Locator System	\$0	\$0	\$5,399	\$0	\$0	\$0	\$0	\$0	\$188,637	\$0	\$0	\$0	\$791,795
Vehicle Overhaul (up to 20% vehicle maintenance)	\$0	\$0	\$53,700	\$52,992	\$0	\$0	\$0	\$0	\$0	\$0	\$15,721,117	\$0	\$28,513,871
Work Trains	\$0	\$0	\$0	\$0	\$20,700,000	\$0	\$0	\$0	\$0	\$0	\$92,478	\$0	\$0
Yards & Shops	\$9,014,329	\$0	\$60,000	\$3,991,741	\$31,638,968	\$0	\$0	\$0	\$6,330,702	\$18,554,636	\$6,938,000	\$10,651,582	\$61,574,185
Total	\$793,861,840	\$24,982,918	\$239,184,934	\$116,484,810	\$1,807,468,170	\$9,991,764	\$36,390,071	\$2,481,798,309	\$744,635,370	\$142,154,100	\$1,884,500,582	\$125,548,273	\$6,909,723,792

A negative obligation indicates that a budget amendment to previously-obligated funds shifted commitment of funds out of one category (i.e., 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 using a formula based on population, population density, and other factors associated with transit service and ridership.

Section 5307 urbanized area formula funds are available for transit improvements for 43 urbanized areas with populations over 1 million, 119 urbanized areas with populations between 200,000 and 1 million, and 267 urbanized areas with populations between 50,000 and 200,000 (including 313 areas designated 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 with populations over 200,000, 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 MAP-21 requires that 1% of Section 5307 funds be apportioned to an urbanized area with a population of 200,000 or more be used for associated transportation improvements. MAP-21 also requires that 1% of funds be made available for a Section 5307 set-aside, which is apportioned to small urbanized areas using selected performance criteria under the Small Transit Intensive Cities formula. 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 over 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded). Assistance also is available to eligible urbanized areas that crossed over the 200,000 population threshold for the first time as a result of the 2010 Census and is available for use in that portion of a 2010 Census UZA with a population of 200,000 or more that was non-urbanized under the 2000 Census, in accordance with Sec. 7(n) of Pub. L. 108-263. In addition, an exception in TEA-21 made operating assistance available in an urbanized area of 200,000+ population in which transit providers provide service exclusively to seniors and persons with disabilities.

In FY 2014, a total of \$6.9 billion in Section 5307 funds was obligated. Of this amount, approximately \$6.3 billion (91%) was used for capital, \$555 million (8%) for operating, and \$61 million (1%) for planning assistance. Funds were obligated to FTA grantees. As a group, the urbanized areas with populations over 1 million obligated the largest share of the funds, \$5.1 billion (75%). A total of \$1.1 billion of 5307 funds was obligated for the purchase of 4,468 vehicles.

As in previous years, flexible funds transferred from FHWA had a significant impact on the availability of funds for obligation. In FY 2014, a total of \$928 million was transferred to the urbanized area formula program.

Table 13 FY 2014 Urbanized Area Formula Obligations by Population Group

ACTIVITY	URBANIZED AREAS > 1,000,000	URBANIZED AREAS 200,000 - 1,000,000	URBANIZED AREAS 50,000 - 200,000	STATEWIDE	TOTAL	% OF TOTAL
BUS						
BUS PURCHASES	\$807,166,593	\$224,565,737	\$78,641,826	\$1,810,789	\$1,112,184,945	16.1
BUS OTHER	\$2,044,880,258	\$472,880,158	\$113,884,760	\$2,240,022	\$2,633,885,198	38.1
BUS MAINTENANCE FACILITY	\$171,506,735	\$137,343,286	\$39,314,784	\$370,000	\$348,534,805	5.0
SUB-TOTAL	\$3,023,553,586	\$834,789,181	\$231,841,370	\$4,420,811	\$4,094,604,948	59.3
FIXED GUIDEWAY MOD PROJECTS	\$1,851,656,338	\$131,007,864	\$43,410,972	\$0	\$2,026,075,174	29.3
NEW STARTS PROJECTS	\$172,543,917	\$0	\$0	\$0	\$172,543,917	2.5
PLANNING	\$32,826,144	\$24,470,644	\$3,429,779	\$0	\$60,726,567	0.9
OPERATING	\$103,863,122	\$123,538,870	\$326,024,839	\$1,835,933	\$555,262,764	8.0
RESEARCH	\$0	\$280,000	\$0	\$0	\$280,000	0.0
SAFETY AND SECURITY	\$153,952	\$0	\$42,470	\$0	\$196,422	0.0
MANAGEMENT TRAINING	\$0	\$20,000	\$14,000	\$0	\$34,000	0.0
TOTAL	\$5,184,597,059	\$1,114,106,559	\$604,763,430	\$6,256,744	\$6,909,723,792	
% of Total	75.0	16.1	8.8	0.1	100.0	

Spare Parts / Assoc Capital Maintenance Items included in Bus Purchases on top chart but not in bottom two charts.

A negative obligation indicates that a budget amendment to previously-obligated funds shifted commitment of funds out of one category (i.e. the negative balance) to another category.

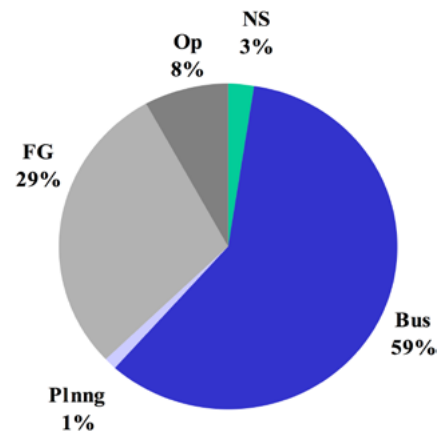
Vehicle Purchases by Type

	#	%	\$
BUS PURCHASES			
40 ft Bus	1,453	32.5	\$619,196,394
35 ft Bus	255	5.7	\$81,469,612
30 ft Bus	217	4.9	\$57,463,619
< 30 ft Bus	1,257	28.1	\$107,937,392
Bus Articulated	225	5.0	\$145,917,149
Bus Commuter/Suburban	94	2.1	\$30,846,721
Bus Double Deck	4	0.1	\$2,729,267
Bus Dual Mode	6	0.1	\$4,369,000
Bus Trolley Artic.	2	0.0	\$1,952,315
Bus Trolley STD	10	0.2	\$6,716,294
Sedan/Station Wagon	3	0.1	\$62,400
Vans	940	21.0	\$37,348,491
FERRY BOAT PURCHASES	2	0.0	\$1,318,081
Total	4,468	100.0	\$1,097,326,735

Vehicle Purchases By Population Group

	#	\$
> 1,000,000	2,925	\$797,135,805
200,000 - 1,000,000	1,119	\$220,252,694
50,000 - 200,000	417	\$78,127,447
< 50,000	7	\$1,810,789
TOTAL VEHICLES	4,468	\$1,097,326,735

Percentage of Obligations by Category



Percentage of Vehicles by Population Group

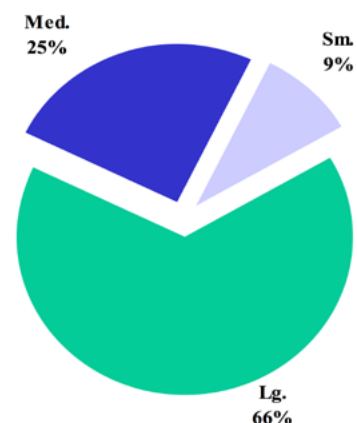


Table 14 FY 2014 Urbanized Area Formula Obligations by State

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL	% OF TOTAL	RANK
AL	28	\$3,614,649	\$16,865,420	\$194,840	\$20,674,909	\$0	\$0	\$202,000	\$6,097,444	\$26,974,353	0.4	31
AK	15	\$1,178,796	\$3,845,048	\$674,400	\$5,698,244	\$6,882,681	\$0	\$16,000	\$826,937	\$13,423,862	0.2	40
AMER SAMOA	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	54
AZ	277	\$47,084,622	\$54,867,231	\$9,998,679	\$111,950,532	\$0	\$28,769,320	\$281,895	\$9,187,559	\$150,189,306	2.2	13
AK	16	\$4,191,578	\$5,819,812	\$1,287,965	\$11,299,355	\$0	\$0	\$724,249	\$3,950,284	\$15,973,888	0.2	39
CA	918	\$344,968,689	\$807,000,401	\$47,264,514	\$1,199,233,604	\$292,200,826	\$108,714,263	\$11,881,205	\$131,327,812	\$1,743,357,710	25.2	1
CO	9	\$2,685,791	\$57,543,805	\$54,035	\$60,283,631	\$0	\$0	\$1,105,000	\$4,763,014	\$66,151,645	1.0	22
CT	254	\$69,662,840	\$5,787,044	\$76,632,120	\$152,082,004	\$115,351,944	\$0	\$1,080,000	\$492,302	\$269,006,250	3.9	7
CE	50	\$13,669,045	\$9,464,774	\$708,593	\$23,842,412	\$349,922	\$0	\$0	\$0	\$24,192,334	0.4	33
DC	4	\$1,242,901	\$11,864,830	\$120,400	\$13,228,131	\$0	\$0	\$0	\$0	\$13,228,131	0.2	41
FL	564	\$122,340,635	\$135,983,200	\$27,108,821	\$285,432,656	\$28,248,352	\$0	\$8,638,135	\$18,883,801	\$341,202,944	4.9	5
GA	87	\$17,328,800	\$50,026,262	\$2,403,280	\$69,758,342	\$38,950,774	\$0	\$3,519,459	\$8,680,738	\$120,909,313	1.7	15
GUAM	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	54
HI	0	\$0	\$22,932,285	\$0	\$22,932,285	\$0	\$0	\$0	\$190,827	\$23,123,112	0.3	35
ID	2	\$195,622	\$7,280,409	\$848,000	\$8,324,031	\$0	\$0	\$476,000	\$3,652,000	\$12,452,031	0.2	44
IL	297	\$63,861,952	\$53,408,664	\$18,345,200	\$135,615,816	\$188,344,012	\$0	\$527,822	\$10,070,709	\$334,558,359	4.8	6
IN	52	\$8,314,338	\$22,452,771	\$4,822,534	\$35,589,643	\$5,932,719	\$0	\$754,907	\$12,515,119	\$54,792,388	0.8	23
IA	44	\$5,950,196	\$5,291,409	\$403,816	\$11,645,421	\$0	\$0	\$370,182	\$12,531,567	\$24,547,170	0.4	32
KS	7	\$2,047,594	\$6,233,552	\$189,600	\$8,470,746	\$0	\$0	\$644,000	\$6,943,930	\$16,058,676	0.2	38
KY	24	\$6,631,158	\$19,623,404	\$2,262,444	\$28,517,006	\$0	\$0	\$60,467	\$3,090,110	\$31,667,583	0.5	28
LA	19	\$3,333,012	\$26,680,756	\$618,930	\$30,632,698	\$5,552,372	\$0	\$492,754	\$7,135,894	\$43,813,718	0.6	26
ME	4	\$950,085	\$1,929,564	\$865,200	\$3,744,849	-\$14,000	\$0	\$236,821	\$8,598,635	\$12,566,305	0.2	42
MD	39	\$11,969,324	\$37,988,857	\$323,888	\$50,282,069	\$122,690,911	\$0	\$0	\$13,477,213	\$186,450,193	2.7	10
MS	99	\$10,743,922	\$33,119,095	\$21,497,480	\$65,360,497	\$117,382,568	\$0	\$1,629,192	\$14,598,753	\$198,971,010	2.9	9
MI	115	\$26,927,058	\$60,654,705	\$14,628,388	\$102,210,151	\$5,409,439	\$0	\$3,239,248	\$18,235,582	\$129,094,420	1.9	14
MN	222	\$54,139,724	\$8,304,047	\$8,301,986	\$70,745,757	\$13,812,484	\$0	\$0	\$13,954,334	\$98,512,575	1.4	17
MS	1	\$100,000	\$2,345,910	\$128,000	\$2,573,910	\$0	\$0	\$0	\$1,613,982	\$4,187,892	0.1	51
MO	90	\$25,361,626	\$31,289,280	\$15,525,871	\$72,176,777	\$14,844,248	\$7,060,000	\$1,319,410	\$7,106,328	\$102,506,763	1.5	16
MT	3	\$1,216,103	\$648,241	\$0	\$1,864,344	\$0	\$0	\$38,095	\$5,123,377	\$7,025,816	0.1	47
N MARIANA ISL	14	\$3,490,882	\$5,830,737	\$391,725	\$9,713,344	\$0	\$0	\$1,200,386	\$0	\$10,913,730	0.2	45
NE	22	\$12,220,000	\$3,774,848	\$2,870,422	\$18,865,270	\$0	\$0	\$0	\$277,250	\$19,142,520	0.3	36
NV	3	\$159,120	\$2,711,981	\$227,538	\$3,098,639	\$0	\$0	\$178,165	\$4,218,930	\$7,495,734	0.1	46

Table 14 cont'd. FY 2014 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
NH	0	\$0	\$181,199,656	\$0	\$181,199,656	\$243,419,054	\$0	\$0	\$0	\$424,618,710	6.1	3
NJ	6	\$618,000	\$327,147	\$119,163	\$1,064,310	\$15,765,845	\$0	\$2,860,320	\$9,030,871	\$28,721,346	0.4	29
NM	35	\$6,833,155	\$160,317,456	\$12,672,885	\$179,823,496	\$559,691,388	\$0	\$160,000	\$8,716,688	\$748,391,572	10.8	2
NY	109	\$14,224,088	\$40,136,766	\$2,866,011	\$57,226,865	\$5,738,531	\$0	\$2,094,782	\$10,255,049	\$75,315,227	1.1	20
NC	0	\$0	\$1,402,494	\$20,532	\$1,423,026	\$0	\$0	\$20,000	\$5,275,110	\$6,718,136	0.1	48
ND	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	54
OH	227	\$52,376,063	\$75,446,774	\$12,170,567	\$139,993,404	\$17,598,997	\$0	\$557,518	\$14,839,491	\$172,989,410	2.5	11
OK	15	\$1,840,819	\$18,898,010	\$686,581	\$21,425,410	\$0	\$0	\$3,614,000	\$3,323,936	\$28,363,346	0.4	30
OR	8	\$3,067,506	\$28,894,188	\$2,077,293	\$34,038,987	\$39,242,897	\$11,000,000	\$744,780	\$13,429,542	\$98,456,206	1.4	18
PA	266	\$71,283,789	\$98,104,738	\$15,932,564	\$185,321,091	\$49,407,522	\$0	\$640,000	\$22,182,539	\$257,551,152	3.7	8
PR	43	\$4,450,502	\$16,294,080	\$7,773,659	\$28,518,241	\$42,732,389	\$0	\$0	\$3,912,887	\$75,163,517	1.1	21
RI	0	\$0	\$15,345,268	\$800,000	\$16,145,268	\$0	\$0	\$880,000	\$6,532,688	\$23,557,956	0.3	34
SC	28	\$2,225,395	\$6,443,747	\$928,136	\$9,597,278	\$0	\$0	\$75,000	\$8,774,566	\$18,446,844	0.3	37
SD	4	\$340,000	\$475,697	\$0	\$815,697	\$0	\$0	\$0	\$4,836,370	\$5,652,067	0.1	50
TN	15	\$4,095,076	\$24,781,859	\$1,307,716	\$30,184,651	\$2,518,000	\$0	\$1,394,899	\$7,086,753	\$41,184,303	0.6	27
TX	161	\$28,311,224	\$295,850,250	\$5,936,108	\$330,097,582	\$27,661,981	\$17,480,000	\$2,287,866	\$41,260,895	\$418,788,324	6.1	4
UT	22	\$7,305,707	\$31,611,021	\$136,034	\$39,052,762	\$11,394,682	\$0	\$950,000	\$3,252,781	\$54,650,225	0.8	24
VT	0	\$0	\$2,776,094	\$45,000	\$2,821,094	\$0	\$0	\$0	\$3,600,723	\$6,421,817	0.1	49
VI	6	\$1,751,289	\$370,000	\$370,000	\$2,491,289	\$0	\$0	\$0	\$644,448	\$3,135,737	0.0	52
VA	57	\$16,629,773	\$38,372,005	\$12,096,296	\$67,098,074	\$9,329,095	-\$479,666	\$3,784,010	\$14,358,785	\$94,090,298	1.4	19
WA	154	\$27,135,762	\$58,456,690	\$11,975,348	\$97,567,800	\$45,635,541	\$0	\$2,000,000	\$17,424,106	\$162,627,447	2.4	12
WV	5	\$643,550	\$2,080,754	\$442,896	\$3,167,200	\$0	\$0	\$48,000	\$9,257,662	\$12,472,862	0.2	43
WI	28	\$3,473,185	\$24,456,620	\$1,479,347	\$29,409,152	\$0	\$0	\$0	\$18,998,493	\$48,407,645	0.7	25
WY	0	\$0	\$275,542	\$0	\$275,542	\$0	\$0	\$0	\$723,950	\$999,492	0.0	53
Total	4,468	\$1,112,184,945	\$2,633,885,198	\$348,534,805	\$4,094,604,948	\$2,026,075,174	\$172,543,917	\$60,726,567	\$555,262,764	\$6,909,213,370	100.0	

Does not include Management Training (\$34,000), Safety and Security (\$196,422), and Research (\$280,000).
Spare Parts / Assoc Capital Maintenance not included in # of buses but included in overall Bus Purchase Total.

Table 15 FY 2014 Urbanized Area Formula Obligations by Urbanized Area

URBANIZED AREA/STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	BUS TOTAL	FIXED GUIDEWAY	NEW STARTS	PLANNING	OPERATING	TOTAL
> 1,000,000										
Atlanta, GA	\$86	\$16,904,800	\$43,408,805	\$1,048,000	\$61,361,605	\$38,950,774	\$0	\$3,286,667	\$1,764,716	\$105,363,762
Austin, TX	\$0	\$0	\$41,895,553	\$284,951	\$42,180,504	\$4,320,000	\$0	\$150,000	\$156,000	\$46,806,504
Baltimore, MD	\$4	\$2,516,000	\$26,065,228	\$0	\$28,581,228	\$64,326,996	\$0	\$0	\$0	\$92,908,224
Boston, MA-NH-RI	\$5	\$1,625,600	\$12,336,357	\$9,537,729	\$23,499,686	\$117,382,568	\$0	\$180,000	\$1,374,308	\$142,436,562
Charlotte, NC-SC	\$81	\$5,856,929	\$9,162,558	\$2,313,062	\$17,332,549	\$5,738,531	\$0	\$0	\$0	\$23,071,080
Chicago, IL-IN	\$302	\$63,971,752	\$50,226,372	\$7,586,547	\$121,784,671	\$188,849,441	\$0	\$684,907	\$2,734,213	\$314,053,232
Cincinnati, OH-KY-IN	\$64	\$14,698,035	\$16,786,943	\$950,152	\$32,435,130	\$0	\$0	\$17,667	\$917,344	\$33,370,141
Cleveland, OH	\$39	\$16,292,965	\$26,923,654	\$1,110,659	\$44,327,278	\$17,598,997	\$0	\$0	\$1,347,283	\$63,273,558
Columbus, OH	\$68	\$13,060,202	\$602,780	\$5,761,612	\$19,424,594	\$0	\$0	\$0	\$1,146,693	\$20,571,287
Dallas-Fort Worth-Arlington, TX	\$45	\$6,078,020	\$109,902,197	\$24,862	\$116,005,079	\$20,287,475	\$17,480,000	\$0	\$1,095,588	\$154,868,142
Denver-Aurora, CO	\$3	\$178,368	\$48,693,937	\$0	\$48,872,305	\$0	\$0	\$1,105,000	\$1,241,632	\$51,218,937
Detroit, MI	\$35	\$12,097,824	\$50,924,597	\$7,486,613	\$70,509,034	\$5,409,439	\$0	\$2,000,000	\$0	\$77,918,473
Houston, TX	\$40	\$2,764,751	\$78,970,466	\$354,497	\$82,089,714	\$0	\$0	\$353,856	\$6,417,956	\$88,861,526
Indianapolis, IN	\$0	\$0	\$13,123,631	\$3,721,593	\$16,845,224	\$0	\$0	\$0	\$0	\$16,845,224
Jacksonville, FL	\$16	\$1,492,290	\$4,605,590	\$1,258,129	\$7,356,009	\$1,000,000	\$0	\$1,500,000	\$0	\$9,856,009
Kansas City, MO-KS	\$15	\$2,782,988	\$9,507,019	\$8,160,960	\$20,450,967	\$9,130,200	\$0	\$1,219,410	\$1,218,000	\$32,018,577
Las Vegas-Henderson, NV	\$15	\$11,440,000	\$0	\$0	\$11,440,000	\$0	\$0	\$0	\$0	\$11,440,000
Los Angeles-Long Beach-Anaheim, CA	\$363	\$151,124,506	\$465,135,740	\$26,434,843	\$642,695,089	\$92,024,872	\$64,000,000	\$440,000	\$43,750,000	\$842,909,961
Memphis, TN-MS-AR	\$5	\$2,315,276	\$10,643,000	\$1,040,696	\$13,998,972	\$0	\$0	\$0	\$75,000	\$14,073,972
Miami, FL	\$207	\$55,788,081	\$57,791,657	\$13,112,117	\$126,691,855	\$27,248,352	\$0	\$4,435,635	\$0	\$158,375,842
Milwaukee, WI	\$6	\$991,044	\$15,766,594	\$586,000	\$17,343,638	\$0	\$0	\$0	\$0	\$17,343,638
Minneapolis-St. Paul, MN-WI	\$219	\$53,696,374	\$6,892,000	\$7,116,000	\$67,704,374	\$13,812,484	\$0	\$0	\$8,808,694	\$90,325,552
New York-Newark, NY-NJ-CT	\$19	\$3,277,000	\$287,405,174	\$11,769,526	\$302,451,700	\$798,972,758	\$0	\$0	\$0	\$1,101,424,458
Orlando, FL	\$184	\$31,192,095	\$25,936,747	\$5,969,151	\$63,097,993	\$0	\$0	\$815,000	\$0	\$63,912,993
Philadelphia, PA-NJ-DE-MD	\$169	\$47,164,672	\$61,678,713	\$320,048	\$109,163,433	\$49,018,048	\$0	\$0	\$0	\$158,181,481
Phoenix-Mesa, AZ	\$223	\$37,555,740	\$40,606,018	\$4,355,104	\$82,516,862	\$0	\$28,769,320	\$0	\$1,797,999	\$113,084,181
Pittsburgh, PA	\$54	\$18,990,839	\$23,512,394	\$11,756,181	\$54,259,414	\$944,937	\$0	\$260,000	\$772,399	\$56,236,750
Portland, OR-WA	\$21	\$6,224,684	\$23,647,140	\$32,978	\$29,904,802	\$39,242,897	\$11,000,000	\$60,000	\$0	\$80,207,699
Providence, RI-MA	\$9	\$1,043,592	\$17,694,858	\$1,064,041	\$19,802,491	\$0	\$0	\$1,072,000	\$12,708,569	\$33,583,060
Riverside-San Bernardino, CA	\$45	\$12,011,474	\$33,343,089	\$7,425,049	\$52,779,612	\$0	\$32,216,263	\$0	\$1,700,000	\$86,695,875
Sacramento, CA	\$68	\$26,311,905	\$36,022,778	\$252,596	\$62,587,279	\$15,521,640	\$0	\$0	\$4,719,174	\$82,828,093
Salt Lake City-West Valley City, UT	\$12	\$5,242,592	\$12,368,199	\$136,034	\$17,746,825	\$11,394,682	\$0	\$542,392	\$1,209,478	\$30,893,377

Table 15 cont'd. FY 2014 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 Antonio, TX	\$0	\$0	\$34,407,142	\$0	\$34,407,142	\$0	\$0	\$0	\$2,381,080	\$36,788,222
San Diego, CA	\$23	\$11,621,363	\$42,154,827	\$3,052,100	\$56,828,290	\$56,021,945	\$0	\$7,691,790	\$0	\$120,542,025
San Francisco-Oakland, CA	\$262	\$103,164,386	\$70,259,895	\$2,093,493	\$175,517,774	\$109,334,175	\$12,498,000	\$0	\$961,023	\$298,310,972
San Jose, CA	\$0	\$0	\$95,077,259	\$0	\$95,077,259	\$3,750,139	\$0	\$0	\$688,400	\$99,515,798
San Juan, PR	\$20	\$1,604,533	\$14,561,307	\$7,690,459	\$23,856,299	\$42,732,389	\$0	\$0	\$297,573	\$66,886,261
Seattle, WA	\$65	\$16,734,130	\$40,680,719	\$4,928,600	\$62,343,449	\$45,235,541	\$0	\$1,942,810	-\$1,380,000	\$108,141,800
St. Louis, MO-IL	\$70	\$22,735,088	\$20,262,749	\$8,119,517	\$51,117,354	\$5,714,048	\$7,060,000	\$0	\$0	\$63,891,402
Tampa-St. Petersburg, FL	\$41	\$16,999,794	\$14,544,842	\$1,104,186	\$32,648,822	\$0	\$0	\$1,285,000	\$0	\$33,933,822
Virginia Beach, VA	\$0	\$0	\$24,849,412	\$3,428,250	\$28,277,662	\$0	-\$479,666	\$3,784,010	\$960,000	\$32,542,006
Washington, DC-VA-MD	\$22	\$9,616,901	\$26,502,318	\$120,400	\$36,239,619	\$67,693,010	\$0	\$0	\$5,000,000	\$108,932,629
Subtotal	\$2,925	\$807,166,593	\$2,044,880,258	\$171,506,735	\$3,023,553,586	\$1,851,656,338	\$172,543,917	\$32,826,144	\$103,863,122	\$5,184,443,107
NOTE: Table does not include Safety and Security to Los Angeles-Long Beach-Anaheim, CA (\$7,000) and Riverside-San Bernardino, CA (\$83,952).										
200,000 - 1,000,000										
Aberdeen-Bel Air South-Bel Air North, MD	\$0	\$0	\$0	\$136,000	\$136,000	\$0	\$0	\$0	\$1,356,479	\$1,492,479
Akron, OH	\$6	\$1,960,483	\$5,144,425	\$462,583	\$7,567,491	\$0	\$0	\$0	\$0	\$7,567,491
Albany-Schenectady, NY	\$6	\$1,344,000	\$10,046,080	\$384,000	\$11,774,080	\$0	\$0	\$0	\$0	\$11,774,080
Albuquerque, NM	\$0	\$0	\$289,113	\$0	\$289,113	\$15,765,845	\$0	\$2,800,000	\$3,330,389	\$22,185,347
Allentown, PA-NJ	\$24	\$2,598,656	\$5,577,527	\$326,558	\$8,502,741	\$0	\$0	\$380,000	\$0	\$8,882,741
Anchorage, AK	\$15	\$1,178,796	\$3,845,048	\$674,400	\$5,698,244	\$6,882,681	\$0	\$16,000	\$75,000	\$12,671,925
Ann Arbor, MI	\$3	\$491,951	\$1,960,000	\$784,000	\$3,235,951	\$0	\$0	\$320,000	\$2,400,000	\$5,955,951
Antioch, CA	\$0	\$0	\$0	\$0	\$0	\$151,472	\$0	\$0	\$0	\$151,472
Appleton, WI	\$1	\$112,794	\$1,285,195	\$20,000	\$1,417,989	\$0	\$0	\$0	\$1,337,650	\$2,755,639
Asheville, NC	\$0	\$0	\$896,600	\$0	\$896,600	\$0	\$0	\$0	\$1,071,750	\$1,968,350
Augusta-Richmond County, GA-SC	\$0	\$0	\$162,520	\$0	\$162,520	\$0	\$0	\$75,000	\$0	\$237,520
Bakersfield, CA	\$4	\$2,036,190	\$7,072,738	\$0	\$9,108,928	\$0	\$0	\$0	\$0	\$9,108,928
Barnstable Town, MA	\$5	\$229,108	\$5,490,495	\$2,012,263	\$7,731,866	\$0	\$0	\$432,000	\$1,099,132	\$9,262,998
Baton Rouge, LA	\$10	\$1,125,000	\$675,000	\$225,000	\$2,025,000	\$0	\$0	\$0	\$0	\$2,025,000
Birmingham, AL	\$7	\$2,000,000	\$13,327,247	\$0	\$15,327,247	\$0	\$0	\$0	\$0	\$15,327,247
Boise City, ID	\$0	\$0	\$5,640,879	\$404,000	\$6,044,879	\$0	\$0	\$471,000	\$736,000	\$7,251,879
Bonita Springs, FL	\$2	\$568,620	\$1,166,034	\$3,052,663	\$4,787,317	\$0	\$0	\$0	\$442,610	\$5,229,927
Bridgeport-Stamford, CT-NY	\$46	\$6,301,600	\$818,400	\$8,500,000	\$15,620,000	\$60,875,972	\$0	\$600,000	\$0	\$77,095,972
Brownsville, TX	\$0	\$0	\$1,221,644	\$0	\$1,221,644	\$0	\$0	\$20,540	\$1,211,925	\$2,454,109

Table 15 cont'd. FY 2014 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
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
Buffalo, NY	\$4	\$1,722,931	\$12,606,143	\$133,873	\$14,462,947	\$0	\$0	\$160,000	\$0	\$14,622,947
Canton, OH	\$9	\$720,000	\$1,239,963	\$35,938	\$1,995,901	\$0	\$0	\$0	\$2,695,364	\$4,691,265
Charleston-North Charleston, SC	\$0	\$0	\$2,966,426	\$856,422	\$3,822,848	\$0	\$0	\$0	\$5,179,339	\$9,002,187
Chattanooga, TN-GA	\$0	\$0	\$2,711,897	\$0	\$2,711,897	\$0	\$0	\$294,899	\$1,106,873	\$4,113,669
Colorado Springs, CO	\$0	\$0	\$25,136	\$0	\$25,136	\$0	\$0	\$0	\$517,533	\$542,669
Columbia, SC	\$25	\$1,572,195	\$1,154,464	\$0	\$2,726,659	\$0	\$0	\$0	\$0	\$2,726,659
Columbus, GA-AL	\$2	\$520,000	\$1,193,746	\$126,880	\$1,840,626	\$0	\$0	\$196,792	\$0	\$2,037,418
Concord, CA	\$21	\$3,540,547	\$1,645,843	\$0	\$5,186,390	\$9,942,064	\$0	\$0	\$150,055	\$15,278,509
Conroe-The Woodlands, TX	\$3	\$322,616	\$962,053	\$306,140	\$1,590,809	\$0	\$0	\$349,600	\$361,138	\$2,301,547
Corpus Christi, TX	\$29	\$9,230,359	\$3,086,209	\$0	\$12,316,568	\$0	\$0	\$0	\$0	\$12,316,568
Davenport, IA-IL	\$6	\$1,598,160	\$2,448,769	\$971,902	\$5,018,831	\$0	\$0	\$274,182	\$760,572	\$6,053,585
Dayton, OH	\$13	\$909,156	\$15,291,477	\$3,010,480	\$19,211,113	\$0	\$0	\$151,998	\$0	\$19,363,111
Denton-Lewisville, TX	\$0	\$0	\$1,025,494	\$0	\$1,025,494	\$3,054,506	\$0	\$0	\$375,167	\$4,455,167
Des Moines, IA	\$31	\$2,231,700	\$4,369,440	\$281,914	\$6,883,054	\$0	\$0	\$96,000	\$363,043	\$7,342,097
Durham, NC	\$0	\$0	\$4,339,718	\$34,870	\$4,374,588	\$0	\$0	\$200,851	\$615,263	\$5,190,702
El Paso, TX-NM	\$2	\$800,000	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Eugene, OR	\$3	\$1,686,025	\$3,742,514	\$1,200,480	\$6,629,019	\$0	\$0	\$684,780	\$0	\$7,313,799
Evansville, IN-KY	\$5	\$786,406	\$1,896,297	\$48,000	\$2,730,703	\$0	\$0	\$80,000	\$400,000	\$3,210,703
Fayetteville, NC	\$0	\$96,000	\$1,436,274	\$80,000	\$1,612,274	\$0	\$0	\$280,000	\$222,750	\$2,115,024
Fayetteville-Springdale-Rogers, AR-MO	\$4	\$395,774	\$1,414,238	\$0	\$1,810,012	\$0	\$0	\$200,000	\$1,450,569	\$3,460,581
Flint, MI	\$10	\$2,294,507	\$2,594,000	\$3,156,210	\$8,044,717	\$0	\$0	\$0	\$320,000	\$8,364,717
Fort Collins, CO	\$5	\$2,214,134	\$1,059,406	\$0	\$3,273,540	\$0	\$0	\$0	\$208,519	\$3,482,059
Fort Wayne, IN	\$3	\$770,000	\$1,771,803	\$60,000	\$2,601,803	\$0	\$0	\$0	\$500,000	\$3,101,803
Fresno, CA	\$18	\$928,000	\$9,326,044	\$409,779	\$10,663,823	\$0	\$0	\$870,415	\$0	\$11,534,238
Grand Rapids, MI	\$18	\$5,118,271	\$3,103,123	\$2,059,315	\$10,280,709	\$0	\$0	\$314,720	\$0	\$10,595,429
Green Bay, WI	\$3	\$960,000	\$558,046	\$98,470	\$1,616,516	\$0	\$0	\$0	\$1,630,940	\$3,247,456
Greensboro, NC	\$0	\$0	\$4,990,770	\$0	\$4,990,770	\$0	\$0	\$0	\$1,335,000	\$6,325,770
Greenville, SC	\$0	\$0	\$1,235,337	\$27,714	\$1,263,051	\$0	\$0	\$0	\$1,508,303	\$2,771,354

Table 15 cont'd. FY 2014 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
Gulfport, MS	\$0	\$0	\$2,062,000	\$112,000	\$2,174,000	\$0	\$0	\$0	\$159,131	\$2,333,131
Harrisburg, PA	\$13	\$4,257,600	\$5,574,052	\$1,416,607	\$11,248,259	\$452,630	\$0	\$0	\$1,191,270	\$12,892,159
Hartford, CT	\$92	\$10,482,840	\$4,147,600	\$67,562,160	\$82,192,600	\$0	\$0	\$480,000	\$0	\$82,672,600
Hickory, NC	\$0	\$0	\$411,854	\$0	\$411,854	\$0	\$0	\$0	\$413,615	\$825,469
Huntington, WV-KY-OH	\$1	\$50,000	\$1,536,186	\$151,917	\$1,738,103	\$0	\$0	\$0	\$2,013,217	\$3,751,320
Huntsville, AL	\$5	\$614,849	\$868,440	\$8,000	\$1,491,289	\$0	\$0	\$0	\$1,058,506	\$2,549,795
Indio-Cathedral City, CA	\$21	\$624,000	\$2,720,414	\$1,440,000	\$4,784,414	\$0	\$0	\$0	\$924,804	\$5,709,218
Kalamazoo, MI	\$7	\$207,200	\$0	\$40,000	\$247,200	\$0	\$0	\$0	\$2,383,966	\$2,631,166
Kennewick-Pasco, WA	\$47	\$3,554,688	\$680,245	\$189,143	\$4,424,076	\$0	\$0	\$0	\$3,386,438	\$7,810,514
Killeen, TX	\$0	\$0	\$547,605	\$0	\$547,605	\$0	\$0	\$0	\$1,642,815	\$2,190,420
Kissimmee, FL	\$35	\$958,837	\$9,467,238	\$0	\$10,426,075	\$0	\$0	\$0	\$0	\$10,426,075
Knoxville, TN	\$9	\$1,703,800	\$1,888,073	\$40,000	\$3,631,873	\$0	\$0	\$130,000	\$1,000,391	\$4,762,264
Lafayette, LA	\$1	\$200,000	\$552,367	\$0	\$752,367	\$0	\$0	\$0	\$1,409,982	\$2,162,349
Lakeland, FL	\$0	\$0	\$1,294,430	\$0	\$1,294,430	\$0	\$0	\$0	\$5,683,289	\$6,977,719
Lancaster, PA	\$10	\$2,307,762	\$2,675,743	\$0	\$4,983,505	\$3,479,513	\$0	\$0	\$0	\$8,463,018
Lancaster-Palmdale, CA	\$11	\$4,144,679	\$2,539,824	\$390,000	\$7,074,503	\$0	\$0	\$0	\$2,000,000	\$9,074,503
Lansing, MI	\$22	\$4,243,911	\$1,089,695	\$418,736	\$5,752,342	\$0	\$0	\$604,528	\$181,088	\$6,537,958
Laredo, TX	\$0	\$0	\$811,797	\$0	\$811,797	\$0	\$0	\$0	\$2,435,391	\$3,247,188
Lexington-Fayette, KY	\$0	\$0	\$4,415,738	\$158,057	\$4,573,795	\$0	\$0	\$0	\$0	\$4,573,795
Lincoln, NE	\$4	\$938,800	\$1,662,000	\$68,000	\$2,668,800	\$0	\$0	\$158,306	\$0	\$2,827,106
Little Rock, AR	\$9	\$3,371,858	\$1,912,638	\$1,247,933	\$6,532,429	\$0	\$0	\$435,849	\$0	\$6,968,278
Louisville/Jefferson County, KY-IN	\$6	\$4,369,000	\$12,716,930	\$1,815,530	\$18,901,460	\$0	\$0	\$0	\$0	\$18,901,460
Lubbock, TX	\$0	\$0	\$2,450,533	\$430,894	\$2,881,427	\$0	\$0	\$103,402	\$1,761,281	\$4,746,110
Madison, WI	\$4	\$1,017,414	\$6,101,366	\$774,877	\$7,893,657	\$0	\$0	\$0	\$0	\$7,893,657
McAllen, TX	\$11	\$2,400,000	\$6,080,621	\$666,044	\$9,146,665	\$0	\$0	\$120,000	\$3,296,968	\$12,563,633
Mission Viejo-Lake Forest-San Clemente, CA	\$28	\$16,768,396	\$2,574,009	\$0	\$19,342,405	\$0	\$0	\$0	\$0	\$19,342,405
Mobile, AL	\$0	\$0	\$1,154,703	\$20,000	\$1,174,703	\$0	\$0	\$202,000	\$1,700,000	\$3,076,703
Murrieta-Temecula-Menifee, CA	\$3	\$302,850	\$5,932,683	\$0	\$6,235,533	\$0	\$0	\$0	\$0	\$6,235,533
Myrtle Beach-Socastee, SC-NC	\$0	\$0	\$450,000	\$44,000	\$494,000	\$0	\$0	\$0	\$1,021,594	\$1,515,594
Nashua, NH-MA	\$0	\$0	\$1,152,944	\$8,000	\$1,160,944	\$0	\$0	\$158,328	\$1,120,768	\$2,440,040
Nashville-Davidson, TN	\$0	\$0	\$8,477,814	\$100,020	\$8,577,834	\$2,518,000	\$0	\$970,000	\$1,443,466	\$13,509,300
New Haven, CT	\$76	\$36,670,400	\$35,044	\$349,960	\$37,055,404	\$12,000,000	\$0	\$0	\$0	\$49,055,404

Table 15 cont'd. FY 2014 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
New Orleans, LA	\$0	\$0	\$15,281,279	\$49,400	\$15,330,679	\$5,552,372	\$0	\$268,000	\$1,680,400	\$22,831,451
Ogden-Layton, UT	\$1	\$314,260	\$10,005,238	\$0	\$10,319,498	\$0	\$0	\$265,657	\$0	\$10,585,155
Oklahoma City, OK	\$13	\$1,481,108	\$12,901,186	\$506,000	\$14,888,294	\$0	\$0	\$1,840,000	\$0	\$16,728,294
Omaha, NE-IA	\$10	\$2,552,082	\$4,168,737	\$323,725	\$7,044,544	\$0	\$0	\$1,042,080	\$0	\$8,086,624
Oxnard, CA	\$11	\$3,040,000	\$2,640,124	\$510,000	\$6,190,124	\$1,913,119	\$0	\$2,444,000	\$2,286,034	\$12,833,277
Palm Bay-Melbourne, FL	\$5	\$1,195,000	\$2,930,000	\$456,193	\$4,581,193	\$0	\$0	\$100,000	\$701,132	\$5,382,325
Palm Coast-Daytona Beach-Port Orange, FL	\$28	\$4,199,379	\$7,679,091	\$729,662	\$12,608,132	\$0	\$0	\$475,000	\$0	\$13,083,132
Pensacola, FL-AL	\$4	\$1,090,000	\$2,253,471	\$31,000	\$3,374,471	\$0	\$0	\$0	\$186,081	\$3,560,552
Peoria, IL	\$0	\$0	\$1,650,938	\$284,000	\$1,934,938	\$0	\$0	\$527,822	\$823,459	\$3,286,219
Port St. Lucie, FL	\$3	\$700,219	\$602,982	\$342,553	\$1,645,754	\$0	\$0	\$0	\$1,248,517	\$2,894,271
Portland, ME	\$2	\$752,000	\$555,564	\$865,200	\$2,172,764	-\$14,000	\$0	\$96,821	\$6,790,444	\$9,046,029
Poughkeepsie-Newburgh, NY-NJ	\$2	\$112,000	\$19,988,786	\$0	\$20,100,786	\$0	\$0	\$0	\$2,645,753	\$22,746,539
Provo-Orem, UT	\$1	\$223,752	\$8,659,218	\$0	\$8,882,970	\$0	\$0	\$141,951	\$620,912	\$9,645,833
Raleigh, NC	\$8	\$3,085,909	\$5,803,750	\$0	\$8,889,659	\$0	\$0	\$1,577,931	\$0	\$10,467,590
Reading, PA	\$15	\$6,091,055	\$1,493,756	\$800,000	\$8,384,811	\$0	\$0	\$0	\$0	\$8,384,811
Reno, NV-CA	\$5	\$550,000	\$3,156,115	\$2,076,748	\$5,782,863	\$0	\$0	\$0	\$52,250	\$5,835,113
Richmond, VA	\$26	\$7,520,700	\$5,765,188	\$2,479,124	\$15,765,012	\$0	\$0	\$0	\$1,389,892	\$17,154,904
Rochester, NY	\$0	\$0	\$4,002,900	\$0	\$4,002,900	\$0	\$0	\$0	\$0	\$4,002,900
Rockford, IL	\$0	\$0	\$1,560,937	\$91,000	\$1,651,937	\$0	\$0	\$0	\$159,122	\$1,811,059
Round Lake Beach-McHenry-Grayslake, IL-WI	\$0	\$0	\$0	\$0	\$0	\$4,243,625	\$0	\$0	\$0	\$4,243,625
Salem, OR	\$0	\$0	\$6,682,350	\$613,632	\$7,295,982	\$0	\$0	\$0	\$4,000,652	\$11,296,634
Santa Rosa, CA	\$4	\$583,175	\$2,323,651	\$0	\$2,906,826	\$0	\$0	\$0	\$0	\$2,906,826
Savannah, GA	\$0	\$0	\$5,769,310	\$1,232,000	\$7,001,310	\$0	\$0	\$36,000	\$1,169,341	\$8,206,651
Scranton, PA	\$8	\$1,479,000	\$5,657,206	\$601,856	\$7,738,062	\$0	\$0	\$0	\$0	\$7,738,062
Shreveport, LA	\$6	\$1,656,762	\$7,833,771	\$77,753	\$9,568,286	\$0	\$0	\$60,000	\$0	\$9,628,286
South Bend, IN-MI	\$9	\$2,664,000	\$1,908,376	\$236,361	\$4,808,737	\$1,183,665	\$0	\$0	\$1,376,501	\$7,368,903
Spokane, WA	\$0	\$0	\$780,450	\$0	\$780,450	\$0	\$0	\$0	\$1,468,397	\$2,248,847
Springfield, MA-CT	\$27	\$5,140,149	\$4,389,279	\$2,588,590	\$12,118,018	\$0	\$0	\$180,000	\$0	\$12,298,018
Springfield, MO	\$0	\$0	\$726,977	\$20,594	\$747,571	\$0	\$0	\$160,000	\$1,600,000	\$2,507,571
Stockton, CA	\$0	\$0	\$11,105,542	\$157,883	\$11,263,425	\$2,152,519	\$0	\$130,000	\$0	\$13,545,944
Syracuse, NY	\$0	\$0	\$4,804,536	\$281,600	\$5,086,136	\$0	\$0	\$0	\$3,000,000	\$8,086,136
Thousand Oaks, CA	\$2	\$68,000	\$1,709,977	\$105,351	\$1,883,328	\$853,881	\$0	\$200,000	\$51,200	\$2,988,409

Table 15 cont'd. FY 2014 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
Toledo, OH-MI	\$25	\$2,742,178	\$2,735,368	\$831,181	\$6,308,727	\$0	\$0	\$0	\$4,124,070	\$10,432,797
Tucson, AZ	\$51	\$7,233,032	\$11,945,033	\$3,968,948	\$23,147,013	\$0	\$0	\$0	\$0	\$23,147,013
Tulsa, OK	\$0	\$0	\$4,091,277	\$87,000	\$4,178,277	\$0	\$0	\$1,250,000	\$1,410,000	\$6,838,277
Urban Honolulu, HI	\$0	\$0	\$17,879,195	\$0	\$17,879,195	\$0	\$0	\$0	\$190,827	\$18,070,022
Victorville-Hesperia, CA	\$5	\$1,170,493	\$247,136	\$1,665,043	\$3,082,672	\$0	\$0	\$0	\$1,588,066	\$4,670,738
Visalia, CA	\$2	\$383,000	\$692,174	\$0	\$1,075,174	\$0	\$0	\$0	\$4,886,279	\$5,961,453
Wichita, KS	\$4	\$1,307,594	\$3,721,000	\$100,000	\$5,128,594	\$0	\$0	\$319,000	\$3,082,609	\$8,530,203
Wilmington, NC	\$5	\$200,000	\$1,545,273	\$24,400	\$1,769,673	\$0	\$0	\$0	\$1,850,021	\$3,619,694
Winston-Salem, NC	\$11	\$4,024,000	\$4,978,926	\$365,079	\$9,368,005	\$0	\$0	\$0	\$2,118,913	\$11,486,918
Worcester, MA-CT	\$53	\$2,705,473	\$9,001,819	\$7,165,699	\$18,872,991	\$0	\$0	\$645,192	\$2,134,000	\$21,652,183
York, PA	\$3	\$210,000	\$612,688	\$142,600	\$965,288	\$0	\$0	\$0	\$1,914,655	\$2,879,943
Youngstown, OH-PA	\$12	\$2,538,554	\$3,841,423	\$201,379	\$6,581,356	\$0	\$0	\$80,000	\$0	\$6,661,356
Subtotal	\$1,119	\$224,565,737	\$472,880,158	\$137,343,286	\$834,789,181	\$131,007,864	\$0	\$24,470,644	\$123,538,870	\$1,113,806,559
NOTE: Table does not include Management Training (\$12,000) for Omaha and (\$8,000) for Shreveport or Research for Indio-Cathedral City (\$80,000) and Tucson (\$200,000).										
50,000 - 200,000										
Abilene, TX	\$0	\$0	\$1,122,276	\$0	\$1,122,276	\$0	\$0	\$79,440	\$2,376,704	\$3,578,420
Albany, OR	\$1	\$352,000	\$143,400	\$10,364	\$505,764	\$0	\$0	\$0	\$530,900	\$1,036,664
Alexandria, LA	\$0	\$0	\$120,793	\$3,847	\$124,640	\$0	\$0	\$45,000	\$374,475	\$544,115
Altoona, PA	\$0	\$0	\$0	\$36,560	\$36,560	\$0	\$0	\$0	\$2,345,624	\$2,382,184
Amarillo, TX	\$3	\$425,000	\$724,371	\$180,000	\$1,329,371	\$0	\$0	\$0	\$1,839,075	\$3,168,446
Ames, IA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,970,542	\$1,970,542
Anderson, IN	\$10	\$1,000,701	\$0	\$0	\$1,000,701	\$0	\$0	\$0	\$928,726	\$1,929,427
Anderson, SC	\$3	\$653,200	\$150,000	\$0	\$803,200	\$0	\$0	\$0	\$387,500	\$1,190,700
Anniston-Oxford, AL	\$3	\$136,800	\$72,976	\$20,040	\$229,816	\$0	\$0	\$0	\$0	\$229,816
Arecibo, PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,582	\$132,582
Athens-Clarke County, GA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,037,000	\$2,037,000
Auburn, AL	\$2	\$160,000	\$235,546	\$6,400	\$401,946	\$0	\$0	\$0	\$317,374	\$719,320
Avondale-Goodyear, AZ	\$3	\$2,295,850	\$0	\$58,696	\$2,354,546	\$0	\$0	\$0	\$4,732,103	\$7,086,649
Bangor, ME	\$0	\$0	\$640,000	\$0	\$640,000	\$0	\$0	\$0	\$535,000	\$1,175,000
Battle Creek, MI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,026,861	\$1,026,861
Bay City, MI	\$0	\$0	\$57,760	\$0	\$57,760	\$0	\$0	\$0	\$1,345,585	\$1,403,345
Beaumont, TX	\$3	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$2,025,226	\$3,525,226

Table 15 cont'd. FY 2014 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
Bellingham, WA	\$23	\$1,260,240	\$488,000	\$2,345,523	\$4,093,763	\$0	\$0	\$0	\$0	\$4,093,763
Beloit, WI-IL	\$0	\$0	\$15,000	\$0	\$15,000	\$0	\$0	\$0	\$998,937	\$1,013,937
Bend, OR	\$0	\$0	\$600,702	\$0	\$600,702	\$0	\$0	\$0	\$1,918,212	\$2,518,914
Benton Harbor-St. Joseph-Fair Plain, MI	\$0	\$0	\$68,800	\$0	\$68,800	\$0	\$0	\$0	\$784,984	\$853,784
Billings, MT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,003,098	\$2,003,098
Binghamton, NY-PA	\$0	\$0	\$1,500,000	\$103,886	\$1,603,886	\$0	\$0	\$0	\$1,895,000	\$3,498,886
Bismarck, ND	\$0	\$0	\$504,494	\$0	\$504,494	\$0	\$0	\$0	\$1,979,797	\$2,484,291
Blacksburg, VA	\$10	\$3,947,512	\$49,897	\$450,043	\$4,447,452	\$0	\$0	\$0	\$3,480,737	\$7,928,189
Bloomington, IN	\$4	\$546,158	\$25,600	\$113,600	\$685,358	\$0	\$0	\$0	\$1,702,313	\$2,387,671
Bloomington-Normal, IL	\$0	\$0	\$20,000	\$348,800	\$368,800	\$0	\$0	\$0	\$1,660,048	\$2,028,848
Boulder, CO	\$0	\$0	\$3,400,290	\$0	\$3,400,290	\$0	\$0	\$0	\$0	\$3,400,290
Bowling Green, KY	\$2	\$205,000	\$263,386	\$0	\$468,386	\$0	\$0	\$4,000	\$643,114	\$1,115,500
Bremerton, WA	\$0	\$0	\$889,517	\$4,494,350	\$5,383,867	\$400,000	\$0	\$37,576	\$0	\$5,821,443
Bristol-Bristol, TN-VA	\$2	\$96,000	\$88,000	\$8,000	\$192,000	\$0	\$0	\$0	\$593,000	\$785,000
Burlington, NC	\$0	\$0	\$126,400	\$48,600	\$175,000	\$0	\$0	\$0	\$575,000	\$750,000
Burlington, VT	\$0	\$0	\$2,776,094	\$45,000	\$2,821,094	\$0	\$0	\$0	\$3,600,723	\$6,421,817
Camarillo, CA	\$4	\$384,100	\$570,548	\$0	\$954,648	\$535,000	\$0	\$25,000	\$1,075,000	\$2,589,648
Cape Girardeau, MO-IL	\$5	\$133,550	\$108,630	\$0	\$242,180	\$0	\$0	\$0	\$808,342	\$1,050,522
Carson City, NV	\$2	\$230,000	\$618,733	\$793,674	\$1,642,407	\$0	\$0	\$0	\$225,000	\$1,867,407
Casper, WY	\$0	\$0	\$275,542	\$0	\$275,542	\$0	\$0	\$0	\$723,950	\$999,492
Cedar Rapids, IA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,610,523	\$2,610,523
Champaign, IL	\$0	\$0	\$0	\$7,400,000	\$7,400,000	\$0	\$0	\$0	\$0	\$7,400,000
Charleston, WV	\$2	\$465,000	\$24,800	\$209,998	\$699,798	\$0	\$0	\$0	\$2,560,066	\$3,259,864
Charlottesville, VA	\$7	\$1,810,361	\$69,333	\$76,314	\$1,956,008	\$0	\$0	\$0	\$2,549,392	\$4,505,400
Chico, CA	\$6	\$2,750,674	\$0	\$1,800,000	\$4,550,674	\$0	\$0	\$0	\$2,306,877	\$6,857,551
Clarksville, TN-KY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,000	\$96,000
Coeur D'Alene, ID	\$0	\$0	\$774,850	\$0	\$774,850	\$0	\$0	\$0	\$1,218,000	\$1,992,850
Columbia, MO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,261,562	\$2,261,562
Columbus, IN	\$0	\$0	\$0	\$101,433	\$101,433	\$0	\$0	\$0	\$752,372	\$853,805
Corvallis, OR	\$1	\$332,001	\$243,088	\$0	\$575,089	\$0	\$0	\$0	\$1,327,756	\$1,902,845
Cumberland, MD-WV-PA	\$0	\$0	\$258,622	\$0	\$258,622	\$0	\$0	\$0	\$571,181	\$829,803
Danbury, CT-NY	\$24	\$4,878,400	\$786,000	\$220,000	\$5,884,400	\$0	\$0	\$0	\$492,302	\$6,376,702

Table 15 cont'd. FY 2014 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
Danville, IL-IN	\$2	\$70,000	\$1,462,500	\$50,000	\$1,582,500	\$0	\$0	\$0	\$560,000	\$2,142,500
Davis, CA	\$0	\$0	\$1,320,000	\$101,071	\$1,421,071	\$0	\$0	\$0	\$1,300,000	\$2,721,071
Decatur, AL	\$3	\$160,000	\$55,459	\$0	\$215,459	\$0	\$0	\$0	\$468,652	\$684,111
Decatur, IL	\$0	\$0	\$190,000	\$0	\$190,000	\$0	\$0	\$0	\$1,737,500	\$1,927,500
DeKalb, IL	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Deltona, FL	\$12	\$2,802,428	\$4,438,411	\$0	\$7,240,839	\$0	\$0	\$0	\$2,316,727	\$9,557,566
Dothan, AL	\$0	\$0	\$140,000	\$0	\$140,000	\$0	\$0	\$0	\$645,666	\$785,666
Dover, DE	\$11	\$854,671	\$190,800	\$488,593	\$1,534,064	\$0	\$0	\$0	\$0	\$1,534,064
Dover-Rochester, NH-ME	\$0	\$0	\$396,000	\$0	\$396,000	\$0	\$0	\$19,837	\$1,003,786	\$1,419,623
Dubuque, IA-IL	\$0	\$0	\$3,200	\$0	\$3,200	\$0	\$0	\$0	\$1,467,766	\$1,470,966
Duluth, MN-WI	\$0	\$0	\$500,000	\$225,259	\$725,259	\$0	\$0	\$0	\$1,743,604	\$2,468,863
East Stroudsburg, PA-NJ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$843,926	\$843,926
Eau Claire, WI	\$2	\$51,496	\$0	\$0	\$51,496	\$0	\$0	\$0	\$1,883,037	\$1,934,533
El Centro-Calexico, CA	\$0	\$0	\$2,371,399	\$0	\$2,371,399	\$0	\$0	\$0	\$0	\$2,371,399
El Paso de Robles (Paso Robles)-Atascadero, CA	\$1	\$51,000	\$94,000	\$24,000	\$169,000	\$0	\$0	\$0	\$1,040,876	\$1,209,876
Elizabethtown-Radcliff, KY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$903,501	\$903,501
Elkhart, IN-MI	\$0	\$0	\$190,947	\$0	\$190,947	\$0	\$0	\$0	-\$190,947	\$0
Elmira, NY	\$1	\$120,655	\$867,493	\$0	\$988,148	\$0	\$0	\$0	\$510,935	\$1,499,083
Erie, PA	\$2	\$68,010	\$320,000	\$1,430	\$389,440	\$0	\$0	\$0	\$3,625,942	\$4,015,382
Fairbanks, AK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$751,937	\$751,937
Fairfield, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,705	\$5,000,705
Fargo, ND-MN	\$3	\$443,350	\$898,000	\$44,800	\$1,386,150	\$0	\$0	\$20,000	\$1,262,552	\$2,668,702
Farmington, NM	\$4	\$252,650	\$0	\$36,000	\$288,650	\$0	\$0	\$60,320	\$801,348	\$1,150,318
Flagstaff, AZ	\$0	\$0	\$242,239	\$1,515,871	\$1,758,110	\$0	\$0	\$0	\$1,190,113	\$2,948,223
Florence, AL	\$1	\$48,000	\$174,250	\$72,000	\$294,250	\$0	\$0	\$0	\$1,078,411	\$1,372,661
Florida-Imbéry-Barceloneta, PR	\$0	\$0	\$270,732	\$34,800	\$305,532	\$0	\$0	\$0	\$417,464	\$722,996
Fond du Lac, WI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$613,487	\$613,487
Fort Smith, AR-OK	\$1	\$35,322	\$418,386	\$4,632	\$458,340	\$0	\$0	\$50,000	\$1,203,561	\$1,711,901
Fort Walton Beach-Navarre-Wright, FL	\$1	\$26,000	\$358,777	\$70,000	\$454,777	\$0	\$0	\$0	\$700,000	\$1,154,777
Frederick, MD	\$3	\$155,083	\$480,000	\$0	\$635,083	\$0	\$0	\$0	\$1,705,974	\$2,341,057
Fredericksburg, VA	\$2	\$240,000	\$292,436	\$40,000	\$572,436	\$0	\$0	\$0	\$2,128,300	\$2,700,736
Gadsden, AL	\$4	\$280,000	\$72,000	\$0	\$352,000	\$0	\$0	\$0	\$366,335	\$718,335

Table 15 cont'd. FY 2014 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
Gainesville, FL	\$2	\$1,153,722	\$830,000	\$88,000	\$2,071,722	\$0	\$0	\$0	\$1,800,000	\$3,871,722
Gainesville, GA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358,276	\$358,276
Gilroy-Morgan Hill, CA	\$1	\$293,289	\$3,421,363	\$54,035	\$3,768,687	\$0	\$0	\$0	\$1,130,062	\$4,898,749
Glens Falls, NY	\$2	\$152,000	\$208,000	\$0	\$360,000	\$0	\$0	\$0	\$665,000	\$1,025,000
Goldsboro, NC	\$2	\$380,938	\$811,860	\$0	\$1,192,798	\$0	\$0	\$0	\$600,000	\$1,792,798
Grand Forks, ND-MN	\$0	\$0	\$0	\$20,532	\$20,532	\$0	\$0	\$0	\$2,032,761	\$2,053,293
Grants Pass, OR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$716,518	\$716,518
Great Falls, MT	\$0	\$0	\$113,959	\$0	\$113,959	\$0	\$0	\$0	\$1,233,635	\$1,347,594
Greenville, NC	\$1	\$260,312	\$5,000,112	\$0	\$5,260,424	\$0	\$0	\$0	\$622,732	\$5,883,156
Hagerstown, MD-WV-PA	\$0	\$0	\$473,407	\$48,036	\$521,443	\$0	\$0	\$48,000	\$1,647,872	\$2,217,315
Hanford, CA	\$0	\$0	\$160,000	\$0	\$160,000	\$0	\$0	\$0	\$2,777,589	\$2,937,589
Harlingen, TX	\$9	\$2,246,450	\$40,000	\$200,000	\$2,486,450	\$0	\$0	\$0	\$500,000	\$2,986,450
Harrisonburg, VA	\$8	\$2,088,000	\$0	\$4,863,341	\$6,951,341	\$0	\$0	\$0	\$910,840	\$7,862,181
Hattiesburg, MS	\$1	\$100,000	\$283,910	\$16,000	\$399,910	\$0	\$0	\$0	\$533,982	\$933,892
Hazleton, PA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$805,172	\$805,172
Hemet, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
Hinesville, GA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$235,396	\$235,396
Holland, MI	\$2	\$248,000	\$0	\$140,000	\$388,000	\$0	\$0	\$0	\$1,200,000	\$1,588,000
Hot Springs, AR	\$2	\$388,624	\$270,572	\$12,900	\$672,096	\$0	\$0	\$0	\$641,927	\$1,314,023
Houma, LA	\$0	\$0	\$409,562	\$0	\$409,562	\$0	\$0	\$71,754	\$636,517	\$1,117,833
Idaho Falls, ID	\$0	\$0	\$225,000	\$0	\$225,000	\$0	\$0	\$5,000	\$600,000	\$830,000
Iowa City, IA	\$5	\$1,696,000	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$2,375,541	\$4,071,541
Ithaca, NY	\$1	\$104,569	\$88,000	\$0	\$192,569	\$0	\$0	\$0	\$0	\$192,569
Jackson, MI	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$0	\$1,150,000	\$1,160,000
Jackson, TN	\$0	\$0	\$560,000	\$42,400	\$602,400	\$0	\$0	\$0	\$687,896	\$1,290,296
Jacksonville, NC	\$0	\$0	\$148,000	\$0	\$148,000	\$0	\$0	\$36,000	\$410,000	\$594,000
Janesville, WI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,173,476	\$1,173,476
Jefferson City, MO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,504	\$738,504
Johnson City, TN	\$0	\$40,000	\$457,075	\$64,600	\$561,675	\$0	\$0	\$0	\$1,203,877	\$1,765,552
Johnstown, PA	\$0	\$0	\$0	\$608,000	\$608,000	\$0	\$0	\$0	\$0	\$608,000
Jonesboro, AR	\$0	\$0	\$1,099,546	\$0	\$1,099,546	\$0	\$0	\$0	\$0	\$1,099,546
Joplin, MO	\$2	\$350,000	\$0	\$0	\$350,000	\$0	\$0	\$100,000	\$339,867	\$789,867

Table 15 cont'd. FY 2014 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
Juana Díaz, PR	\$0	\$0	\$156,000	\$0	\$156,000	\$0	\$0	\$0	\$50,500	\$206,500
Kailua (Honolulu County)-Kaneohe, HI	\$0	\$0	\$5,053,090	\$0	\$5,053,090	\$0	\$0	\$0	\$0	\$5,053,090
Kankakee, IL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,689,864	\$1,689,864
Kenosha, WI-IL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,158,920	\$2,158,920
Kingsport, TN-VA	\$0	\$0	\$44,000	\$0	\$44,000	\$0	\$0	\$0	\$631,250	\$675,250
Kokomo, IN	\$2	\$90,541	\$0	\$0	\$90,541	\$0	\$0	\$0	\$950,000	\$1,040,541
La Crosse, WI-MN	\$9	\$244,800	\$0	\$0	\$244,800	\$0	\$0	\$0	\$2,148,056	\$2,392,856
Lafayette, IN	\$2	\$930,000	\$0	\$350,000	\$1,280,000	\$0	\$0	\$0	\$457,773	\$1,737,773
Lafayette-Louisville-Erie, CO	\$0	\$0	\$1,119,901	\$0	\$1,119,901	\$0	\$0	\$0	\$0	\$1,119,901
Lake Charles, LA	\$2	\$351,250	\$360,000	\$152,930	\$864,180	\$0	\$0	\$0	\$906,513	\$1,770,693
Las Cruces, NM	\$2	\$365,350	\$38,034	\$81,600	\$484,984	\$0	\$0	\$0	\$3,336,749	\$3,821,733
Lawrence, KS	\$1	\$100,000	\$400,000	\$0	\$500,000	\$0	\$0	\$165,000	\$1,457,147	\$2,122,147
Lawton, OK	\$0	\$0	\$577,243	\$93,581	\$670,824	\$0	\$0	\$112,000	\$757,766	\$1,540,590
Lebanon, PA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,230,143	\$1,230,143
Lee's Summit, MO	\$0	\$0	\$2,005,206	\$0	\$2,005,206	\$0	\$0	\$0	\$0	\$2,005,206
Leesburg-Eustis-Tavares, FL	\$3	\$1,353,000	\$10,000	\$240,356	\$1,603,356	\$0	\$0	\$20,000	\$1,775,940	\$3,399,296
Lewiston, ID-WA	\$2	\$195,622	\$107,517	\$9,000	\$312,139	\$0	\$0	\$0	\$552,382	\$864,521
Lewiston, ME	\$2	\$198,085	\$734,000	\$0	\$932,085	\$0	\$0	\$140,000	\$908,725	\$1,980,810
Lima, OH	\$0	\$0	\$411,123	\$89,000	\$500,123	\$0	\$0	\$40,000	\$495,466	\$1,035,589
Livermore, CA	\$0	\$0	\$1,537,081	\$0	\$1,537,081	\$0	\$0	\$0	\$0	\$1,537,081
Lodi, CA	\$0	\$0	\$332,800	\$0	\$332,800	\$0	\$0	\$0	\$1,220,000	\$1,552,800
Logan, UT	\$5	\$777,300	\$518,366	\$0	\$1,295,666	\$0	\$0	\$0	\$797,005	\$2,092,671
Lompoc, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,203,039	\$1,203,039
Longmont, CO	\$0	\$0	\$2,327,906	\$0	\$2,327,906	\$0	\$0	\$0	\$0	\$2,327,906
Longview, TX	\$2	\$490,576	\$1,164,856	\$0	\$1,655,432	\$0	\$0	\$151,000	\$647,918	\$2,454,350
Longview, WA-OR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$909,829	\$909,829
Lynchburg, VA	\$0	\$0	\$1,178,577	\$434,634	\$1,613,211	\$0	\$0	\$0	\$2,039,536	\$3,652,747
Macon, GA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,241,009	\$2,241,009
Madera, CA	\$3	\$319,000	\$260,000	\$300,000	\$879,000	\$0	\$0	\$0	\$2,287,500	\$3,166,500
Manchester, NH	\$3	\$159,120	\$620,192	\$37,680	\$816,992	\$0	\$0	\$0	\$1,060,099	\$1,877,091
Mandeville-Covington, LA	\$0	\$0	\$937,600	\$0	\$937,600	\$0	\$0	\$48,000	\$1,228,007	\$2,213,607
Mankato, MN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$871,510	\$871,510

Table 15 cont'd. FY 2014 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
Missoula, MT	\$3	\$1,216,103	\$534,282	\$0	\$1,750,385	\$0	\$0	\$38,095	\$1,886,644	\$3,675,124
Monessen-California, PA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$872,000	\$872,000
Monroe, LA	\$0	\$0	\$510,384	\$110,000	\$620,384	\$0	\$0	\$0	\$900,000	\$1,520,384
Monroe, MI	\$2	\$558,774	\$0	\$86,333	\$645,107	\$0	\$0	\$0	\$411,515	\$1,056,622
Morgantown, WV	\$0	\$0	\$153,400	\$12,465	\$165,865	\$0	\$0	\$0	\$1,906,562	\$2,072,427
Mount Vernon, WA	\$0	\$0	\$56,000	\$0	\$56,000	\$0	\$0	\$0	\$1,468,302	\$1,524,302
Muncie, IN	\$2	\$160,000	\$0	\$64,000	\$224,000	\$0	\$0	\$0	\$1,685,356	\$1,909,356
Murfreesboro, TN	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0	\$0	\$500,000	\$520,000
Muskegon, MI	\$1	\$113,600	\$505,515	\$188,000	\$807,115	\$0	\$0	\$0	\$1,825,388	\$2,632,503
Nampa, ID	\$0	\$0	\$242,163	\$235,000	\$477,163	\$0	\$0	\$0	\$518,000	\$995,163
Napa, CA	\$0	\$0	\$116,794	\$0	\$116,794	\$0	\$0	\$80,000	\$0	\$196,794
New Bedford, MA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155,588	\$3,155,588
Newark, OH	\$0	\$0	\$640,000	\$0	\$640,000	\$0	\$0	\$0	\$2,073,471	\$2,713,471
Norman, OK	\$2	\$359,711	\$1,328,304	\$0	\$1,688,015	\$0	\$0	\$412,000	\$1,156,170	\$3,256,185
North Port-Port Charlotte, FL	\$2	\$222,670	\$410,000	\$102,288	\$734,958	\$0	\$0	\$0	\$706,135	\$1,441,093
Odessa, TX	\$0	\$0	\$3,584,750	\$2,520,000	\$6,104,750	\$0	\$0	\$350,000	\$764,500	\$7,219,250
Olympia-Lacey, WA	\$0	\$0	\$7,567,434	\$0	\$7,567,434	\$0	\$0	\$0	\$34,000	\$7,601,434
Oshkosh, WI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,458,143	\$1,458,143
Owensboro, KY	\$0	\$0	\$721,542	\$0	\$721,542	\$0	\$0	\$28,800	\$1,543,495	\$2,293,837
Parkersburg, WV-OH	\$0	\$0	\$145,104	\$880	\$145,984	\$0	\$0	\$0	\$1,009,468	\$1,155,452
Pascagoula, MS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$920,869	\$920,869
Petaluma, CA	\$4	\$1,131,051	\$198,593	\$0	\$1,329,644	\$0	\$0	\$0	\$0	\$1,329,644
Pine Bluff, AR	\$0	\$0	\$704,432	\$22,500	\$726,932	\$0	\$0	\$38,400	\$654,227	\$1,419,559
Pittsfield, MA	\$0	\$0	\$94,400	\$111,016	\$205,416	\$0	\$0	\$0	\$1,488,689	\$1,694,105
Pocatello, ID	\$0	\$0	\$290,000	\$200,000	\$490,000	\$0	\$0	\$0	\$580,000	\$1,070,000
Ponce, PR	\$21	\$2,676,469	\$1,246,041	\$12,000	\$3,934,510	\$0	\$0	\$0	\$2,463,199	\$6,397,709
Port Huron, MI	\$7	\$923,862	\$0	\$0	\$923,862	\$0	\$0	\$0	\$1,891,067	\$2,814,929
Porterville, CA	\$0	\$0	\$325,600	\$400,000	\$725,600	\$0	\$0	\$0	\$1,422,824	\$2,148,424
Portsmouth, NH-ME	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,898	\$569,898
Pottstown, PA	\$0	\$0	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$1,480,000	\$1,580,000
Pueblo, CO	\$0	\$0	\$300,585	\$0	\$300,585	\$0	\$0	\$0	\$1,665,268	\$1,965,853
Racine, WI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,720,144	\$2,720,144

Table 15 cont'd. FY 2014 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
Mansfield, OH	\$0	\$0	\$555,960	\$0	\$555,960	\$0	\$0	\$156,000	\$644,745	\$1,356,705
Marysville, WA	\$0	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$19,614	\$2,798,068	\$3,317,682
McKinney, TX	\$8	\$1,000,000	\$285,000	\$773,500	\$2,058,500	\$0	\$0	\$175,000	\$3,041,227	\$5,274,727
Medford, OR	\$0	\$0	\$594,909	\$219,839	\$814,748	\$0	\$0	\$0	\$4,876,004	\$5,690,752
Merced, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,866,522	\$3,866,522
Michigan City-La Porte, IN-MI	\$7	\$688,000	\$0	\$0	\$688,000	\$0	\$0	\$0	\$912,428	\$1,600,428
Middletown, OH	\$7	\$2,070,000	\$458,323	\$63,000	\$2,591,323	\$0	\$0	\$0	\$0	\$2,591,323
Midland, MI	\$6	\$336,000	\$56,000	\$200,000	\$592,000	\$0	\$0	\$0	\$363,404	\$955,404
Rapid City, SD	\$4	\$340,000	\$475,697	\$0	\$815,697	\$0	\$0	\$0	\$801,270	\$1,616,967
Redding, CA	\$1	\$131,200	\$13,120	\$0	\$144,320	\$0	\$0	\$0	\$750,000	\$894,320
Rochester, MN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,783,130	\$1,783,130
Rocky Mount, NC	\$1	\$320,000	\$484,671	\$0	\$804,671	\$0	\$0	\$0	\$420,005	\$1,224,676
Rome, GA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$875,000	\$875,000
Saginaw, MI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,791,597	\$1,791,597
Salinas, Ca	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,012,952	\$4,012,952
Salisbury, MD-DE	\$6	\$271,265	\$779,600	\$85,840	\$1,136,705	\$0	\$0	\$0	\$1,118,103	\$2,254,808
San Angelo, TX	\$0	\$0	\$750,797	\$107,763	\$858,560	\$0	\$0	\$0	\$588,798	\$1,447,358
San Luis Obispo, CA	\$1	\$51,000	\$48,000	\$50,000	\$149,000	\$0	\$0	\$0	\$888,459	\$1,037,459
Sandusky, OH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Santa Barbara, CA	\$0	\$0	\$362,000	\$50,000	\$412,000	\$0	\$0	\$0	\$10,949,706	\$11,361,706
Santa Cruz, CA	\$0	\$0	\$376,953	\$0	\$376,953	\$0	\$0	\$0	\$7,373,565	\$7,750,518
Santa Fe, NM	\$0	\$0	\$0	\$1,563	\$1,563	\$0	\$0	\$0	\$1,562,385	\$1,563,948
Santa Maria, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,349	\$220,349
Seaside-Monterey, CA	\$2	\$447,000	\$15,839	\$41,600	\$504,439	\$0	\$0	\$0	\$3,147,531	\$3,651,970
Sebastian-Vero Beach South-Florida Ridge, FL	\$3	\$894,000	\$1,141,930	\$327,845	\$2,363,775	\$0	\$0	\$0	\$1,800,000	\$4,163,775
Sheboygan, WI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,293,177	\$1,293,177
Sherman, TX	\$0	\$0	\$135,000	\$0	\$135,000	\$0	\$0	\$100,000	\$1,018,117	\$1,253,117
Sierra Vista, AZ	\$0	\$0	\$163,916	\$0	\$163,916	\$0	\$0	\$83,992	\$455,069	\$702,977
Simi Valley, CA	\$3	\$1,460,700	\$1,962,623	\$561,706	\$3,985,029	\$0	\$0	\$0	\$3,047,638	\$7,032,667
Sioux City, IA-NE-SD	\$1	\$340,000	\$0	\$0	\$340,000	\$0	\$0	\$0	\$1,393,471	\$1,733,471
Sioux Falls, SD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,035,100	\$4,035,100
South Lyon-Howell, MI	\$0	\$0	\$295,215	\$0	\$295,215	\$0	\$0	\$0	\$1,050,127	\$1,345,342

Table 15 cont'd. FY 2014 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
Spartanburg, SC	\$0	\$0	\$325,000	\$0	\$325,000	\$0	\$0	\$0	\$677,830	\$1,002,830
Springfield, IL	\$1	\$492,200	\$0	\$584,800	\$1,077,000	\$0	\$0	\$0	\$1,204,592	\$2,281,592
Springfield, OH	\$1	\$45,000	\$1,243,320	\$0	\$1,288,320	\$0	\$0	\$59,200	\$326,204	\$1,673,724
St. Augustine, FL	\$11	\$854,500	\$492,000	\$52,150	\$1,398,650	\$0	\$0	\$7,500	\$968,370	\$2,374,520
St. Charles, MD	\$2	\$97,742	\$261,830	\$0	\$359,572	\$0	\$0	\$0	\$2,547,063	\$2,906,635
St. Cloud, MN	\$0	\$0	\$912,047	\$915,927	\$1,827,974	\$0	\$0	\$0	\$1,191,000	\$3,018,974
St. George, UT	\$3	\$747,803	\$60,000	\$0	\$807,803	\$0	\$0	\$0	\$625,386	\$1,433,189
St. Joseph, MO-KS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,358,053	\$1,358,053
State College, PA	\$5	\$650,000	\$55,000	\$100,000	\$805,000	\$0	\$0	\$0	\$5,601,408	\$6,406,408
Temple, TX	\$0	\$0	\$160,000	\$0	\$160,000	\$0	\$0	\$21,725	\$1,037,111	\$1,218,836
Terre Haute, IN	\$0	\$0	\$565,352	\$0	\$565,352	\$0	\$0	\$0	\$1,135,634	\$1,700,986
Texarkana-Texarkana, AR	\$0	\$0	\$319,521	\$0	\$319,521	\$0	\$0	\$0	\$0	\$319,521
Texarkana-Texarkana, TX-AR	\$0	\$0	\$59,303	\$0	\$59,303	\$0	\$0	\$72,500	\$513,906	\$645,709
Titusville, FL	\$1	\$375,000	\$30,000	\$0	\$405,000	\$0	\$0	\$0	\$330,000	\$735,000
Topeka, KS	\$0	\$0	\$960,000	\$0	\$960,000	\$0	\$0	\$0	\$1,186,174	\$2,146,174
Tracy, CA	\$2	\$420,000	\$284,635	\$0	\$704,635	\$0	\$0	\$0	\$1,009,625	\$1,714,260
Turlock, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230,432	\$230,432
Tuscaloosa, AL	\$2	\$119,000	\$419,200	\$64,800	\$603,000	\$0	\$0	\$0	\$462,500	\$1,065,500
Tyler, TX	\$2	\$624,000	\$548,833	\$17,892	\$1,190,725	\$0	\$0	\$0	\$2,286,604	\$3,477,329
Uniontown-Connellsville, PA	\$0	\$0	\$0	\$137,393	\$137,393	\$0	\$0	\$0	\$0	\$137,393
Vacaville, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$985,000	\$985,000
Vallejo, CA	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$2,846,422	\$3,846,422
Victoria, TX	\$2	\$196,350	\$298,896	\$53,607	\$548,853	\$0	\$0	\$0	\$626,844	\$1,175,697
Waco, TX	\$0	\$0	\$2,534,188	\$15,358	\$2,549,546	\$0	\$0	\$221,000	\$2,472,359	\$5,242,905
Waterbury, CT	\$16	\$11,329,600	\$0	\$0	\$11,329,600	\$42,475,972	\$0	\$0	\$0	\$53,805,572
Waterloo, IA	\$3	\$296,336	\$0	\$0	\$296,336	\$0	\$0	\$0	\$1,590,109	\$1,886,445
Watsonville, CA	\$0	\$0	\$321,950	\$0	\$321,950	\$0	\$0	\$0	\$2,960,166	\$3,282,116
Wausau, WI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,145,794	\$1,145,794
Weirton-Steubenville, WV-OH-PA	\$3	\$140,001	\$631,960	\$0	\$771,961	\$0	\$0	\$70,320	\$666,795	\$1,509,076
Wenatchee, WA	\$0	\$0	\$48,810	\$17,732	\$66,542	\$0	\$0	\$0	\$3,464,371	\$3,530,913
West Bend, WI	\$3	\$95,637	\$745,419	\$0	\$841,056	\$0	\$0	\$0	\$378,017	\$1,219,073
Westminster-Eldersburg, MD	\$4	\$194,140	\$160,000	\$0	\$354,140	\$0	\$0	\$0	\$290,384	\$644,524

Table 15 cont'd. FY 2014 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
Wheeling, WV-OH	\$2	\$114,550	\$84,375	\$21,600	\$220,525	\$0	\$0	\$0	\$1,410,562	\$1,631,087
Wichita Falls, TX	\$2	\$233,102	\$896,723	\$600	\$1,130,425	\$0	\$0	\$19,803	\$387,197	\$1,537,425
Williamsburg, VA	\$3	\$963,200	\$1,211,162	\$116,974	\$2,291,336	\$0	\$0	\$0	\$200,000	\$2,491,336
Williamsport, PA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Winchester, VA	\$0	\$0	\$0	\$199,616	\$199,616	\$0	\$0	\$0	\$449,088	\$648,704
Yakima, WA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,722,319	\$4,722,319
Yauco, PR	\$2	\$169,500	\$60,000	\$36,400	\$265,900	\$0	\$0	\$0	\$551,569	\$817,469
Yuba City, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Yuma, AZ-CA	\$0	\$0	\$1,910,025	\$100,060	\$2,010,085	\$0	\$0	\$197,903	\$1,012,275	\$3,220,263
Zephyrhills, FL	\$4	\$475,000	\$0	\$172,528	\$647,528	\$0	\$0	\$0	\$225,000	\$872,528
Subtotal	\$417	\$78,641,826	\$113,884,760	\$39,314,784	\$231,841,370	\$43,410,972	\$0	\$3,429,779	\$326,024,839	\$604,706,960
NOTE: Table does not include Research for Petaluma (\$42,470) and Management Training for Fort Walton Beach-Navarre-Wright (\$14,000)										
Illinois Gov App	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,131,985	\$1,131,985
Oregon Gov App	\$1	\$59,500	\$5,600	\$0	\$65,100	\$0	\$0	\$0	\$59,500	\$124,600
Texas Gov App	\$0	\$0	\$1,864,422	\$0	\$1,864,422	\$0	\$0	\$0	\$0	\$1,864,422
Virgin Islands Gov App	\$6	\$1,751,289	\$370,000	\$370,000	\$2,491,289	\$0	\$0	\$0	\$644,448	\$3,135,737
Subtotal	\$7	\$1,810,789	\$2,240,022	\$370,000	\$4,420,811	\$0	\$0	\$0	\$1,835,933	\$6,256,744
Total	\$4,051	\$1,112,184,945	\$2,633,885,198	\$348,534,805	\$4,094,604,948	\$2,026,075,174	\$172,543,917	\$60,726,567	\$555,262,764	\$6,909,213,370
NOTE: Spare Parts/Associated Capital Maintenance Items included in total dollar amount for Bus Purchases but not included in column for # of buses.										

Table 16 FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
> 1,000,000								
Atlanta, GA	\$29,333,951	49.5	\$29,906,193	50.5	\$59,240,144	2.8	\$159,737,455	37.1
Austin, TX	\$0	0.0	\$0	0.0	\$0	0.0	\$62,363,145	0.0
Baltimore, MD	\$25,342,716	81.6	\$5,721,684	18.4	\$31,064,400	1.4	\$184,597,744	16.8
Boston, MA-NH-RI	\$6,801,118	100.0	\$0	0.0	\$6,801,118	0.3	\$221,630,359	3.1
Charlotte, NC-SC	\$3,940,000	82.1	\$860,000	17.9	\$4,800,000	0.2	\$190,407,574	2.5
Chicago, IL-IN	\$909,560	16.1	\$4,749,054	83.9	\$5,658,614	0.3	\$579,756,930	1.0
Cincinnati, OH-KY-IN	\$15,222,079	100.0	\$0	0.0	\$15,222,079	0.7	\$35,635,279	42.7
Cleveland, OH	\$14,689,654	83.8	\$2,845,018	16.2	\$17,534,672	0.8	\$75,418,304	23.2
Columbus, OH	\$327,200	100.0	\$0	0.0	\$327,200	0.0	\$20,937,874	1.6
Dallas-Fort Worth-Arlington, TX	\$107,126,725	100.0	\$0	0.0	\$107,126,725	5.0	\$194,502,333	55.1
Denver-Aurora, CO	\$20,730,568	100.0	\$0	0.0	\$20,730,568	1.0	\$210,338,391	9.9
Detroit, MI	\$39,093,104	100.0	\$0	0.0	\$39,093,104	1.8	\$109,445,996	35.7
Houston, TX	\$52,321,174	100.0	\$0	0.0	\$52,321,174	2.4	\$287,346,855	18.2
Indianapolis, IN	\$10,450,000	100.0	\$0	0.0	\$10,450,000	0.5	\$29,695,831	35.2
Jacksonville, FL	\$3,950,000	0.0	\$1,000,000	0.0	\$0	0.0	\$9,428,116	0.0
Kansas City, MO-KS	\$8,223,833	100.0	\$0	0.0	\$8,223,833	0.4	\$51,427,189	16.0
Las Vegas-Henderson, NV	\$0	0.0	\$0	0.0	\$0	0.0	\$11,641,314	0.0
Los Angeles-Long Beach-Anaheim, CA	\$383,896,853	98.0	\$7,699,762	2.0	\$391,596,615	18.3	\$1,080,232,913	36.3
Memphis, TN-MS-AR	\$9,400,000	100.0	\$0	0.0	\$9,400,000	0.4	\$15,203,815	61.8
Miami, FL	\$44,478,851	84.8	\$8,000,000	15.2	\$52,478,851	2.4	\$199,918,735	26.3
Milwaukee, WI	\$11,551,693	100.0	\$0	0.0	\$11,551,693	0.5	\$21,677,190	53.3
Minneapolis-St. Paul, MN-WI	\$0	0.0	\$0	0.0	\$0	0.0	\$198,903,602	0.0
New York-Newark, NY-NJ-CT	\$182,143,656	51.4	\$171,961,553	48.6	\$354,105,209	16.5	\$4,012,550,932	8.8
Orlando, FL	\$15,557,867	100.0	\$0	0.0	\$15,557,867	0.7	\$66,884,105	23.3
Philadelphia, PA-NJ-DE-MD	\$34,907,795	99.1	\$318,535	0.9	\$35,226,330	1.6	\$296,340,990	11.9
Phoenix-Mesa, AZ	\$38,477,472	100.0	\$0	0.0	\$38,477,472	1.8	\$177,183,602	21.7
Pittsburgh, PA	\$4,132,372	100.0	\$0	0.0	\$4,132,372	0.2	\$76,149,618	5.4
Portland, OR-WA	\$20,881,023	34.9	\$38,893,905	65.1	\$59,774,928	2.8	\$204,916,858	29.2
Providence, RI-MA	\$11,335,929	100.0	\$0	0.0	\$11,335,929	0.5	\$29,086,925	39.0
Riverside-San Bernardino, CA	\$10,819,527	100.0	\$0	0.0	\$10,819,527	0.5	\$171,810,954	6.3
Sacramento, CA	\$29,680,566	76.7	\$8,996,671	23.3	\$38,677,237	1.8	\$146,804,221	26.3
Salt Lake City-West Valley City, UT	\$8,692,928	44.3	\$10,918,563	55.7	\$19,611,491	0.9	\$46,358,369	42.3

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
San Antonio, TX	\$25,647,142	100.0	\$0	0.0	\$25,647,142	1.2	\$38,095,050	67.3
San Diego, CA	\$36,311,353	100.0	\$0	0.0	\$36,311,353	1.7	\$182,133,447	19.9
San Francisco-Oakland, CA	\$7,412,321	36.0	\$13,166,628	64.0	\$20,578,949	1.0	\$687,916,660	3.0
San Jose, CA	\$67,522,363	100.0	\$0	0.0	\$67,522,363	3.2	\$425,998,565	15.9
San Juan, PR	\$10,191,517	21.2	\$37,862,789	78.8	\$48,054,306	2.2	\$76,732,665	62.6
Seattle, WA	\$32,346,484	99.9	\$24,449	0.1	\$32,370,933	1.5	\$317,654,407	10.2
St. Louis, MO-IL	\$16,623,949	100.0	\$0	0.0	\$16,623,949	0.8	\$86,902,108	19.1
Tampa-St. Petersburg, FL	\$9,973,258	100.0	\$0	0.0	\$9,973,258	0.5	\$45,730,931	21.8
Virginia Beach, VA	\$14,917,239	100.0	\$0	0.0	\$14,917,239	0.7	\$35,704,506	41.8
Washington, DC-VA-MD	\$8,888,000	100.0	\$0	0.0	\$8,888,000	0.4	\$461,109,037	1.9
Subtotal	\$1,374,251,840	80.3	\$342,924,804	20.0	\$1,712,226,644	79.9	\$11,536,310,894	14.8
200,000 - 1,000,000								
Aberdeen-Bel Air South-Bel Air North, MD	\$0	0.0	\$0	0.0	\$0	0.0	\$136,000	0.0
Akron, OH	\$4,886,025	100.0	\$0	0.0	\$4,886,025	0.2	\$8,280,808	59.0
Albany-Schenectady, NY	\$9,926,080	100.0	\$0	0.0	\$9,926,080	0.5	\$11,795,680	84.2
Albuquerque, NM	\$0	0.0	\$15,486,845	100.0	\$15,486,845	0.7	\$20,352,658	76.1
Allentown, PA-NJ	\$4,000,000	100.0	\$0	0.0	\$4,000,000	0.2	\$15,923,285	25.1
Anchorage, AK	\$3,585,048	67.6	\$1,717,356	32.4	\$5,302,404	0.2	\$29,217,561	18.1
Ann Arbor, MI	\$1,560,000	100.0	\$0	0.0	\$1,560,000	0.1	\$4,855,508	32.1
Antioch, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$9,971,555	0.0
Appleton, WI	\$332,924	100.0	\$0	0.0	\$332,924	0.0	\$1,985,747	16.8
Asheville, NC	\$674,740	100.0	\$0	0.0	\$674,740	0.0	\$917,633	73.5
Augusta-Richmond County, GA-SC	\$0	0.0	\$0	0.0	\$0	0.0	\$748,639	0.0
Bakersfield, CA	\$4,990,720	100.0	\$0	0.0	\$4,990,720	0.2	\$9,108,928	54.8
Barnstable Town, MA	\$2,754,230	100.0	\$0	0.0	\$2,754,230	0.1	\$8,436,675	32.6
Baton Rouge, LA	\$150,000	100.0	\$0	0.0	\$150,000	0.0	\$2,265,000	6.6
Birmingham, AL	\$13,193,975	100.0	\$0	0.0	\$13,193,975	0.6	\$17,904,568	73.7
Boise City, ID	\$4,005,879	100.0	\$0	0.0	\$4,005,879	0.2	\$6,171,917	64.9
Bonita Springs, FL	\$720,706	100.0	\$0	0.0	\$720,706	0.0	\$5,557,347	13.0
Bridgeport-Stamford, CT-NY	\$0	0.0	\$0	0.0	\$0	0.0	\$76,495,972	0.0
Brownsville, TX	\$821,644	100.0	\$0	0.0	\$821,644	0.0	\$1,865,516	44.0
Buffalo, NY	\$8,154,429	100.0	\$0	0.0	\$8,154,429	0.4	\$25,792,113	31.6
Canton, OH	\$377,446	100.0	\$0	0.0	\$377,446	0.0	\$2,395,707	15.8

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Charleston-North Charleston, SC	\$2,586,414	100.0	\$0	0.0	\$2,586,414	0.1	\$3,822,848	67.7
Chattanooga, TN-GA	\$2,275,653	100.0	\$0	0.0	\$2,275,653	0.1	\$2,887,439	78.8
Colorado Springs, CO	\$19,543	100.0	\$0	0.0	\$19,543	0.0	\$445,995	4.4
Columbia, SC	\$800,000	100.0	\$0	0.0	\$800,000	0.0	\$2,909,659	27.5
Columbus, GA-AL	\$1,098,882	100.0	\$0	0.0	\$1,098,882	0.1	\$2,096,941	52.4
Concord, CA	\$196,984	3.0	\$6,364,502	97.0	\$6,561,486	0.3	\$74,046,804	8.9
Conroe-The Woodlands, TX	\$64,000	100.0	\$0	0.0	\$64,000	0.0	\$1,726,196	3.7
Corpus Christi, TX	\$1,185,648	100.0	\$0	0.0	\$1,185,648	0.1	\$13,178,587	9.0
Davenport, IA-IL	\$2,028,769	100.0	\$0	0.0	\$2,028,769	0.1	\$5,055,792	40.1
Dayton, OH	\$11,861,361	100.0	\$0	0.0	\$11,861,361	0.6	\$32,031,719	37.0
Denton-Lewisville, TX	\$1,205,000	28.3	\$3,054,506	71.7	\$4,259,506	0.2	\$4,460,612	95.5
Des Moines, IA	\$3,772,000	100.0	\$0	0.0	\$3,772,000	0.2	\$7,773,781	48.5
Durham, NC	\$4,056,495	100.0	\$0	0.0	\$4,056,495	0.2	\$4,585,313	88.5
El Paso, TX-NM	\$0	0.0	\$0	0.0	\$0	0.0	\$11,161,741	0.0
Eugene, OR	\$2,489,266	100.0	\$0	0.0	\$2,489,266	0.1	\$12,379,362	20.1
Evansville, IN-KY	\$1,028,349	100.0	\$0	0.0	\$1,028,349	0.0	\$3,027,282	34.0
Fayetteville, NC	\$936,186	100.0	\$0	0.0	\$936,186	0.0	\$1,709,314	54.8
Fayetteville-Springdale-Rogers, AR-MO	\$1,054,574	100.0	\$0	0.0	\$1,054,574	0.0	\$2,255,378	46.8
Flint, MI	\$2,528,000	100.0	\$0	0.0	\$2,528,000	0.1	\$8,044,717	31.4
Fort Collins, CO	\$794,625	100.0	\$0	0.0	\$794,625	0.0	\$3,319,200	23.9
Fort Wayne, IN	\$1,409,624	100.0	\$0	0.0	\$1,409,624	0.1	\$3,253,393	43.3
Fresno, CA	\$6,704,910	100.0	\$0	0.0	\$6,704,910	0.3	\$15,555,855	43.1
Grand Rapids, MI	\$1,040,000	100.0	\$0	0.0	\$1,040,000	0.0	\$16,683,820	6.2
Green Bay, WI	\$543,646	100.0	\$0	0.0	\$543,646	0.0	\$2,087,105	26.0
Greensboro, NC	\$0	0.0	\$0	0.0	\$0	0.0	\$5,668,068	0.0
Greenville, SC	\$930,485	100.0	\$0	0.0	\$930,485	0.0	\$1,394,345	66.7
Gulfport, MS	\$1,710,000	100.0	\$0	0.0	\$1,710,000	0.1	\$2,174,000	78.7
Harrisburg, PA	\$3,236,148	100.0	\$0	0.0	\$3,236,148	0.2	\$13,002,716	24.9
Hartford, CT	\$0	0.0	\$0	0.0	\$0	0.0	\$142,508,523	0.0
Hickory, NC	\$350,000	100.0	\$0	0.0	\$350,000	0.0	\$411,854	85.0
Huntington, WV-KY-OH	\$1,507,103	100.0	\$0	0.0	\$1,507,103	0.1	\$1,738,103	86.7
Huntsville, AL	\$673,891	100.0	\$0	0.0	\$673,891	0.0	\$1,509,240	44.7
Indio-Cathedral City, CA	\$1,800,000	100.0	\$0	0.0	\$1,800,000	0.1	\$6,249,549	28.8

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Kalamazoo, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$247,200	0.0
Kennewick-Pasco, WA	\$0	0.0	\$0	0.0	\$0	0.0	\$6,386,924	0.0
Killeen, TX	\$547,605	100.0	\$0	0.0	\$547,605	0.0	\$1,244,153	44.0
Kissimmee, FL	\$9,236,885	100.0	\$0	0.0	\$9,236,885	0.4	\$10,426,075	88.6
Knoxville, TN	\$1,540,461	100.0	\$0	0.0	\$1,540,461	0.1	\$4,426,430	34.8
Lafayette, LA	\$314,158	100.0	\$0	0.0	\$314,158	0.0	\$1,145,767	27.4
Lakeland, FL	\$1,294,430	100.0	\$0	0.0	\$1,294,430	0.1	\$1,470,174	88.0
Lancaster, PA	\$1,400,000	100.0	\$0	0.0	\$1,400,000	0.1	\$11,609,136	12.1
Lancaster-Palmdale, CA	\$2,539,824	100.0	\$0	0.0	\$2,539,824	0.1	\$12,752,287	19.9
Lansing, MI	\$612,000	100.0	\$0	0.0	\$612,000	0.0	\$6,438,368	9.5
Laredo, TX	\$811,797	100.0	\$0	0.0	\$811,797	0.0	\$1,633,425	49.7
Lexington-Fayette, KY	\$2,218,000	100.0	\$0	0.0	\$2,218,000	0.1	\$5,140,834	43.1
Lincoln, NE	\$1,350,000	100.0	\$0	0.0	\$1,350,000	0.1	\$2,668,800	50.6
Little Rock, AR	\$1,432,000	100.0	\$0	0.0	\$1,432,000	0.1	\$9,563,323	15.0
Louisville/Jefferson County, KY-IN	\$9,245,400	100.0	\$0	0.0	\$9,245,400	0.4	\$23,610,874	39.2
Lubbock, TX	\$1,975,922	100.0	\$0	0.0	\$1,975,922	0.1	\$3,071,203	64.3
Madison, WI	\$5,122,602	100.0	\$0	0.0	\$5,122,602	0.2	\$9,661,343	53.0
McAllen, TX	\$120,000	100.0	\$0	0.0	\$120,000	0.0	\$10,835,748	1.1
Mission Viejo-Lake Forest-San Clemente, CA	\$191,930	100.0	\$0	0.0	\$191,930	0.0	\$27,681,816	0.7
Mobile, AL	\$698,666	100.0	\$0	0.0	\$698,666	0.0	\$1,174,703	59.5
Murrieta-Temecula-Menifee, CA	\$4,432,683	100.0	\$0	0.0	\$4,432,683	0.2	\$6,235,533	71.1
Myrtle Beach-Socastee, SC-NC	\$450,000	100.0	\$0	0.0	\$450,000	0.0	\$494,000	91.1
Nashua, NH-MA	\$633,621	100.0	\$0	0.0	\$633,621	0.0	\$1,160,944	54.6
Nashville-Davidson, TN	\$6,320,000	77.2	\$1,870,000	22.8	\$8,190,000	0.4	\$21,187,646	38.7
New Haven, CT	\$0	0.0	\$0	0.0	\$0	0.0	\$59,055,404	0.0
New Orleans, LA	\$13,458,086	78.1	\$3,783,797	21.9	\$17,241,883	0.8	\$32,877,664	52.4
Ogden-Layton, UT	\$10,005,238	100.0	\$0	0.0	\$10,005,238	0.5	\$11,309,240	88.5
Oklahoma City, OK	\$9,916,190	100.0	\$0	0.0	\$9,916,190	0.5	\$17,148,980	57.8
Omaha, NE-IA	\$3,217,029	100.0	\$0	0.0	\$3,217,029	0.2	\$10,285,546	31.3
Oxnard, CA	\$1,462,388	100.0	\$0	0.0	\$1,462,388	0.1	\$29,189,647	5.0
Palm Bay-Melbourne, FL	\$2,500,000	100.0	\$0	0.0	\$2,500,000	0.1	\$4,581,193	54.6
Palm Coast-Daytona Beach-Port Orange, FL	\$2,270,689	100.0	\$0	0.0	\$2,270,689	0.1	\$12,864,132	17.7
Pensacola, FL-AL	\$1,815,833	100.0	\$0	0.0	\$1,815,833	0.1	\$5,353,312	33.9

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Peoria, IL	\$1,283,898	100.0	\$0	0.0	\$1,283,898	0.1	\$1,934,938	66.4
Port St. Lucie, FL	\$400,000	100.0	\$0	0.0	\$400,000	0.0	\$1,848,172	21.6
Portland, ME	\$432,544	100.0	\$0	0.0	\$432,544	0.0	\$13,728,752	3.2
Poughkeepsie-Newburgh, NY-NJ	\$498,444	100.0	\$0	0.0	\$498,444	0.0	\$20,100,786	2.5
Provo-Orem, UT	\$5,346,204	100.0	\$0	0.0	\$5,346,204	0.2	\$9,573,035	55.8
Raleigh, NC	\$3,600,000	100.0	\$0	0.0	\$3,600,000	0.2	\$9,003,414	40.0
Reading, PA	\$1,100,667	100.0	\$0	0.0	\$1,100,667	0.1	\$8,471,985	13.0
Reno, NV-CA	\$2,400,000	100.0	\$0	0.0	\$2,400,000	0.1	\$6,425,670	37.4
Richmond, VA	\$720,880	100.0	\$0	0.0	\$720,880	0.0	\$21,861,819	3.3
Rochester, NY	\$0	0.0	\$0	0.0	\$0	0.0	\$5,540,209	0.0
Rockford, IL	\$1,269,937	100.0	\$0	0.0	\$1,269,937	0.1	\$1,651,937	76.9
Round Lake Beach-McHenry-Grayslake, IL-WI	\$0	0.0	\$0	0.0	\$0	0.0	\$10,843,005	0.0
Salem, OR	\$5,244,897	100.0	\$0	0.0	\$5,244,897	0.2	\$7,295,982	71.9
Santa Rosa, CA	\$2,295,352	100.0	\$0	0.0	\$2,295,352	0.1	\$8,858,595	25.9
Savannah, GA	\$3,605,915	100.0	\$0	0.0	\$3,605,915	0.2	\$9,623,847	37.5
Scranton, PA	\$2,290,887	100.0	\$0	0.0	\$2,290,887	0.1	\$7,738,062	29.6
Shreveport, LA	\$5,363,981	100.0	\$0	0.0	\$5,363,981	0.3	\$10,379,558	51.7
South Bend, IN-MI	\$1,520,000	56.2	\$1,183,665	43.8	\$2,703,665	0.1	\$7,822,015	34.6
Spokane, WA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,681,712	0.0
Springfield, MA-CT	\$2,500,000	100.0	\$0	0.0	\$2,500,000	0.1	\$15,179,244	16.5
Springfield, MO	\$426,069	100.0	\$0	0.0	\$426,069	0.0	\$1,009,943	42.2
Stockton, CA	\$11,047,942	100.0	\$0	0.0	\$11,047,942	0.5	\$25,847,204	42.7
Syracuse, NY	\$4,724,536	100.0	\$0	0.0	\$4,724,536	0.2	\$5,086,136	92.9
Thousand Oaks, CA	\$560,000	100.0	\$0	0.0	\$560,000	0.0	\$5,790,253	9.7
Toledo, OH-MI	\$1,461,768	100.0	\$0	0.0	\$1,461,768	0.1	\$6,346,205	23.0
Tucson, AZ	\$10,777,421	100.0	\$0	0.0	\$10,777,421	0.5	\$25,668,960	42.0
Tulsa, OK	\$2,734,477	100.0	\$0	0.0	\$2,734,477	0.1	\$4,981,842	54.9
Urban Honolulu, HI	\$17,563,195	100.0	\$0	0.0	\$17,563,195	0.8	\$275,004,600	6.4
Victorville-Hesperia, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$3,645,350	0.0
Visalia, CA	\$692,174	100.0	\$0	0.0	\$692,174	0.0	\$1,075,174	64.4
Wichita, KS	\$2,303,000	100.0	\$0	0.0	\$2,303,000	0.1	\$6,205,664	37.1
Wilmington, NC	\$1,461,673	100.0	\$0	0.0	\$1,461,673	0.1	\$2,789,243	52.4
Winston-Salem, NC	\$4,383,491	100.0	\$0	0.0	\$4,383,491	0.2	\$9,665,968	45.3

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Worcester, MA-CT	\$7,021,904	100.0	\$0	0.0	\$7,021,904	0.3	\$22,002,724	31.9
York, PA	\$612,688	100.0	\$0	0.0	\$612,688	0.0	\$6,965,288	8.8
Youngstown, OH-PA	\$1,376,777	100.0	\$0	0.0	\$1,376,777	0.1	\$6,778,985	20.3
Subtotal	\$324,175,560	90.6	\$33,460,671	9.4	\$357,636,231	16.7	\$1,620,692,168	22.1
< 200,000								
Abilene, TX	\$764,436	100.0	\$0	0.0	\$764,436	0.0	\$2,182,460	35.0
Albany, OR	\$52,600	100.0	\$0	0.0	\$52,600	0.0	\$505,764	10.4
Alexandria, LA	\$120,793	100.0	\$0	0.0	\$120,793	0.0	\$184,140	65.6
Altoona, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$36,560	0.0
Amarillo, TX	\$625,767	100.0	\$0	0.0	\$625,767	0.0	\$1,682,516	37.2
Ames, IA	\$0	0.0	\$0	0.0	\$0	0.0	\$231,260	0.0
Anderson, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$1,000,701	0.0
Anderson, SC	\$150,000	100.0	\$0	0.0	\$150,000	0.0	\$1,118,200	13.4
Anniston-Oxford, AL	\$72,976	100.0	\$0	0.0	\$72,976	0.0	\$229,816	31.8
Auburn, AL	\$235,546	100.0	\$0	0.0	\$235,546	0.0	\$453,646	51.9
Avondale-Goodyear, AZ	\$0	0.0	\$0	0.0	\$0	0.0	\$2,581,171	0.0
Bangor, ME	\$270,000	100.0	\$0	0.0	\$270,000	0.0	\$640,000	42.2
Battle Creek, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$96,525	0.0
Bay City, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$150,324	0.0
Beaumont, TX	\$0	0.0	\$0	0.0	\$0	0.0	\$1,693,397	0.0
Bellingham, WA	\$0	0.0	\$0	0.0	\$0	0.0	\$4,018,618	0.0
Beloit, WI-IL	\$0	0.0	\$0	0.0	\$0	0.0	\$135,000	0.0
Bend, OR	\$217,793	100.0	\$0	0.0	\$217,793	0.0	\$791,346	27.5
Benton Harbor-St. Joseph-Fair Plain, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$158,498	0.0
Billings, MT	\$0	0.0	\$0	0.0	\$0	0.0	\$633,130	0.0
Binghamton, NY-PA	\$1,500,000	100.0	\$0	0.0	\$1,500,000	0.1	\$1,603,886	93.5
Bismarck, ND	\$504,494	100.0	\$0	0.0	\$504,494	0.0	\$897,143	56.2
Blacksburg, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$4,605,403	0.0
Bloomington, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$685,358	0.0
Bloomington-Normal, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$478,800	0.0
Boulder, CO	\$3,400,290	100.0	\$0	0.0	\$3,400,290	0.2	\$4,783,296	71.1
Bowling Green, KY	\$112,136	100.0	\$0	0.0	\$112,136	0.0	\$468,386	23.9
Bremerton, WA	\$0	0.0	\$0	0.0	\$0	0.0	\$5,906,157	0.0

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Bristol-Bristol, TN-VA	\$0	0.0	\$0	0.0	\$0	0.0	\$192,000	0.0
Burlington, NC	\$108,000	100.0	\$0	0.0	\$108,000	0.0	\$175,000	61.7
Burlington, VT	\$1,949,316	100.0	\$0	0.0	\$1,949,316	0.1	\$3,813,594	51.1
Camarillo, CA	\$295,000	100.0	\$0	0.0	\$295,000	0.0	\$1,636,263	18.0
Cape Girardeau, MO-IL	\$103,350	100.0	\$0	0.0	\$103,350	0.0	\$242,180	42.7
Carson City, NV	\$180,000	100.0	\$0	0.0	\$180,000	0.0	\$1,744,093	10.3
Casper, WY	\$161,040	100.0	\$0	0.0	\$161,040	0.0	\$405,379	39.7
Cedar Rapids, IA	\$0	0.0	\$0	0.0	\$0	0.0	\$112,054	0.0
Champaign, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$7,400,000	0.0
Charleston, WV	\$12,800	100.0	\$0	0.0	\$12,800	0.0	\$860,875	1.5
Charlottesville, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,956,008	0.0
Chico, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$22,722,234	0.0
Coeur D'Alene, ID	\$159,850	100.0	\$0	0.0	\$159,850	0.0	\$774,850	20.6
Columbus, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$154,233	0.0
Corvallis, OR	\$216,400	100.0	\$0	0.0	\$216,400	0.0	\$667,960	32.4
Cumberland, MD-WV-PA	\$258,622	100.0	\$0	0.0	\$258,622	0.0	\$258,622	100.0
Danbury, CT-NY	\$0	0.0	\$0	0.0	\$0	0.0	\$5,967,283	0.0
Danville, IL-IN	\$0	0.0	\$0	0.0	\$0	0.0	\$2,012,500	0.0
Davis, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,421,071	0.0
Decatur, AL	\$55,459	100.0	\$0	0.0	\$55,459	0.0	\$215,459	25.7
Decatur, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$380,000	0.0
DeKalb, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$693,049	0.0
Deltona, FL	\$3,629,311	100.0	\$0	0.0	\$3,629,311	0.2	\$7,240,839	50.1
Dothan, AL	\$140,000	100.0	\$0	0.0	\$140,000	0.0	\$192,600	72.7
Dover, DE	\$190,800	100.0	\$0	0.0	\$190,800	0.0	\$6,084,064	3.1
Dover-Rochester, NH-ME	\$313,000	100.0	\$0	0.0	\$313,000	0.0	\$396,000	79.0
Dubuque, IA-IL	\$0	0.0	\$0	0.0	\$0	0.0	\$8,003,200	0.0
Duluth, MN-WI	\$0	0.0	\$0	0.0	\$0	0.0	\$781,259	0.0
Eau Claire, WI	\$0	0.0	\$0	0.0	\$0	0.0	\$51,496	0.0
El Centro-Calexico, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$2,371,399	0.0
El Paso de Robles (Paso Robles)- Atascadero, CA	\$70,000	100.0	\$0	0.0	\$70,000	0.0	\$251,980	27.8
Elkhart, IN-MI	\$0	0.0	\$0	0.0	\$0	0.0	\$604,547	0.0
Elmira, NY	\$750,000	100.0	\$0	0.0	\$750,000	0.0	\$988,148	75.9

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Erie, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$14,396,106	0.0
Fairbanks, AK	\$0	0.0	\$0	0.0	\$0	0.0	\$96,570	0.0
Fargo, ND-MN	\$680,000	100.0	\$0	0.0	\$680,000	0.0	\$2,533,650	26.8
Farmington, NM	\$0	0.0	\$0	0.0	\$0	0.0	\$415,615	0.0
Flagstaff, AZ	\$0	0.0	\$0	0.0	\$0	0.0	\$5,576,310	0.0
Florence, AL	\$174,250	100.0	\$0	0.0	\$174,250	0.0	\$294,250	59.2
Florida-Imb�ry-Barceloneta, PR	\$250,732	100.0	\$0	0.0	\$250,732	0.0	\$305,532	82.1
Fort Smith, AR-OK	\$247,196	100.0	\$0	0.0	\$247,196	0.0	\$835,325	29.6
Fort Walton Beach-Navarre-Wright, FL	\$300,000	100.0	\$0	0.0	\$300,000	0.0	\$454,777	66.0
Frederick, MD	\$480,000	100.0	\$0	0.0	\$480,000	0.0	\$635,083	75.6
Fredericksburg, VA	\$292,436	100.0	\$0	0.0	\$292,436	0.0	\$1,349,405	21.7
Gadsden, AL	\$72,000	100.0	\$0	0.0	\$72,000	0.0	\$418,802	17.2
Gainesville, FL	\$375,000	100.0	\$0	0.0	\$375,000	0.0	\$2,071,722	18.1
Gilroy-Morgan Hill, CA	\$2,924,647	100.0	\$0	0.0	\$2,924,647	0.1	\$3,768,687	77.6
Glens Falls, NY	\$80,000	100.0	\$0	0.0	\$80,000	0.0	\$360,000	22.2
Goldsboro, NC	\$581,860	100.0	\$0	0.0	\$581,860	0.0	\$11,192,798	5.2
Grand Forks, ND-MN	\$0	0.0	\$0	0.0	\$0	0.0	\$343,655	0.0
Grants Pass, OR	\$0	0.0	\$0	0.0	\$0	0.0	\$52,448	0.0
Great Falls, MT	\$0	0.0	\$0	0.0	\$0	0.0	\$216,809	0.0
Greenville, NC	\$514,066	100.0	\$0	0.0	\$514,066	0.0	\$5,260,424	9.8
Hagerstown, MD-WV-PA	\$473,407	100.0	\$0	0.0	\$473,407	0.0	\$945,413	50.1
Hanford, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$336,443	0.0
Harlingen, TX	\$40,000	100.0	\$0	0.0	\$40,000	0.0	\$2,527,816	1.6
Harrisonburg, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$6,951,341	0.0
Hattiesburg, MS	\$283,910	100.0	\$0	0.0	\$283,910	0.0	\$399,910	71.0
Hemet, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$46,208	0.0
Holland, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$531,845	0.0
Hot Springs, AR	\$270,572	100.0	\$0	0.0	\$270,572	0.0	\$804,523	33.6
Houma, LA	\$409,562	100.0	\$0	0.0	\$409,562	0.0	\$565,255	72.5
Idaho Falls, ID	\$135,000	100.0	\$0	0.0	\$135,000	0.0	\$225,000	60.0
Iowa City, IA	\$0	0.0	\$0	0.0	\$0	0.0	\$6,863,138	0.0
Ithaca, NY	\$0	0.0	\$0	0.0	\$0	0.0	\$4,692,569	0.0
Jackson, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$267,526	0.0

Table 16 cont'd. FY 2014 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, TN	\$500,000	100.0	\$0	0.0	\$500,000	0.0	\$602,400	83.0
Jacksonville, NC	\$91,000	100.0	\$0	0.0	\$91,000	0.0	\$148,000	61.5
Johnson City, TN	\$152,000	100.0	\$0	0.0	\$152,000	0.0	\$561,675	27.1
Johnstown, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$798,500	0.0
Jonesboro, AR	\$0	0.0	\$0	0.0	\$0	0.0	\$1,391,546	0.0
Joplin, MO	\$0	0.0	\$0	0.0	\$0	0.0	\$350,000	0.0
Juana Diaz, PR	\$156,000	100.0	\$0	0.0	\$156,000	0.0	\$156,000	100.0
Kailua (Honolulu County)-Kaneohe, HI	\$4,928,428	100.0	\$0	0.0	\$4,928,428	0.2	\$5,053,090	97.5
Kenosha, WI-IL	\$0	0.0	\$0	0.0	\$0	0.0	\$158,985	0.0
Kingsport, TN-VA	\$44,000	100.0	\$0	0.0	\$44,000	0.0	\$44,000	100.0
Kokomo, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$354,541	0.0
La Crosse, WI-MN	\$0	0.0	\$0	0.0	\$0	0.0	\$244,800	0.0
Lafayette, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$3,085,420	0.0
Lafayette-Louisville-Erie, CO	\$1,119,901	100.0	\$0	0.0	\$1,119,901	0.1	\$1,119,901	100.0
Lake Charles, LA	\$320,000	100.0	\$0	0.0	\$320,000	0.0	\$864,180	37.0
Las Cruces, NM	\$0	0.0	\$0	0.0	\$0	0.0	\$985,306	0.0
Lawrence, KS	\$400,000	100.0	\$0	0.0	\$400,000	0.0	\$500,000	80.0
Lawton, OK	\$423,184	100.0	\$0	0.0	\$423,184	0.0	\$718,291	58.9
Lee's Summit, MO	\$2,005,206	100.0	\$0	0.0	\$2,005,206	0.1	\$2,005,206	100.0
Leesburg-Eustis-Tavares, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$1,603,356	0.0
Lewiston, ID-WA	\$12,000	100.0	\$0	0.0	\$12,000	0.0	\$312,139	3.8
Lewiston, ME	\$538,960	100.0	\$0	0.0	\$538,960	0.0	\$1,013,505	53.2
Lima, OH	\$318,363	100.0	\$0	0.0	\$318,363	0.0	\$500,123	63.7
Livermore, CA	\$1,399,366	100.0	\$0	0.0	\$1,399,366	0.1	\$1,537,081	91.0
Lodi, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$332,800	0.0
Logan, UT	\$320,000	100.0	\$0	0.0	\$320,000	0.0	\$1,317,390	24.3
Lompoc, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$136,468	0.0
Longmont, CO	\$2,327,906	100.0	\$0	0.0	\$2,327,906	0.1	\$2,327,906	100.0
Longview, TX	\$919,424	100.0	\$0	0.0	\$919,424	0.0	\$1,923,920	47.8
Lynchburg, VA	\$627,629	100.0	\$0	0.0	\$627,629	0.0	\$1,872,302	33.5
Madera, CA	\$260,000	100.0	\$0	0.0	\$260,000	0.0	\$879,000	29.6
Manchester, NH	\$403,200	100.0	\$0	0.0	\$403,200	0.0	\$816,992	49.4
Mandeville-Covington, LA	\$57,600	100.0	\$0	0.0	\$57,600	0.0	\$1,026,000	5.6

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Mansfield, OH	\$458,000	100.0	\$0	0.0	\$458,000	0.0	\$555,960	82.4
Marysville, WA	\$500,000	100.0	\$0	0.0	\$500,000	0.0	\$500,000	100.0
McKinney, TX	\$280,000	100.0	\$0	0.0	\$280,000	0.0	\$2,247,833	12.5
Medford, OR	\$496,205	100.0	\$0	0.0	\$496,205	0.0	\$984,211	50.4
Michigan City-La Porte, IN-MI	\$0	0.0	\$0	0.0	\$0	0.0	\$768,000	0.0
Middletown, OH	\$225,104	100.0	\$0	0.0	\$225,104	0.0	\$2,591,323	8.7
Midland, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$658,965	0.0
Missoula, MT	\$0	0.0	\$0	0.0	\$0	0.0	\$1,932,074	0.0
Monroe, LA	\$435,384	100.0	\$0	0.0	\$435,384	0.0	\$693,815	62.8
Monroe, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$727,566	0.0
Morgantown, WV	\$0	0.0	\$0	0.0	\$0	0.0	\$1,764,325	0.0
Mount Vernon, WA	\$0	0.0	\$0	0.0	\$0	0.0	\$56,000	0.0
Muncie, IN	\$0	0.0	\$0	0.0	\$0	0.0	\$366,400	0.0
Murfreesboro, TN	\$0	0.0	\$0	0.0	\$0	0.0	\$20,000	0.0
Muskegon, MI	\$300,000	100.0	\$0	0.0	\$300,000	0.0	\$1,718,219	17.5
Nampa, ID	\$0	0.0	\$0	0.0	\$0	0.0	\$477,163	0.0
Napa, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$287,785	0.0
New Bedford, MA	\$0	0.0	\$0	0.0	\$0	0.0	\$500,000	0.0
Newark, OH	\$640,000	100.0	\$0	0.0	\$640,000	0.0	\$640,000	100.0
Norman, OK	\$1,000,000	100.0	\$0	0.0	\$1,000,000	0.0	\$1,902,496	52.6
North Port-Port Charlotte, FL	\$253,000	100.0	\$0	0.0	\$253,000	0.0	\$734,958	34.4
Odessa, TX	\$2,322,825	100.0	\$0	0.0	\$2,322,825	0.1	\$6,911,162	33.6
Olympia-Lacey, WA	\$6,137,022	100.0	\$0	0.0	\$6,137,022	0.3	\$9,891,434	62.0
Owensboro, KY	\$577,542	100.0	\$0	0.0	\$577,542	0.0	\$721,542	80.0
Parkersburg, WV-OH	\$0	0.0	\$0	0.0	\$0	0.0	\$438,449	0.0
Petaluma, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$1,384,106	0.0
Pine Bluff, AR	\$562,082	100.0	\$0	0.0	\$562,082	0.0	\$1,136,332	49.5
Pittsfield, MA	\$80,000	100.0	\$0	0.0	\$80,000	0.0	\$569,024	14.1
Pocatello, ID	\$200,000	100.0	\$0	0.0	\$200,000	0.0	\$490,000	40.8
Ponce, PR	\$223,640	100.0	\$0	0.0	\$223,640	0.0	\$3,934,510	5.7
Port Huron, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$1,101,624	0.0
Porterville, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$2,008,840	0.0
Portsmouth, NH-ME	\$0	0.0	\$0	0.0	\$0	0.0	\$646,226	0.0
Pottstown, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$100,000	0.0

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Pueblo, CO	\$104,000	100.0	\$0	0.0	\$104,000	0.0	\$747,039	13.9
Rapid City, SD	\$250,000	100.0	\$0	0.0	\$250,000	0.0	\$815,697	30.6
Redding, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$144,320	0.0
Rocky Mount, NC	\$404,671	100.0	\$0	0.0	\$404,671	0.0	\$884,671	45.7
Saginaw, MI	\$0	0.0	\$0	0.0	\$0	0.0	\$229,408	0.0
Salinas, Ca	\$0	0.0	\$0	0.0	\$0	0.0	\$414,544	0.0
Salisbury, MD-DE	\$720,000	100.0	\$0	0.0	\$720,000	0.0	\$1,136,705	63.3
San Angelo, TX	\$130,528	100.0	\$0	0.0	\$130,528	0.0	\$2,562,363	5.1
San Luis Obispo, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$267,918	0.0
Santa Barbara, CA	\$160,000	100.0	\$0	0.0	\$160,000	0.0	\$895,612	17.9
Santa Cruz, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$831,069	0.0
Santa Fe, NM	\$0	0.0	\$0	0.0	\$0	0.0	\$269,437	0.0
Santa Maria, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$323,748	0.0
Seaside-Monterey, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$7,398,204	0.0
Sebastian-Vero Beach South-Florida Ridge, FL	\$465,669	100.0	\$0	0.0	\$465,669	0.0	\$3,513,775	13.3
Sherman, TX	\$75,000	100.0	\$0	0.0	\$75,000	0.0	\$398,919	18.8
Sierra Vista, AZ	\$106,916	100.0	\$0	0.0	\$106,916	0.0	\$163,916	65.2
Simi Valley, CA	\$1,197,741	100.0	\$0	0.0	\$1,197,741	0.1	\$4,276,038	28.0
Sioux City, IA-NE-SD	\$0	0.0	\$0	0.0	\$0	0.0	\$418,175	0.0
Sioux Falls, SD	\$0	0.0	\$0	0.0	\$0	0.0	\$215,280	0.0
South Lyon-Howell, MI	\$295,215	100.0	\$0	0.0	\$295,215	0.0	\$653,691	45.2
Spartanburg, SC	\$325,000	100.0	\$0	0.0	\$325,000	0.0	\$368,000	88.3
Springfield, IL	\$0	0.0	\$0	0.0	\$0	0.0	\$1,077,000	0.0
Springfield, OH	\$1,163,559	100.0	\$0	0.0	\$1,163,559	0.1	\$1,288,320	90.3
St. Augustine, FL	\$231,500	100.0	\$0	0.0	\$231,500	0.0	\$2,262,076	10.2
St. Charles, MD	\$181,830	100.0	\$0	0.0	\$181,830	0.0	\$359,572	50.6
St. Cloud, MN	\$892,047	100.0	\$0	0.0	\$892,047	0.0	\$1,883,974	47.3
St. George, UT	\$0	0.0	\$0	0.0	\$0	0.0	\$1,431,803	0.0
State College, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$13,138,333	0.0
Temple, TX	\$160,000	100.0	\$0	0.0	\$160,000	0.0	\$796,126	20.1
Terre Haute, IN	\$45,352	100.0	\$0	0.0	\$45,352	0.0	\$605,352	7.5
Texarkana-Texarkana, AR	\$228,801	100.0	\$0	0.0	\$228,801	0.0	\$319,521	71.6
Texarkana-Texarkana, TX-AR	\$59,303	100.0	\$0	0.0	\$59,303	0.0	\$578,419	10.3
Titusville, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$405,000	0.0

Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance

STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL PROJECT OBLIGATIONS	PM AS % OF CAPITAL OBLIGATIONS
Topeka, KS	\$960,000	100.0	\$0	0.0	\$960,000	0.0	\$1,315,955	73.0
Tracy, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$704,635	0.0
Tuscaloosa, AL	\$400,000	100.0	\$0	0.0	\$400,000	0.0	\$639,790	62.5
Tyler, TX	\$365,200	100.0	\$0	0.0	\$365,200	0.0	\$1,682,138	21.7
Uniontown-Connellsville, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$137,393	0.0
Vallejo, CA	\$1,000,000	100.0	\$0	0.0	\$1,000,000	0.0	\$1,760,000	56.8
Victoria, TX	\$108,535	100.0	\$0	0.0	\$108,535	0.0	\$881,847	12.3
Waco, TX	\$1,960,000	100.0	\$0	0.0	\$1,960,000	0.1	\$3,637,986	53.9
Waterbury, CT	\$0	0.0	\$0	0.0	\$0	0.0	\$53,888,455	0.0
Waterloo, IA	\$0	0.0	\$0	0.0	\$0	0.0	\$507,808	0.0
Watsonville, CA	\$0	0.0	\$0	0.0	\$0	0.0	\$321,950	0.0
Weirton-Steubenville, WV-OH-PA	\$631,960	100.0	\$0	0.0	\$631,960	0.0	\$850,598	74.3
Wenatchee, WA	\$48,810	100.0	\$0	0.0	\$48,810	0.0	\$66,542	73.4
West Bend, WI	\$0	0.0	\$0	0.0	\$0	0.0	\$841,056	0.0
Westminster-Eldersburg, MD	\$160,000	100.0	\$0	0.0	\$160,000	0.0	\$354,140	45.2
Wheeling, WV-OH	\$84,375	100.0	\$0	0.0	\$84,375	0.0	\$900,130	9.4
Wichita Falls, TX	\$583,174	100.0	\$0	0.0	\$583,174	0.0	\$1,529,718	38.1
Williamsburg, VA	\$1,137,050	100.0	\$0	0.0	\$1,137,050	0.1	\$2,291,336	49.6
Williamsport, PA	\$0	0.0	\$0	0.0	\$0	0.0	\$5,000,000	0.0
Winchester, VA	\$0	0.0	\$0	0.0	\$0	0.0	\$199,616	0.0
Yauco, PR	\$60,000	100.0	\$0	0.0	\$60,000	0.0	\$265,900	22.6
Yuma, AZ-CA	\$384,271	100.0	\$0	0.0	\$384,271	0.0	\$2,333,971	16.5
Zephyrhills, FL	\$0	0.0	\$0	0.0	\$0	0.0	\$1,535,639	0.0
Subtotal	\$72,299,895	100.0	\$0	0.0	\$72,299,895	3.4	\$411,378,488	17.6
Illinois Gov App	\$0	0.0	\$0	0.0	\$0	0.0	\$27,094,920	0.0
Oregon Gov App	\$5,600	0.0	\$0	0.0	\$5,600	0.0	\$17,526,195	0.0
Texas Gov App	\$0	0.0	\$0	0.0	\$0	0.0	\$28,664,718	0.0
Virgin Islands Gov App	\$250,000	0.0	\$0	0.0	\$250,000	0.0	\$3,571,289	7.0
Subtotal	\$255,600	100.0	\$0	0.0	\$255,600	0.0	\$76,857,122	0.3
Total	\$1,770,982,895	82.7	\$376,385,475	17.6	\$2,142,418,370	100.0	\$13,645,238,672	15.7

Bus preventive maintenance obligations included in Bus Other in Table 16; rail PM included in Fixed Guideway.

% of Total percentages based on total preventive maintenance obligation of \$1,900,392,657. Bus and rail percentages based on UZA total PM.

Total capital obligations = Total Bus + Fixed Guideway + New Starts obligations from Table 16.

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

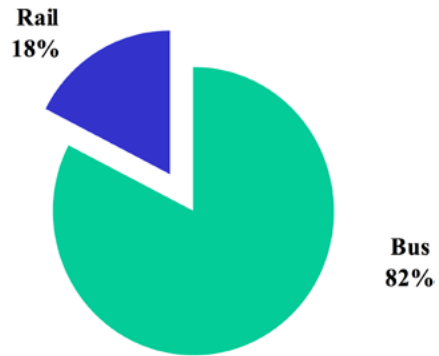
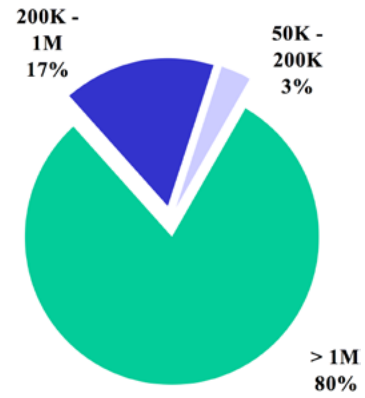
Table 16 cont'd. FY 2014 Urbanized Area Formula Obligations for Preventive Maintenance*Preventive Maintenance Obligations, by Type**Preventive Maintenance Obligations, by Population Category*

Table 17*FY 2014 Urbanized Area Formula Program Obligations for Transit Enhancement*

CATEGORY	BUS	RAIL	TOTAL	% OF TOTAL
Bicycle Access, Facilities & Equipment on Buses	\$1,772,470	\$648,992	\$2,421,462	2.9
Bus Shelters	\$17,706,352	\$1,192,034	\$18,898,386	22.8
Enhanced ADA Access	\$4,414,969	\$15,266,032	\$19,681,001	23.8
Historic Mass Transp. Bldgs., incl. Operations	\$82,158	\$816,937	\$899,095	1.1
Landscaping/Scenic Beautification	\$952,394	\$933,036	\$1,885,430	2.3
Ped. Access / Walkways	\$21,743,337	\$9,774,493	\$31,517,830	38.1
Public Art	\$10,000	\$110,320	\$120,320	0.1
Signage	\$4,733,349	\$2,567,517	\$7,300,866	8.8
Total	\$51,415,029	\$31,309,361	\$82,724,390	100.0
% of Total	62.2	37.8	100.0	

Transit enhancement obligations included in Table 16 as follows: Bus included in Bus Other; Rail included in Fixed Guideway; New Starts included in New Starts.

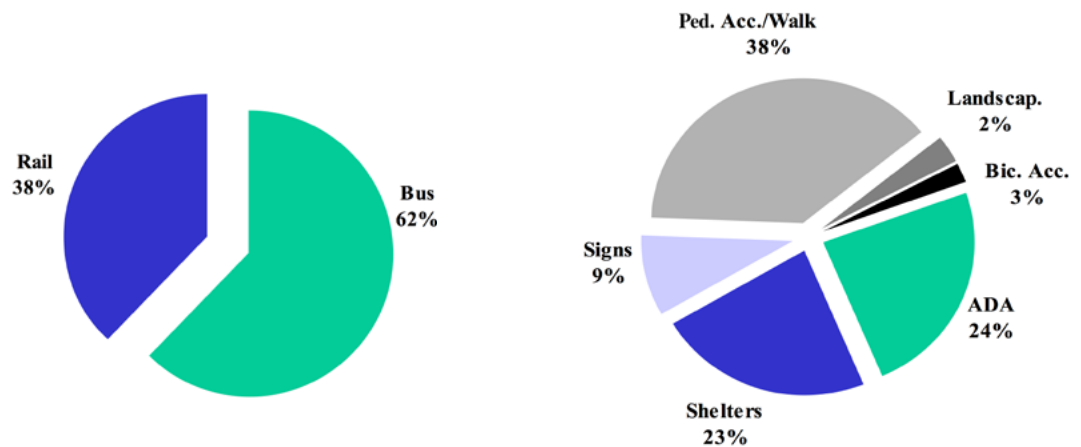
Transit Enhancements, by Mode and by Usage Type

Table 18 FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
> 1,000,000																				
Atlanta, GA	33	\$12,136,800	0	\$0	0	\$0	53	\$4,768,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	86	\$16,904,800
Baltimore, MD	4	\$2,516,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$2,516,000
Boston, MA-NH-RI	0	\$0	0	\$0	0	\$0	2	\$185,600	0	\$0	3	\$1,320,000	0	\$0	0	\$0	0	\$0	5	\$1,505,600
Charlotte, NC-SC	6	\$2,506,004	0	\$0	0	\$0	29	\$778,762	0	\$0	34	\$2,295,028	0	\$0	12	\$277,135	0	\$0	81	\$5,856,929
Chicago, IL-IN	123	\$67,400,459	1	\$357,000	0	\$0	0	\$0	38	\$9,425,762	0	\$0	0	\$0	175	\$7,096,000	0	\$0	337	\$84,279,221
Cincinnati, OH-KY-IN	31	\$9,017,294	11	\$3,802,656	0	\$0	19	\$1,455,389	0	\$0	0	\$0	0	\$0	3	\$25,180	0	\$0	64	\$14,300,519
Cleveland, OH	39	\$15,244,643	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	39	\$15,244,643
Columbus, OH	40	\$7,385,110	14	\$2,637,065	14	\$3,038,027	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	68	\$13,060,202
Dallas-Fort Worth-Arlington, TX	9	\$3,403,000	0	\$0	0	\$0	34	\$2,495,020	0	\$0	2	\$180,000	0	\$0	0	\$0	0	\$0	45	\$6,078,020
Denver-Aurora, CO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$178,368	0	\$0	3	\$178,368
Detroit, MI	94	\$21,584,121	0	\$0	0	\$0	1	\$464,513	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	95	\$22,048,634
Houston, TX	0	\$0	0	\$0	0	\$0	0	-\$3,223	0	\$0	0	\$0	0	\$0	40	\$2,767,974	0	\$0	40	\$2,764,751
Jacksonville, FL	1	\$292,290	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$1,200,000	0	\$0	16	\$1,492,290
Kansas City, MO-KS	5	\$1,897,028	0	\$0	2	\$640,000	0	\$0	0	\$0	0	\$0	0	\$0	8	\$201,960	0	\$0	15	\$2,738,988
Las Vegas-Henderson, NV	0	\$0	0	\$0	0	\$0	0	\$0	15	\$11,440,000	0	\$0	0	\$0	0	\$0	0	\$0	15	\$11,440,000
Los Angeles-Long Beach-Anaheim, CA	121	\$60,347,717	17	\$6,014,706	60	\$21,334,342	113	\$14,821,891	55	\$46,133,153	0	\$0	0	\$0	0	\$0	0	\$0	366	\$148,651,809
Memphis, TN-MS-AR	5	\$2,315,276	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$2,315,276
Miami, FL	45	\$25,146,903	0	\$0	0	\$0	143	\$12,067,391	19	\$16,327,936	0	\$0	0	\$0	0	\$0	0	\$0	207	\$53,542,230
Milwaukee, WI	3	\$926,548	0	\$0	0	\$0	1	\$10,200	0	\$0	0	\$0	0	\$0	2	\$54,296	0	\$0	6	\$991,044
Minneapolis-St. Paul, MN-WI	66	\$25,818,705	0	\$0	1	\$137,400	112	\$6,636,410	26	\$14,849,459	14	\$6,254,400	0	\$0	0	\$0	0	\$0	219	\$53,696,374
New York-Newark, NY-NJ-CT	5	\$1,905,000	0	\$0	0	\$0	15	\$1,372,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	20	\$3,277,000
Orlando, FL	47	\$22,751,299	3	\$1,960,000	0	\$0	0	\$0	2	\$1,900,000	0	\$0	0	\$0	132	\$4,156,381	0	\$0	184	\$30,767,680
Philadelphia, PA-NJ-DE-MD	93	\$42,675,642	0	\$1	0	\$0	76	\$4,489,029	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	169	\$47,164,672
Phoenix-Mesa, AZ	39	\$17,961,350	3	\$1,721,250	1	\$144,099	30	\$1,957,949	16	\$10,880,000	0	\$0	0	\$0	134	\$4,891,092	0	\$0	223	\$37,555,740
Pittsburgh, PA	54	\$17,736,768	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	54	\$17,736,768
Portland, OR-WA	14	\$4,182,210	3	\$1,053,343	0	\$0	4	\$989,131	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	21	\$6,224,684
Providence, RI-MA	0	\$0	0	\$0	3	\$768,000	3	\$140,644	0	\$0	0	\$0	0	\$0	3	\$134,948	0	\$0	9	\$1,043,592
Riverside-San Bernardino, CA	14	\$8,458,500	0	\$0	27	\$2,909,398	4	\$339,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	45	\$11,707,498
Sacramento, CA	47	\$23,113,705	2	\$722,000	0	\$0	19	\$2,476,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	68	\$26,311,905
Salt Lake City-West Valley City, UT	12	\$5,242,592	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$5,242,592
San Diego, CA	24	\$11,445,363	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$11,445,363
San Francisco-Oakland, CA	132	\$53,117,523	2	\$953,135	71	\$7,294,059	32	\$2,729,048	31	\$26,419,764	21	\$12,184,919	0	\$0	24	\$1,261,163	1	\$749,345	314	\$104,708,956
San Juan, PR	0	\$0	0	\$0	0	\$0	19	\$1,540,533	0	\$0	0	\$0	0	\$0	1	\$64,000	0	\$0	20	\$1,604,533
Seattle, WA	9	\$2,641,552	1	\$784,080	1	\$92,540	0	\$0	0	\$0	0	\$0	8	\$6,383,520	38	\$832,775	8	\$5,999,663	65	\$16,734,130
St. Louis, MO-IL	48	\$16,048,910	15	\$5,722,197	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$963,981	0	\$0	70	\$22,735,088

Table 18 cont'd. FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Tampa-St. Petersburg, FL	24	\$15,433,794	0	\$0	0	\$0	16	\$1,552,000	0	\$0	0	\$0	0	\$0	91	\$412,400	0	\$0	131	\$17,398,194
Virginia Beach, VA	0	\$0	3	\$528,984	0	\$0	9	\$1,177,416	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$1,706,400
Washington, DC-VA-MD	22	\$9,616,901	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	22	\$9,616,901
Sub-total	1,209	\$510,269,007	75	\$26,256,417	180	\$36,357,865	734	\$62,443,503	202	\$137,376,074	74	\$22,234,347	8	\$6,383,520	688	\$24,517,653	9	\$6,749,008	3,179	\$832,587,394
200,000-1,000,000																				
Akron, OH	5	\$1,910,483	1	\$50,000	0	\$0	0	\$0	0	\$0	2	\$200,000	0	\$0	0	\$0	0	\$0	8	\$2,160,483
Albany-Schenectady, NY	0	\$0	0	\$0	0	\$0	4	\$224,000	0	\$0	2	\$1,120,000	0	\$0	0	\$0	0	\$0	6	\$1,344,000
Allentown, PA-NJ	4	\$345,520	5	\$560,496	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$1,012,640	0	\$0	24	\$1,918,656
Anchorage, AK	2	\$468,185	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$511,000	0	\$0	15	\$979,185
Ann Arbor, MI	0	\$0	0	\$0	0	\$0	3	\$291,951	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$291,951
Appleton, WI	1	\$72,794	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$72,794
Bakersfield, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$2,036,190	0	\$0	0	\$0	0	\$0	4	\$2,036,190
Barnstable Town, MA	0	\$0	0	\$0	0	\$0	2	\$93,760	0	\$0	0	\$0	0	\$0	3	\$135,348	0	\$0	5	\$229,108
Baton Rouge, LA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$1,125,000	0	\$0	10	\$1,125,000
Birmingham, AL	7	\$2,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,000,000
Bonita Springs, FL	1	\$420,694	0	\$0	3	\$81,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$147,926	0	\$0	5	\$649,620
Bridgeport-Stamford, CT-NY	2	\$689,600	0	\$0	12	\$3,804,000	27	\$1,448,000	0	\$0	0	\$0	0	\$0	5	\$360,000	0	\$0	46	\$6,301,600
Buffalo, NY	4	\$1,722,931	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,722,931
Canton, OH	0	\$0	0	\$0	0	\$0	9	\$720,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$720,000
Columbia, SC	0	\$0	0	\$0	0	\$0	25	\$1,572,195	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	25	\$1,572,195
Columbus, GA-AL	0	\$0	1	\$424,000	1	\$96,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$520,000
Concord, CA	0	\$0	4	\$959,278	7	\$1,999,441	6	\$401,592	0	\$0	0	\$0	0	\$0	4	\$180,236	0	\$0	21	\$3,540,547
Conroe-The Woodlands, TX	0	\$0	0	\$0	0	\$0	3	\$322,616	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$322,616
Corpus Christi, TX	0	\$0	13	\$5,304,000	0	\$0	16	\$3,926,359	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	29	\$9,230,359
Davenport, IA-IL	6	\$1,598,160	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,598,160
Dayton, OH	0	\$0	0	\$0	0	\$0	13	\$709,156	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$709,156
Des Moines, IA	3	\$1,005,700	0	\$0	0	\$0	5	\$637,000	0	\$0	0	\$0	0	\$0	23	\$589,000	0	\$0	31	\$2,231,700
El Paso, TX-NM	2	\$750,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$750,000
Eugene, OR	3	\$1,686,025	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,686,025
Evansville, IN-KY	0	\$0	0	\$0	0	\$0	9	\$792,806	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$792,806
Fayetteville-Springdale-Rogers, AR-MO	4	\$395,774	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$395,774
Flint, MI	1	\$500,000	0	\$0	0	\$0	9	\$730,913	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$1,230,913
Fort Collins, CO	0	\$0	0	\$0	5	\$2,214,134	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$2,214,134
Fort Wayne, IN	1	\$600,000	0	\$0	0	\$0	2	\$170,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$770,000
Fresno, CA	0	\$0	0	\$0	0	\$0	18	\$928,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	18	\$928,000
Grand Rapids, MI	9	\$4,171,871	0	\$0	0	\$0	7	\$207,200	0	\$0	0	\$0	0	\$0	6	\$110,400	0	\$0	22	\$4,489,471
Green Bay, WI	3	\$960,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$960,000

Table 18 cont'd. FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Harrisburg, PA	13	\$4,257,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$4,257,600
Hartford, CT	19	\$2,993,000	0	\$0	13	\$2,720,000	38	\$2,280,000	12	\$1,920,000	0	\$0	0	\$0	10	\$569,840	0	\$0	92	\$10,482,840
Huntington, WV-KY-OH	0	\$0	0	\$0	0	\$0	1	\$50,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$50,000
Huntsville, AL	0	\$0	0	\$0	0	\$0	2	\$492,449	0	\$0	0	\$0	0	\$0	3	\$122,400	0	\$0	5	\$614,849
Indio-Cathedral City, CA	0	\$0	0	\$0	0	\$0	136	\$628,000	0	\$0	0	\$0	0	\$0	17	\$528,000	0	\$0	153	\$1,156,000
Kalamazoo, MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$207,200	0	\$0	7	\$207,200
Kennewick-Pasco, WA	7	\$2,754,688	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	40	\$800,000	0	\$0	47	\$3,554,688
Kissimmee, FL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	35	\$958,837	0	\$0	35	\$958,837
Knoxville, TN	0	\$0	5	\$1,464,800	0	\$0	4	\$239,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$1,703,800
Lafayette, LA	0	\$0	1	\$200,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$200,000
Lancaster, PA	0	\$0	5	\$1,252,876	2	\$906,124	0	\$0	0	\$0	0	\$0	0	\$0	3	\$148,762	0	\$0	10	\$2,307,762
Lancaster-Palmdale, CA	11	\$4,144,679	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$4,144,679
Lansing, MI	10	\$3,714,455	0	\$0	0	\$0	0	\$13,902	0	\$0	0	\$0	0	\$0	12	\$275,554	0	\$0	22	\$4,003,911
Lincoln, NE	0	\$0	2	\$752,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$186,800	0	\$0	4	\$938,800
Little Rock, AR	2	\$1,020,000	5	\$1,952,389	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$303,469	0	\$0	9	\$3,275,858
Louisville/Jefferson County, KY-IN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$4,369,000	6	\$4,369,000
Madison, WI	4	\$1,017,414	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,017,414
McAllen, TX	0	\$0	0	\$0	4	\$1,100,000	7	\$1,300,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$2,400,000
Mission Viejo-Lake Forest-San Clemente, CA	28	\$16,768,396	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	28	\$16,768,396
Murrieta-Temecula-Menifee, CA	0	\$0	0	\$0	3	\$302,850	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$302,850
New Haven, CT	69	\$33,506,400	0	\$0	0	\$0	0	\$0	0	\$0	7	\$3,164,000	0	\$0	0	\$0	0	\$0	76	\$36,670,400
Ogden-Layton, UT	1	\$314,260	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$314,260
Oklahoma City, OK	2	\$729,108	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$752,000	0	\$0	13	\$1,481,108
Omaha, NE-IA	0	\$0	8	\$2,429,682	0	\$0	2	\$122,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$2,552,082
Oxnard, CA	11	\$3,040,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	20	\$114,955	31	\$3,154,955
Palm Bay-Melbourne, FL	3	\$1,125,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$70,000	0	\$0	5	\$1,195,000
Palm Coast-Daytona Beach-Port Orange, FL	0	\$0	12	\$2,300,436	0	\$0	16	\$1,898,943	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	28	\$4,199,379
Pensacola, FL-AL	0	\$0	0	\$0	3	\$960,000	1	\$130,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,090,000
Port St. Lucie, FL	0	\$0	0	\$0	1	\$70,219	2	\$510,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$580,219
Portland, ME	0	\$0	2	\$680,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$680,000
Poughkeepsie-Newburgh, NY-NJ	0	\$0	0	\$0	0	\$0	2	\$112,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$112,000
Provo-Orem, UT	1	\$223,752	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$223,752
Raleigh, NC	8	\$3,085,909	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$3,085,909
Reading, PA	12	\$5,899,055	0	\$0	0	\$0	3	\$192,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	15	\$6,091,055
Reno, NV-CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$550,000	0	\$0	5	\$550,000
Richmond, VA	19	\$6,986,202	0	\$0	0	\$0	6	\$354,498	0	\$0	0	\$0	1	\$180,000	0	\$0	0	\$0	26	\$7,520,700

Table 18 cont'd. FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Santa Rosa, CA	2	\$410,123	0	\$0	2	\$173,052	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$583,175
Scranton, PA	0	\$0	3	\$1,264,000	0	\$0	5	\$215,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,479,000
Shreveport, LA	4	\$1,512,762	0	\$0	0	\$0	2	\$144,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,656,762
South Bend, IN-MI	0	\$0	7	\$2,520,000	0	\$0	2	\$64,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$2,584,000
Springfield, MA-CT	8	\$2,591,430	5	\$1,641,632	0	\$0	8	\$608,000	0	\$0	0	\$0	0	\$0	6	\$299,087	0	\$0	27	\$5,140,149
Thousand Oaks, CA	0	\$0	0	\$0	0	\$0	13	\$136,000	0	\$0	0	\$0	0	\$0	2	\$68,000	13	\$793,553	28	\$997,553
Toledo, OH-MI	0	\$0	0	\$0	0	\$0	25	\$2,742,178	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	25	\$2,742,178
Tucson, AZ	8	\$3,881,632	0	\$0	0	\$0	43	\$3,351,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	51	\$7,233,032
Tulsa, OK	0	\$0	0	\$0	0	\$0	1	\$302,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$302,000
Victorville-Hesperia, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,170,493	0	\$0	0	\$0	0	\$0	5	\$1,170,493
Visalia, CA	0	\$0	0	\$0	0	\$0	2	\$383,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$383,000
Wichita, KS	4	\$1,307,594	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,307,594
Wilmington, NC	0	\$0	0	\$0	0	\$0	1	\$120,000	0	\$0	0	\$0	0	\$0	4	\$80,000	0	\$0	5	\$200,000
Winston-Salem, NC	0	\$0	6	\$3,251,250	0	\$0	5	\$532,750	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$3,784,000
Worcester, MA-CT	2	\$1,252,735	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	51	\$1,196,900	0	\$0	53	\$2,449,635
York, PA	0	\$0	0	\$0	0	\$0	3	\$210,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$210,000
Youngstown, OH-PA	0	\$0	5	\$1,660,218	0	\$0	7	\$878,336	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$2,538,554
Sub-total	306	\$121,833,931	90	\$28,667,057	56	\$14,426,820	495	\$31,185,404	12	\$1,920,000	20	\$7,690,683	1	\$180,000	292	\$11,288,399	39	\$5,277,508	1,311	\$222,469,802
< 200,000																				
Albany, OR	0	\$0	1	\$352,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$352,000
Amarillo, TX	0	\$0	0	\$0	0	\$0	3	\$425,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$425,000
Anderson, IN	0	\$0	0	\$0	0	\$0	9	\$968,701	0	\$0	0	\$0	0	\$0	1	\$32,000	0	\$0	10	\$1,000,701
Anderson, SC	1	\$344,450	0	\$0	1	\$286,350	0	\$0	0	\$0	0	\$0	0	\$0	1	\$22,400	0	\$0	3	\$653,200
Anniston-Oxford, AL	0	\$0	0	\$0	0	\$0	2	\$96,800	0	\$0	0	\$0	0	\$0	1	\$40,000	0	\$0	3	\$136,800
Auburn, AL	0	\$0	0	\$0	0	\$0	2	\$160,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$160,000
Avondale-Goodyear, AZ	3	\$2,295,850	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$2,295,850
Beaumont, TX	0	\$0	3	\$1,500,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,500,000
Bellingham, WA	0	\$0	0	\$0	0	\$0	11	\$1,002,640	0	\$0	0	\$0	0	\$0	12	\$257,600	0	\$0	23	\$1,260,240
Benton Harbor-St. Joseph-Fair Plain, MI	0	\$0	0	\$0	0	\$0	9	\$64,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$64,000
Blacksburg, VA	4	\$1,562,464	4	\$1,487,208	0	\$0	1	\$88,481	1	\$736,178	0	\$0	0	\$0	0	\$0	0	\$0	10	\$3,874,331
Bloomington, IN	1	\$296,543	0	\$0	0	\$0	1	\$67,500	0	\$0	0	\$0	0	\$0	2	\$82,115	0	\$0	4	\$446,158
Bloomington-Normal, IL	0	\$0	1	\$20,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$20,000
Bowling Green, KY	4	\$20,000	0	\$0	0	\$0	2	\$205,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$225,000
Bremerton, WA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$400,000	1	\$400,000
Bristol-Bristol, TN-VA	0	\$0	0	\$0	0	\$0	2	\$96,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$96,000
Camarillo, CA	0	\$0	0	\$0	0	\$0	4	\$384,100	0	\$0	0	\$0	0	\$0	0	\$0	1	\$135,548	5	\$519,648
Cape Girardeau, MO-IL	0	\$0	0	\$0	0	\$0	1	\$46,750	0	\$0	0	\$0	0	\$0	4	\$86,800	0	\$0	5	\$133,550

Table 18 cont'd. FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Carson City, NV	0	\$0	0	\$0	0	\$0	2	\$230,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$230,000
Charleston, WV	0	\$0	2	\$465,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$465,000
Charlottesville, VA	0	\$0	5	\$1,483,178	0	\$0	2	\$327,183	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$1,810,361
Chico, CA	6	\$2,750,674	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$2,750,674
Corvallis, OR	0	\$0	1	\$332,001	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$332,001
Danbury, CT-NY	0	\$0	12	\$4,202,400	0	\$0	12	\$676,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$4,878,400
Danville, IL-IN	0	\$0	2	\$70,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$70,000
Decatur, AL	0	\$0	0	\$0	0	\$0	2	\$120,000	0	\$0	0	\$0	0	\$0	1	\$40,000	0	\$0	3	\$160,000
Deltona, FL	0	\$0	12	\$2,802,428	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	12	\$2,802,428
Dover, DE	0	\$0	0	\$0	0	\$0	11	\$854,671	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$854,671
Eau Claire, WI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$51,496	0	\$0	2	\$51,496
El Paso de Robles (Paso Robles)-Atascadero, CA	0	\$0	0	\$0	0	\$0	1	\$51,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$51,000
Elmira, NY	0	\$0	0	\$0	0	\$0	1	\$120,655	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$120,655
Erie, PA	0	\$0	0	\$0	0	\$0	2	\$68,010	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$68,010
Fargo, ND-MN	0	\$0	1	\$383,350	0	\$0	1	\$40,000	0	\$0	0	\$0	0	\$0	1	\$20,000	0	\$0	3	\$443,350
Farmington, NM	0	\$0	0	\$0	0	\$0	4	\$252,650	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$252,650
Florence, AL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$48,000	0	\$0	1	\$48,000
Fort Smith, AR-OK	0	\$0	0	\$0	0	\$0	1	\$35,322	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$35,322
Fort Walton Beach-Navarre-Wright, FL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$26,000	0	\$0	1	\$26,000
Frederick, MD	0	\$0	0	\$0	0	\$0	3	\$155,083	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$155,083
Fredericksburg, VA	0	\$0	0	\$0	0	\$0	2	\$240,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$240,000
Gadsden, AL	0	\$0	0	\$0	0	\$0	4	\$280,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$280,000
Gainesville, FL	2	\$928,722	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$928,722
Gilroy-Morgan Hill, CA	0	\$0	0	\$0	1	\$293,289	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$293,289
Glens Falls, NY	0	\$0	0	\$0	6	\$280,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$280,000
Goldsboro, NC	0	\$0	0	\$0	1	\$281,023	1	\$99,915	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$380,938
Greenville, NC	0	\$0	1	\$260,312	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$260,312
Hanford, CA	0	\$0	8	\$160,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$160,000
Harlingen, TX	0	\$0	0	\$0	7	\$1,781,948	2	\$464,502	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$2,246,450
Harrisonburg, VA	0	\$0	6	\$1,992,000	0	\$0	2	\$96,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$2,088,000
Hattiesburg, MS	0	\$0	0	\$0	0	\$0	1	\$100,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$100,000
Holland, MI	0	\$0	0	\$0	2	\$248,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$248,000
Hot Springs, AR	0	\$0	1	\$344,000	0	\$0	1	\$44,624	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$388,624
Iowa City, IA	5	\$1,696,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,696,000
Ithaca, NY	1	\$104,569	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$104,569
Joplin, MO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$350,000	0	\$0	2	\$350,000

Table 18 cont'd. FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Kokomo, IN	0	\$0	0	\$0	0	\$0	2	\$90,541	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$90,541
La Crosse, WI-MN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$244,800	0	\$0	9	\$244,800
Lafayette, IN	2	\$782,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$782,000
Lake Charles, LA	0	\$0	2	\$351,250	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$351,250
Las Cruces, NM	0	\$0	1	\$329,660	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$35,690	0	\$0	2	\$365,350
Lawrence, KS	0	\$0	0	\$0	1	\$100,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$100,000
Leesburg-Eustis-Tavares, FL	0	\$0	3	\$1,353,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,353,000
Lewiston, ID-WA	0	\$0	0	\$0	0	\$0	2	\$195,622	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$195,622
Lewiston, ME	0	\$0	0	\$0	2	\$198,085	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$198,085
Logan, UT	2	\$634,000	0	\$0	0	\$0	3	\$143,300	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$777,300
Longview, TX	0	\$0	2	\$490,576	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$490,576
Madera, CA	0	\$0	0	\$0	0	\$0	3	\$319,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$319,000
Manchester, NH	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$159,120	0	\$0	3	\$159,120
McKinney, TX	0	\$0	0	\$0	1	\$160,000	7	\$840,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,000,000
Michigan City-La Porte, IN-MI	0	\$0	0	\$0	5	\$571,268	2	\$116,732	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$688,000
Middletown, OH	0	\$0	5	\$1,980,000	0	\$0	2	\$90,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$2,070,000
Midland, MI	0	\$0	0	\$0	0	\$0	6	\$336,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$336,000
Missoula, MT	0	\$0	3	\$1,216,103	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,216,103
Monroe, MI	0	\$0	0	\$0	0	\$0	2	\$630,577	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$630,577
Muncie, IN	0	\$0	0	\$0	0	\$0	2	\$160,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$160,000
Muskegon, MI	0	\$0	0	\$0	0	\$0	1	\$113,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$113,600
Norman, OK	0	\$0	2	\$359,711	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$359,711
North Port-Port Charlotte, FL	0	\$0	0	\$0	0	\$0	2	\$222,670	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$222,670
Petaluma, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$1,121,691	0	\$0	2	\$9,360	0	\$0	4	\$1,131,051
Ponce, PR	0	\$0	12	\$1,884,045	0	\$0	6	\$518,814	0	\$0	0	\$0	1	\$152,774	2	\$120,836	0	\$0	21	\$2,676,469
Port Huron, MI	0	\$0	0	\$0	1	\$0	6	\$923,862	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$923,862
Rapid City, SD	0	\$0	0	\$0	0	\$0	4	\$340,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$340,000
Redding, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$131,200	0	\$0	1	\$131,200
Rocky Mount, NC	0	\$0	0	\$0	1	\$320,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$320,000
Salisbury, MD-DE	0	\$0	0	\$0	0	\$0	5	\$235,265	0	\$0	0	\$0	0	\$0	1	\$36,000	0	\$0	6	\$271,265
San Luis Obispo, CA	1	\$48,000	0	\$0	0	\$0	1	\$51,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$99,000
Santa Barbara, CA	2	\$202,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$202,000
Seaside-Monterey, CA	0	\$0	1	\$396,000	0	\$0	1	\$51,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$447,000
Sebastian-Vero Beach South-Florida Ridge, FL	0	\$0	0	\$0	3	\$894,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$894,000
Simi Valley, CA	3	\$1,460,700	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$257,285	4	\$1,717,985
Sioux City, IA-NE-SD	0	\$0	1	\$340,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$340,000
Springfield, IL	0	\$0	1	\$492,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$492,200
Springfield, OH	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$45,000	0	\$0	1	\$45,000

Table 18 cont'd. FY 2014 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	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
St. Augustine, FL	0	\$0	0	\$0	0	\$0	11	\$854,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$854,500
St. Charles, MD	0	\$0	0	\$0	0	\$0	2	\$97,742	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$97,742
St. George, UT	0	\$0	2	\$656,000	0	\$0	1	\$91,803	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$747,803
State College, PA	0	\$0	0	\$0	0	\$0	5	\$650,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$650,000
Titusville, FL	1	\$375,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$375,000
Tracy, CA	0	\$0	2	\$420,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$420,000
Tuscaloosa, AL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$119,000	0	\$0	2	\$119,000
Tyler, TX	0	\$0	0	\$0	2	\$624,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$624,000
Victoria, TX	0	\$0	0	\$0	0	\$0	2	\$196,350	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$196,350
Waterbury, CT	0	\$0	0	\$0	0	\$0	0	\$0	16	\$11,329,600	0	\$0	0	\$0	0	\$0	0	\$0	16	\$11,329,600
Waterloo, IA	0	\$0	0	\$0	0	\$0	3	\$296,336	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$296,336
Weirton-Stebenville, WV-OH-PA	0	\$0	0	\$0	0	\$0	3	\$140,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$140,000
West Bend, WI	0	\$0	0	\$0	0	\$0	2	\$60,365	0	\$0	0	\$0	0	\$0	1	\$35,272	0	\$0	3	\$95,637
Westminster-Eldersburg, MD	0	\$0	0	\$0	0	\$0	4	\$194,140	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$194,140
Wheeling, WV-OH	0	\$0	0	\$0	0	\$0	1	\$104,000	0	\$0	0	\$0	0	\$0	1	\$10,550	0	\$0	2	\$114,550
Wichita Falls, TX	0	\$0	0	\$0	2	\$233,102	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$233,102
Williamsburg, VA	0	\$0	3	\$963,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$963,200
Yauco, PR	0	\$0	2	\$169,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$169,500
Zephyrhills, FL	1	\$220,000	0	\$0	0	\$0	3	\$255,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$475,000
Sub-total	39	\$13,720,972	102	\$27,255,122	36	\$6,271,065	196	\$16,178,806	17	\$12,065,778	2	\$1,121,691	1	\$152,774	53	\$2,003,239	3	\$792,833	449	\$79,562,280
Oregon Gov App	0	\$0	0	\$0	0	\$0	1	\$59,500	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$59,500
Virgin Islands Gov App	0	\$0	0	\$0	3	\$1,412,094	3	\$339,195	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,751,289
Sub-total	0	\$0	0	\$0	3	\$1,412,094	4	\$398,695	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$1,810,789
Total	1,554	\$645,823,910	267	\$82,178,596	275	\$58,467,844	1,429	\$110,206,408	231	\$151,361,852	96	\$31,046,721	10	\$6,716,294	1,033	\$37,809,291	51	\$12,819,349	4,946	\$1,136,430,265

"Other" category includes bus artic trolley, ferry, bus dual mode and intercity bus . If quantity = 0, funds are supplemental to previous purchase.

A negative obligation indicates that a budget amendment to previously-obligated funds shifted commitment of funds out of one category (i.e., negative balance) to another category.

Table 19 FY 2014 Urbanized Area Formula Obligations for Fixed Guideway Modernization Projects

URBANIZED AREA	ROLLING STOCK TOTAL	TRANSIT-WAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP. FACILITIES	ELECTRIFIC. POWER DIST.	SIGNAL COMMUNICATION	OTHER CAPITAL ITEMS	TRANSIT ENHANCEMENTS	TOTAL	% OF TOTAL	RANK
Albuquerque, NM	\$0	\$0	\$189,000	\$0	\$0	\$0	\$15,486,845	\$90,000	\$15,765,845	0.8	19
Anchorage, AK	\$0	\$162,725	\$0	\$0	\$0	\$0	\$6,671,876	\$48,080	\$6,882,681	0.3	26
Antioch, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$151,472	\$151,472	0.0	46
Atlanta, GA	\$0	\$3,918,008	\$0	\$395,000	\$2,624,881	\$0	\$31,397,885	\$615,000	\$38,950,774	1.9	15
Austin, TX	\$0	\$263,244	\$0	\$0	\$0	\$0	\$4,056,756	\$0	\$4,320,000	0.2	31
Baltimore, MD	\$0	\$56,180,316	\$3,141,000	-\$224,000	-\$71,000	-\$818,000	\$5,721,684	\$396,996	\$64,326,996	3.2	7
Boston, MA-NH-RI	\$55,889,870	\$0	\$48,027,156	\$0	\$0	\$8,000,000	\$5,465,542	\$0	\$117,382,568	5.8	3
Bremerton, WA	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	0.0	45
Bridgeport-Stamford, CT-NY	\$0	\$0	\$0	\$0	\$30,400,000	\$30,475,972	\$0	\$0	\$60,875,972	3.0	8
Camarillo, CA	\$0	\$0	\$535,000	\$0	\$0	\$0	\$0	\$0	\$535,000	0.0	43
Charlotte, NC-SC	\$1,892,243	\$300,000	\$0	\$2,366,288	\$0	\$0	\$1,180,000	\$0	\$5,738,531	0.3	27
Chattanooga, TN-GA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0	47
Chicago, IL-IN	\$26,522,560	\$4,432,736	\$36,114,978	\$14,831,950	\$0	\$18,237,517	\$86,159,700	\$2,550,000	\$188,849,441	9.3	2
Cleveland, OH	\$0	\$4,020,628	\$8,202,410	\$0	\$1,688,781	\$400,000	\$3,176,858	\$110,320	\$17,598,997	0.9	18
Concord, CA	\$0	\$0	\$0	\$0	\$0	\$1,664,000	\$6,364,502	\$1,913,562	\$9,942,064	0.5	24
Dallas-Fort Worth-Arlington, TX	\$0	\$18,659,556	\$553,630	\$0	\$0	\$0	\$0	\$1,074,289	\$20,287,475	1.0	17
Denton-Lewisville, TX	\$0	\$0	\$0	\$0	\$0	\$0	\$3,054,506	\$0	\$3,054,506	0.2	35
Detroit, MI	\$4,995,862	\$80,000	\$299,906	\$25,439	\$0	\$0	\$0	\$8,232	\$5,409,439	0.3	30
Harrisburg, PA	\$0	\$0	\$452,630	\$0	\$0	\$0	\$0	\$0	\$452,630	0.0	44
Jacksonville, FL	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	0.0	40
Kansas City, MO-KS	\$6,792,640	\$0	\$1,529,184	\$164,340	\$0	\$456,779	\$187,257	\$0	\$9,130,200	0.5	25
Lancaster, PA	\$0	\$0	\$3,479,513	\$0	\$0	\$0	\$0	\$0	\$3,479,513	0.2	34
Los Angeles-Long Beach-Anaheim, CA	\$45,441,000	\$0	\$37,784,110	\$0	\$0	\$800,000	\$7,699,762	\$300,000	\$92,024,872	4.5	5
Miami, FL	\$0	\$500,000	\$225,000	\$3,886,121	\$2,735,004	\$8,587,210	\$10,700,000	\$615,017	\$27,248,352	1.3	16
Minneapolis-St. Paul, MN-WI	\$0	\$0	\$13,652,484	\$0	\$0	\$0	\$0	\$160,000	\$13,812,484	0.7	21
Nashville-Davidson, TN	\$109,587	\$132,000	\$128,000	\$178,413	\$0	\$0	\$1,970,000	\$0	\$2,518,000	0.1	36
New Haven, CT	\$0	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$0	\$12,000,000	0.6	22
New Orleans, LA	\$0	\$519,168	\$0	\$82,935	\$929,842	\$0	\$4,020,427	\$0	\$5,552,372	0.3	29
New York-Newark, NY-NJ-CT	\$72,319,817	\$219,836,170	\$39,933,702	\$0	\$0	\$285,521,516	\$174,461,553	\$6,900,000	\$798,972,758	39.4	1
Oxnard, CA	\$0	\$237,898	\$0	\$0	\$0	\$1,675,221	\$0	\$0	\$1,913,119	0.1	38
Philadelphia, PA-NJ-DE-MD	\$3,697,772	\$19,314,365	\$3,830,907	\$4,131,455	\$1,769,487	\$9,191,086	\$6,297,471	\$785,505	\$49,018,048	2.4	10
Pittsburgh, PA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$944,937	\$944,937	0.0	41
Portland, ME	\$0	-\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	-\$14,000	(0.0)	48
Portland, OR-WA	\$0	\$0	\$0	\$0	\$0	\$0	\$38,893,905	\$348,992	\$39,242,897	1.9	14

Table 19 cont'd. *FY 2014 Urbanized Area Formula Obligations for Fixed Guideway Modernization Projects*

URBANIZED AREA	ROLLING STOCK TOTAL	TRANSIT-WAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP. FACILITIES	ELECTRIFIC. POWER DIST.	SIGNAL COMMUNICATION	OTHER CAPITAL ITEMS	TRANSIT ENHANCEMENTS	TOTAL	% OF TOTAL	RANK
Round Lake Beach-McHenry-Grayslake, IL-WI	\$1,472,440	\$157,264	\$389,280	\$500,719	\$0	\$1,012,483	\$711,439	\$0	\$4,243,625	0.2	32
Sacramento, CA	\$0	\$0	\$1,248,327	\$0	\$0	\$0	\$13,996,671	\$276,642	\$15,521,640	0.8	20
Salt Lake City-West Valley City, UT	\$0	\$0	\$0	\$272,068	\$0	\$0	\$10,918,563	\$204,051	\$11,394,682	0.6	23
San Diego, CA	\$1,986,080	\$47,509,490	\$104,275	\$692,500	\$3,184,800	\$1,944,800	\$0	\$600,000	\$56,021,945	2.8	9
San Francisco-Oakland, CA	\$7,795,480	\$2,000,000	\$7,592,000	\$50,440,000	\$0	\$18,589,069	\$19,166,628	\$3,750,998	\$109,334,175	5.4	4
San Jose, CA	\$985,139	\$0	\$0	\$0	\$0	\$0	\$367,490	\$2,397,510	\$3,750,139	0.2	33
San Juan, PR	\$0	\$0	\$0	\$0	\$0	\$0	\$42,732,389	\$0	\$42,732,389	2.1	12
Seattle, WA	\$2,652,899	\$30,792,780	\$2,477,739	\$1,388,087	\$0	\$0	\$1,945,278	\$5,978,758	\$45,235,541	2.2	11
South Bend, IN-MI	\$0	\$0	\$0	\$0	\$0	\$0	\$1,183,665	\$0	\$1,183,665	0.1	39
St. Louis, MO-IL	\$0	\$5,714,048	\$0	\$0	\$0	\$0	\$0	\$0	\$5,714,048	0.3	28
Stockton, CA	\$0	\$1,729,234	\$0	\$423,285	\$0	\$0	\$0	\$0	\$2,152,519	0.1	37
Thousand Oaks, CA	\$0	\$853,881	\$0	\$0	\$0	\$0	\$0	\$0	\$853,881	0.0	42
Washington, DC-VA-MD	\$48,071,915	\$9,329,095	\$564,000	\$3,480,000	\$0	\$5,159,000	\$0	\$1,089,000	\$67,693,010	3.3	6
Waterbury, CT	\$0	\$42,475,972	\$0	\$0	\$0	\$0	\$0	\$0	\$42,475,972	2.1	13
Total	\$281,025,304	\$469,104,578	\$210,454,231	\$83,034,600	\$55,261,795	\$390,896,653	\$504,988,652	\$31,309,361	\$2,026,075,174	100.0	
% of Total	13.9	23.2	10.4	4.1	2.7	19.3	24.9	1.5	100		

Other includes contingencies, real estate, administration, contracts, preventive maintenance.

Transit-way Lines may include HOV and busways, in addition to rail lines.

Station Stops/Terminals includes fare collection equip, PNR, furniture, security equip.

Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers, and other support equipment.

Electrif./Power Dist. includes traction power, AC power lighting, substation distribution, vehicle locator systems.

Signal/Communic. includes train control / signal systems, communications systems, radios.

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	SIGNAL COMMUNICATION	OTHER CAPITAL ITEMS	GUIDEWAY/ TRACK ELEMENTS	TOTAL	% OF TOTAL	RANK
Dallas-Fort Worth-Arlington, TX	\$0	\$0	\$0	\$0	\$0	\$17,480,000	\$17,480,000	10.1	4
Los Angeles-Long Beach-Anaheim, CA	\$0	\$0	\$0	\$0	\$0	\$64,000,000	\$64,000,000	37.1	1
Phoenix-Mesa, AZ	\$0	\$9,937,962	\$0	\$0	\$18,831,358	\$0	\$28,769,320	16.7	3
Portland, OR-WA	\$0	\$0	\$0	\$0	\$11,000,000	\$0	\$11,000,000	6.4	6
Riverside-San Bernardino, CA	\$0	\$0	\$0	\$0	\$0	\$32,216,263	\$32,216,263	18.7	2
San Francisco-Oakland, CA	\$0	\$0	\$0	\$12,498,000	\$0	\$0	\$12,498,000	7.2	5
St. Louis, MO-IL	\$0	\$0	\$0	\$0	\$0	\$7,060,000	\$7,060,000	4.1	7
Virginia Beach, VA	\$0	\$0	-\$479,666	\$0	\$0	\$0	-\$479,666	(0.3)	8
Total	\$0	\$9,937,962	-\$479,666	\$12,498,000	\$29,831,358	\$120,756,263	\$172,543,917	100.0	
% of Total	0.0	5.8	(0.3)	7.2	17.3	70.0	100.0		

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, and vehicle locator sytems.

Signal/Communic. includes train control / signal systems, communications systems, and radios.

Other includes contingencies, real estate, administration, contracts, professional services, finance charges.

Rolling Stock Purchases includes rail cars and spare parts.

Rolling Stock Rehab includes rehabilitation and mid-life rebuild.

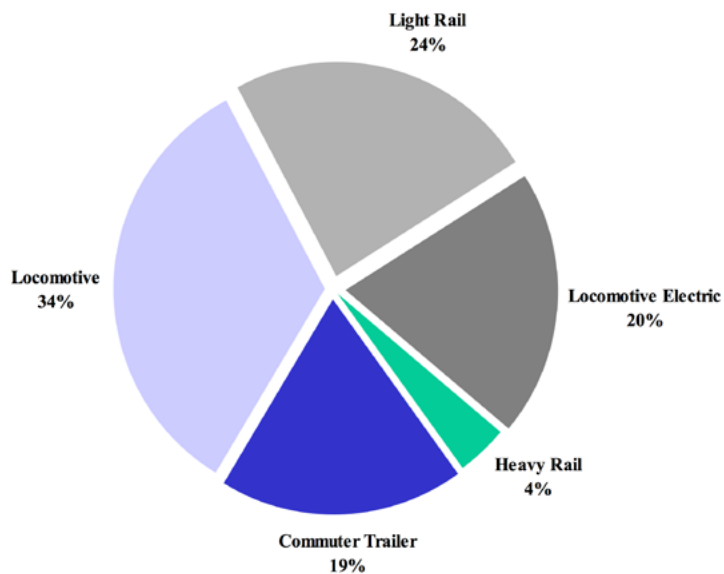
Rolling Stock Other includes design and lease.

Table 21 FY 2014 Urbanized Area Formula Obligations for Rail Rolling Stock Purchases and Rehabilitation by UZA

Area	HEAVY RAIL		LIGHT RAIL		COMMUTER LOCOMOTIVE DIESEL		COMMUTER RAIL CAR TRAILER		COMMUTER SELF PROP. - ELEC.		COMMUTER LOCOMOTIVE ELEC.		COMMUTER RAIL CARS USED		TOTAL PURCHASES		% OF TOTAL
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$		\$	
Boston, MA-NH-RI	0	\$0	0	\$0	20	\$55,889,870	0	\$0	0	\$0	0	\$0	0	\$0	20	\$55,889,870	21.4
Chicago, IL-IN	0	\$0	0	\$0	27	\$4,519,115	47	\$20,866,561	0	\$0	0	\$0	0	\$0	74	\$25,385,676	9.7
Detroit, MI	0	\$0	2	\$5,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$5,000,000	1.9
Kansas City, MO-KS	0	\$0	4	\$5,389,670	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$5,389,670	2.1
Los Angeles-Long Beach-Anaheim, CA	0	\$0	16	\$45,441,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$45,441,000	17.4
Nashville-Davidson, TN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$56,000	0	\$0	0.0
New York-Newark, NY-NJ-CT	300	\$5,000,000	1	\$1,535,366	1	\$23,459,860	1	\$24,585,340	0	\$0	1	\$17,739,251	0	\$0	304	\$72,319,817	27.7
Philadelphia, PA-NJ-DE-MD	1	\$3,697,772	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$3,697,772	1.4
Round Lake Beach-McHenry-Grayslake, IL-WI	0	\$0	0	\$0	2	\$250,885	3	\$1,158,439	0	\$0	0	\$0	0	\$0	5	\$1,409,324	0.5
San Diego, CA	0	\$0	0	\$0	1	\$1,448,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$1,448,000	0.6
San Francisco-Oakland, CA	2	\$1,493,189	149	\$4,629,676	1	\$74,211	3	\$849,059	0	\$0	0	\$0	0	\$0	155	\$7,046,135	2.7
San Jose, CA	0	\$0	0	\$0	0	\$0	3	\$985,139	0	\$0	0	\$0	0	\$0	3	\$985,139	0.4
Seattle, WA	0	\$0	0	\$0	0	\$2,096,836	0	\$0	0	\$0	0	\$0	0	\$0	0	\$2,096,836	0.8
Washington, DC-VA-MD	0	\$0	0	\$0	0	\$0	0	\$0	12	\$34,760,915	0	\$0	0	\$0	12	\$34,760,915	13.3
Total	303	\$10,190,961	172	\$61,995,712	52	\$87,738,777	57	\$48,444,538	12	\$34,760,915	1	\$17,739,251	1	\$56,000	598	\$260,926,154	100.0
% of Total		3.9		23.8		33.6		18.6		13.3		6.8		0.0		100.0	

Includes both Fixed Guideway Modernization and New Starts Funds. Also includes leasing and engineering & design.

Obligations for Rolling Stock Purchases and Rehabilitation

**Table 22** FY 2014 Urbanized Area Program Obligations for Ferryboats and Related Expenditures

GRANTEE	PURPOSE	AMOUNT
Bremerton, WA	Purchase - Replacement	\$400,000
San Francisco--Oakland, CA	Purchase - Replacement	\$749,345
Seattle, WA	Purchase - Replacement	\$1,318,081
Total		\$2,467,426

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 as well as 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 are designated in SAFETEA-LU. Clean Fuels funds transferred to the Grants for Buses and Bus Facilities Program become indistinguishable and, therefore, all obligations for these funds cannot be tracked independently.

In FY 2014, approximately \$25 million was obligated for the Clean Fuels Grant Program for the purchase of facilities and 57 vehicles.

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

Table 23 FY 2014 Clean Fuels Program Obligations

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL # OF VEHICLES	BUS PURCHASES											MAINTENANCE FACILITY
				40 FT BUS		35 FT BUS		ARTIC. BUS		BUS DUAL MODE		VANS		BUS OTHER	
				#	\$	#	\$	#	\$	#	\$	#	\$	\$	
AL	\$2,500,000	11.4	7	7	\$2,500,000	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
AK	\$0	0.0	0	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	0	\$0	\$0	\$0
AZ	\$0	0.0	0	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	0	\$0	\$0	\$0
CA	\$6,720,000	30.6	12	8	\$2,400,000	4	\$3,200,000	0	\$0	0	\$0	0	\$0	\$1,120,000	\$0
CO	\$136,950	0.6	3	0	\$0	0	\$0	0	\$0	0	\$0	3	\$136,950	\$0	\$0
CT	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
CE	\$0	0.0	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	\$0	\$0
FL	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
GA	\$3,896,160	17.7	10	10	\$3,896,160	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
GUAM	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
HI	\$0	0.0	0	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	0	\$0	\$0	\$0
IL	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
IN	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
IA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
KS	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
KY	\$4,369,000	19.9	4	0	\$0	0	\$0	0	\$0	4	\$3,020,168	0	\$0	\$1,348,832	\$0
LA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
ME	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
MD	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
MS	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
MI	\$0	0.0	0	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	0	\$0	\$0	\$0
MS	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
MO	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
MT	\$0	0.0	0	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	0	\$0	\$0	\$0
NE	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0

Table 23 cont'd. FY 2014 Clean Fuels Program Obligations

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL # OF VEHICLES	BUS PURCHASES											MAINTENANCE FACILITY
				40 FT BUS		35 FT BUS		ARTIC. BUS		BUS DUAL MODE		VANS		BUS OTHER	
				#	\$	#	\$	#	\$	#	\$	#	\$	\$	
NV	\$0	0.0	0	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	0	\$0	\$0	\$0
NJ	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
NM	\$1,960,808	8.9	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$493,922	\$1,466,886
NY	\$0	0.0	0	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	0	\$0	\$0	\$0
ND	\$0	0.0	0	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	0	\$0	\$0	\$0
OK	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
OR	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
PA	\$5,400,000	24.6	21	0	\$0	0	\$0	21	\$2,816,902	0	\$0	0	\$0	\$183,098	\$2,400,000
PR	\$0	0.0	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	\$0	\$0
SC	\$0	0.0	0	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	0	\$0	\$0	\$0
TN	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
TX	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
UT	\$0	0.0	0	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	0	\$0	\$0	\$0
VI	\$0	0.0	0	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	0	\$0	\$0	\$0
WA	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
WV	\$0	0.0	0	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	0	\$0	\$0	\$0
WY	\$0	0.0	0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$0
Total	\$21,962,750	113.8	57	25	\$8,796,160	4	\$3,200,000	21	\$2,816,902	4	\$3,020,168	3	\$136,950	\$3,145,852	\$3,866,886
% of Vehicles by Type			100.0	43.9		7.0		36.8		7.0		5.3			

Does not include funds transferred into 5309 Grants for Buses 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 Section 5309 program provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems. Capital assistance grants made to states and local agencies fund up to 80% of the net project costs, unless the grant recipient requests a lower Federal grant percentage. In FY 2014, Section 5309, 5339, and 5337 obligations totaled about \$5.3 billion. The total number of bus and related vehicle purchases budgeted in FY 2012 was 1,717. Under MAP-21, the Section 5309 program will no longer fund the Fixed Guideway Modernization and Grants for Buses and Bus Facilities projects outlined below; however, to remain consistent with Capital data across fiscal years, the new programs are included under Capital as well as individually.

Bus and Bus-Related

This category includes acquisition of bus and rolling stock and ancillary equipment and the construction of bus facilities (i.e., maintenance facilities, garages, storage areas, bus terminals, and the like). In FY 2014, Section 5309 obligations for bus and maintenance facilities were approximately \$871 million. The Section 5309 program was repealed under MAP-21; however, funds are still being obligated, so data will be captured until all funds are obligated. The Section 5339 program, which replaced the Section 5309 program for bus and bus-related, obligated approximately \$292 million. Table 51 includes a full breakout of FY 2014 Section 5339 program funding.

Fixed Guideway Modernization

The Fixed Guideway Modernization program typically funds 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 2014, Section 5309 obligations for fixed guideway modernization were approximately \$1.9 billion. The program was repealed under MAP-21; however, funds are still being obligated, so data will be captured until all funds are obligated. The Section 5337 program, which replaced the Section 5309 program for Fixed Guideway Modernization, obligated approximately \$1.8 billion. Table 52 includes a full breakout of the FY 2014 Section 5337 program.

New Starts

New Starts funding provides for design and construction of new fixed guideway systems. FTA makes recommendations to Congress for New Starts funding in its annual New Starts Report and are the result of an extensive project

development and evaluation process. FTA is required to evaluate each proposed New Starts project according to criteria for project justification and local financial commitment. As projects proceed through the planning and project development process, they are evaluated against a full range of statutory criteria, resulting in ratings of “highly recommended,” “recommended,” or “not recommended” for each project.

In FY 2014, funding for New Starts projects was fully allocated by Congress, at approximately \$2.5 billion. In MAP-21, the New Starts program under Section 5309 was changed and is now classified as Fixed Guideway Capital Investment Grants. Section 5309 New Starts program data will continue to be included the statistical summaries until all funds associated with the program have been obligated. Going forward, Section 5309 will contain only Fixed Guideway Capital Investment grants.

Table 24 FY 2014 Capital Program Obligations by Population Group

CATEGORY	URBANIZED AREAS > 1,000,000	URBANIZED AREAS 200,000-1,000,000	URBANIZED AREAS 50,000 - 200,000	STATEWIDE	TOTAL	% OF TOTAL
BUS						
Bus Purchases	\$250,231,206	\$67,482,698	\$30,579,932	\$43,574,568	\$391,868,404	7.4
Bus Other	\$211,360,184	\$33,122,793	\$26,631,426	\$18,928,947	\$290,043,350	5.5
Maintenance Facility	\$70,556,461	\$43,469,542	\$54,741,037	\$20,558,281	\$189,325,321	3.6
Subtotal	\$532,147,851	\$144,075,033	\$111,952,395	\$83,061,796	\$871,237,075	16.5
FIXED GUIDEWAY MOD	\$1,714,930,207	\$137,213,627	\$1,535,961	\$57,874,664	\$1,911,554,459	36.2
NEW STARTS	\$2,132,063,529	\$315,920,904	\$0	\$25,440,047	\$2,473,424,480	46.9
PLANNING	\$3,123,745	\$0	\$0	\$0	\$3,123,745	0.1
RESEARCH	\$2,738,327	\$0	\$0	\$14,404,255	\$17,142,582	0.3
RTAP	\$163,200	\$0	\$0	\$0	\$163,200	0.0
TOTAL	\$4,385,166,859	\$597,209,564	\$113,488,356	\$180,780,762	\$5,276,645,541	100.0
% of Total	83.1	11.3	2.2	3.4	100.0	

Includes Spare Parts / Assoc Capital Maintenance

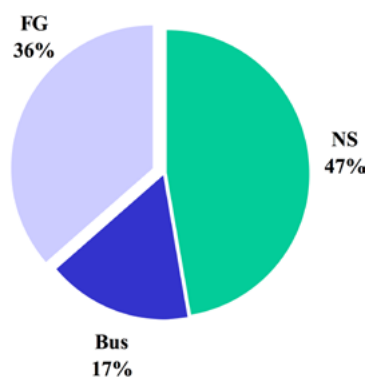
BUS PURCHASES BY TYPE	#	%	\$
40 ft Bus	541	31.5	\$212,349,109
35 ft Bus	95	5.5	\$29,269,117
30 ft Bus	102	5.9	\$13,213,442
< 30 ft Bus	406	23.6	\$28,485,037
Bus Articulated	39	2.3	\$23,675,516
Bus Commuter/Suburban	9	0.5	\$1,543,172
Bus Double Deck	7	0.4	\$4,576,000
Bus Trolley STD	68	4.0	\$59,805,309
Sedan/Station Wagon	14	0.8	\$258,126
Vans	434	25.3	\$17,501,711
Ferry Boats	2	0.1	\$686,915
Total	1,717	100.0	\$391,363,454

Percentage is based on number of vehicles, not dollar amount.

Chart includes only bus purchases not Spare Parts / Assoc Cap Maint. or Rehab/Rebuild.

BUS PURCHASES BY POPULATION GROUP	#	\$
> 1,000,000	675	\$250,231,206
200,000-1,000,000	314	\$67,482,698
50,000-200,000	193	\$30,579,932
< 50,000	547	\$43,574,568
Total	1,729	\$391,868,404

Percentage of Obligations, by Category



Percentage of Vehicles by Population Group

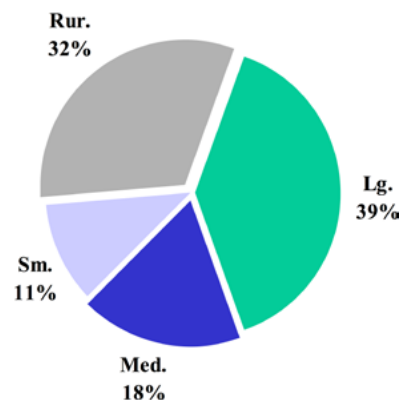


Table 25 FY 2014 Capital Program Obligations by State and Category

STATE	BUS PURCHASES	# OF BUSES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY MOD	%	NEW STARTS	%	PLANNING	%	RESEARCH	%	TOTAL	% OF TOTAL	RANK
AL	\$1,846,451	36	\$120,000	\$0	\$1,966,451	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,966,451	0.0	43
AK	\$543,658	12	\$0	\$0	\$543,658	3.0	\$19,362,894	106.2	-\$1,672,397	(9.2)	\$0	0.0	\$0	0.0	\$18,234,155	0.3	26
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	\$27,612,222	61	\$4,258,794	\$4,562,302	\$36,433,318	47.5	\$671,688	0.9	\$39,518,999	51.6	\$0	0.0	\$0	0.0	\$76,624,005	1.5	18
AK	\$5,437,886	80	\$0	\$346,244	\$5,784,130	94.2	\$355,562	5.8	\$0	0.0	\$0	0.0	\$0	0.0	\$6,139,692	0.1	33
CA	\$73,034,554	185	\$76,076,995	\$76,910,861	\$226,022,410	16.5	\$440,313,588	32.1	\$692,966,414	50.6	\$0	0.0	\$11,239,305	0.8	\$1,370,541,717	26.0	1
CO	\$2,198,902	21	-\$745,213	\$6,038,653	\$7,492,342	4.5	\$8,788,325	5.3	\$150,000,000	90.2	\$0	0.0	\$0	0.0	\$166,280,667	3.2	11
CT	\$0	0	\$1,600,000	\$0	\$1,600,000	1.5	\$47,558,532	44.1	\$58,715,923	54.4	\$0	0.0	\$0	0.0	\$107,874,455	2.0	14
CE	\$0	0	\$2,419,999	\$2,130,001	\$4,550,000	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$4,550,000	0.1	36
DC	\$0	0	\$2,580,777	\$419,223	\$3,000,000	1.5	\$7,999,944	4.0	\$186,730,505	94.4	\$0	0.0	\$0	0.0	\$197,730,449	3.7	7
FL	\$13,319,097	94	\$1,994,931	\$10,561,862	\$25,875,890	29.1	\$36,548,781	41.1	\$25,885,271	29.1	\$650,000	0.7	\$0	0.0	\$88,959,942	1.7	16
GA	\$15,202,310	39	\$3,807,808	\$5,210,000	\$24,220,118	39.0	\$32,000,000	51.5	\$0	0.0	\$0	0.0	\$5,903,277	9.5	\$62,123,395	1.2	19
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	\$7,349,267	18	\$7,945,224	\$415,833	\$15,710,324	5.9	\$0	0.0	\$251,227,173	94.1	\$0	0.0	\$0	0.0	\$266,937,497	5.1	4
ID	\$405,000	3	\$1,361,000	\$220,680	\$1,986,680	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,986,680	0.0	42
IL	\$20,621,973	85	\$605,559	\$100,000	\$21,327,532	7.9	\$240,099,713	89.0	\$5,080,044	1.9	\$3,200,000	1.2	\$0	0.0	\$269,707,289	5.1	3
IN	\$6,253,639	30	\$1,463,190	\$508,831	\$8,225,660	35.3	\$15,078,820	64.7	\$0	0.0	\$0	0.0	\$0	0.0	\$23,304,480	0.4	24
IA	\$2,237,814	23	\$11,114,173	\$1,592,201	\$14,944,188	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$14,944,188	0.3	27
KS	\$1,077,070	18	\$0	\$0	\$1,077,070	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,077,070	0.0	49
KY	\$961,314	6	\$199,504	\$482,793	\$1,643,611	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,643,611	0.0	45
LA	\$593,519	2	\$1,669,983	\$773,020	\$3,036,522	29.6	\$6,971,810	68.1	\$236,000	2.3	\$0	0.0	\$0	0.0	\$10,244,332	0.2	30
ME	\$2,160,973	7	\$1,530,419	\$0	\$3,691,392	29.5	\$8,841,561	70.5	\$0	0.0	\$0	0.0	\$0	0.0	\$12,532,953	0.2	29
MD	\$0	0	\$2,263,186	\$7,345,065	\$9,608,251	10.4	\$82,868,993	89.6	\$0	0.0	\$0	0.0	\$0	0.0	\$92,477,244	1.8	15
MS	\$15,261,241	72	\$3,157,368	\$1,684,710	\$20,103,319	23.9	\$64,068,846	76.1	\$0	0.0	\$0	0.0	\$0	0.0	\$84,172,165	1.6	17
MI	\$9,906,626	75	\$24,423,959	\$7,925,647	\$42,256,232	88.4	\$1,056,425	2.2	\$4,468,981	9.4	\$0	0.0	\$0	0.0	\$47,781,638	0.9	20
MN	\$9,608,278	26	\$1,910,364	\$360,000	\$11,878,642	10.2	\$6,404,000	5.5	\$98,443,694	84.3	\$0	0.0	\$0	0.0	\$116,726,336	2.2	13
MS	\$783,500	28	\$0	\$464,000	\$1,247,500	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,247,500	0.0	47
MO	\$7,779,820	21	\$282,372	\$0	\$8,062,192	33.3	\$16,175,611	66.7	\$0	0.0	\$0	0.0	\$0	0.0	\$24,237,803	0.5	23
MT	\$957,888	6	\$0	\$4,800	\$962,688	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$962,688	0.0	51

Table 25 cont'd. FY 2014 Capital Program 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
N MARIANA ISL	\$868,778	2	\$2,063,824	\$91,200	\$3,023,802	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$3,023,802	0.1	38
NE	\$1,158,967	13	\$210,892	\$74,200	\$1,444,059	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,444,059	0.0	46
NV	\$0	0	\$197,700	\$0	\$197,700	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$197,700	0.0	52
NH	\$0	0	\$2,615,000	\$543,000	\$3,158,000	1.8	\$173,830,816	98.2	\$0	0.0	\$0	0.0	\$0	0.0	\$176,988,816	3.4	9
NJ	\$1,707,903	23	\$187,975	\$99,680	\$1,995,558	34.1	\$3,853,579	65.9	\$0	0.0	\$0	0.0	\$0	0.0	\$5,849,137	0.1	34
NM	\$4,013,837	19	\$65,606,891	\$538,498	\$70,159,226	7.6	\$463,415,364	50.2	\$389,990,000	42.3	-\$1,078,255	(0.1)	\$0	0.0	\$922,486,335	17.5	2
NY	\$3,389,307	9	\$543,380	\$311,227	\$4,243,914	2.5	\$0	0.0	\$166,157,660	97.5	\$0	0.0	\$0	0.0	\$170,401,574	3.2	10
NC	\$1,699,576	13	\$0	\$947,500	\$2,647,076	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,647,076	0.1	41
ND	\$0	0	\$0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	53
OH	\$7,265,411	72	\$10,448,550	\$5,113,357	\$22,827,318	67.2	\$11,153,819	32.8	\$0	0.0	\$0	0.0	\$0	0.0	\$33,981,137	0.6	21
OK	\$2,610,726	13	\$23,240	\$88,950	\$2,722,916	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$2,722,916	0.1	39
OR	\$5,500,000	9	\$2,823,691	\$1,315,702	\$9,639,393	7.6	\$17,633,729	13.9	\$100,000,000	78.6	\$0	0.0	\$0	0.0	\$127,273,122	2.4	12
PA	\$18,025,189	46	\$5,353,163	\$37,343,243	\$60,721,595	32.4	\$127,276,591	67.8	-\$346,755	(0.2)	\$0	0.0	\$0	0.0	\$187,651,431	3.6	8
PR	\$4,000,000	6	\$0	\$636,680	\$4,636,680	32.8	\$9,507,297	67.2	\$0	0.0	\$0	0.0	\$0	0.0	\$14,143,977	0.3	28
RI	\$0	0	\$820,000	\$0	\$820,000	17.0	\$4,000,000	83.0	\$0	0.0	\$0	0.0	\$0	0.0	\$4,820,000	0.1	35
SC	\$0	0	\$0	\$0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	53
SD	\$962,859	29	\$35,038	\$0	\$997,897	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$997,897	0.0	50
TN	\$2,708,931	76	\$0	\$0	\$2,708,931	66.2	\$1,380,385	33.8	\$0	0.0	\$0	0.0	\$0	0.0	\$4,089,316	0.1	37
TX	\$23,306,422	149	\$17,001,359	\$5,331,615	\$45,639,396	17.2	\$23,740,006	8.9	\$196,022,968	73.9	\$0	0.0	\$0	0.0	\$265,402,370	5.0	5
UT	\$3,712,814	11	\$14,178	\$563,052	\$4,290,044	22.2	\$15,077,854	77.8	\$0	0.0	\$0	0.0	\$0	0.0	\$19,367,898	0.4	25
VT	\$0	0	\$7,339,440	\$0	\$7,339,440	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$7,339,440	0.1	32
VI	\$0	0	\$0	\$1,080,000	\$1,080,000	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,080,000	0.0	48
VA	\$7,183,806	83	\$3,144,800	\$3,102,232	\$13,430,838	49.8	\$13,160,577	48.8	\$0	0.0	\$352,000	1.3	\$0	0.0	\$26,943,415	0.5	22
WA	\$68,098,225	141	\$20,950,074	\$3,313,870	\$92,362,169	43.3	\$10,919,958	5.1	\$110,000,000	51.6	\$0	0.0	\$0	0.0	\$213,282,127	4.0	6
WV	\$1,238,476	14	\$8,778	\$0	\$1,247,254	46.4	\$1,439,391	53.6	\$0	0.0	\$0	0.0	\$0	0.0	\$2,686,645	0.1	40
WI	\$8,496,310	34	\$262,985	\$78,589	\$8,837,884	100.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$8,837,884	0.2	31
WY	\$767,865	7	\$352,000	\$696,000	\$1,815,865	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$1,815,865	0.0	44
Total	\$391,868,404	1,717	\$290,043,350	\$189,325,321	\$871,237,075	16.5	\$1,911,554,459	36.2	\$2,473,424,480	46.9	\$3,123,745	0.1	\$17,142,582	0.3	\$5,276,482,341	100.0	

RTAP not included for Puerto Rico at \$163,200 and Spare Parts / Assoc Capital Maintenance not included in # of buses but included in overall Bus Purchases Total.

Table 26 FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
> 1,000,000											
Atlanta, GA	\$14,402,310	\$2,107,808	\$5,210,000	\$21,720,118	40.4	\$32,000,000	59.6	\$0	0.0	\$53,720,118	1.0
Austin, TX	\$4,340,398	\$0	\$0	\$4,340,398	100.0	\$0	0.0	\$0	0.0	\$4,340,398	0.1
Baltimore, MD	\$0	\$2,061,500	\$6,759,027	\$8,820,527	9.6	\$82,868,993	90.4	\$0	0.0	\$91,689,520	1.7
Boston, MA-NH-RI	\$13,561,232	\$1,557,368	\$170,480	\$15,289,080	19.9	\$61,480,000	80.1	\$0	0.0	\$76,769,080	1.5
Charlotte, NC-SC	\$733,019	\$379,895	\$0	\$1,112,914	0.7	\$0	0.0	\$166,157,660	99.3	\$167,270,574	3.2
Chicago, IL-IN	\$14,081,388	\$414,557	\$83,464	\$14,579,409	5.5	\$243,122,867	92.5	\$5,080,044	1.9	\$262,782,320	5.0
Cincinnati, OH-KY-IN	\$3,178,202	\$21,947	\$0	\$3,200,149	100.0	\$0	0.0	\$0	0.0	\$3,200,149	0.1
Cleveland, OH	\$1,946,711	\$0	\$233,979	\$2,180,690	16.4	\$11,153,819	83.6	\$0	0.0	\$13,334,509	0.3
Columbus, OH	\$0	\$0	\$1,513,280	\$1,513,280	100.0	\$0	0.0	\$0	0.0	\$1,513,280	0.0
Dallas-Fort Worth-Arlington, TX	\$8,534,478	\$6,364,458	\$0	\$14,898,936	39.1	\$14,453,340	38.0	\$8,726,854	22.9	\$38,079,130	0.7
Denver-Aurora, CO	\$0	\$0	\$363,400	\$363,400	0.2	\$8,700,325	5.5	\$150,000,000	94.3	\$159,063,725	3.0
Detroit, MI	\$2,286,685	\$24,117,998	\$5,918,291	\$32,322,974	96.8	\$1,056,425	3.2	\$0	0.0	\$33,379,399	0.6
Houston, TX	\$0	\$7,630,516	\$0	\$7,630,516	3.7	\$9,286,666	4.5	\$187,296,114	91.7	\$204,213,296	3.9
Indianapolis, IN	\$1,032,000	\$0	\$417,031	\$1,449,031	100.0	\$0	0.0	\$0	0.0	\$1,449,031	0.0
Jacksonville, FL	\$0	\$0	\$0	\$0	0.0	\$618,637	100.0	\$0	0.0	\$618,637	0.0
Kansas City, MO-KS	\$1,756,307	\$0	\$0	\$1,756,307	100.0	\$0	0.0	\$0	0.0	\$1,756,307	0.0
Los Angeles-Long Beach-Anaheim, CA	\$13,597,389	\$27,437,279	\$0	\$41,034,668	14.6	\$109,158,187	39.0	\$130,000,000	46.4	\$280,192,855	5.3
Memphis, TN-MS-AR	\$0	\$0	\$0	\$0	0.0	\$1,204,843	100.0	\$0	0.0	\$1,204,843	0.0
Miami, FL	\$0	\$0	\$4,577,498	\$4,577,498	11.3	\$35,930,144	88.7	\$0	0.0	\$40,507,642	0.8
Milwaukee, WI	\$4,301,552	\$32,000	\$0	\$4,333,552	100.0	\$0	0.0	\$0	0.0	\$4,333,552	0.1
Minneapolis-St. Paul, MN-WI	\$9,205,886	\$1,910,364	\$360,000	\$11,476,250	9.9	\$6,404,000	5.5	\$98,443,694	84.6	\$116,323,944	2.2
New York-Newark, NY-NJ-CT	\$0	\$61,525,149	\$0	\$61,525,149	5.7	\$625,756,236	58.1	\$389,990,000	36.2	\$1,077,271,385	20.5
Orlando, FL	\$3,192,000	\$594,112	\$0	\$3,786,112	100.0	\$0	0.0	\$0	0.0	\$3,786,112	0.1
Philadelphia, PA-NJ-DE-MD	\$9,064,572	\$863,407	\$2,054,646	\$11,982,625	9.7	\$112,179,070	90.6	-\$346,755	(0.3)	\$123,814,940	2.4
Phoenix-Mesa, AZ	\$17,481,702	\$4,258,794	\$0	\$21,740,496	35.1	\$671,688	1.1	\$39,518,999	63.8	\$61,931,183	1.2
Pittsburgh, PA	\$2,791,957	\$0	\$0	\$2,791,957	13.3	\$18,153,310	86.7	\$0	0.0	\$20,945,267	0.4
Portland, OR-WA	\$2,000,000	\$2,779,291	\$41,640	\$4,820,931	3.9	\$17,633,729	14.4	\$100,000,000	81.7	\$122,454,660	2.3
Providence, RI-MA	\$0	\$820,000	\$0	\$820,000	14.9	\$4,673,014	85.1	\$0	0.0	\$5,493,014	0.1
Riverside-San Bernardino, CA	\$0	\$8,305,794	\$0	\$8,305,794	9.9	\$2,141,239	2.6	\$73,039,999	87.5	\$83,487,032	1.6
Sacramento, CA	\$2,287,675	\$1,489,225	\$312,673	\$4,089,573	6.0	\$18,876,353	27.5	\$45,660,000	66.5	\$68,625,926	1.3

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Salt Lake City-West Valley City, UT	\$1,611,102	\$0	\$400,000	\$2,011,102	11.8	\$15,043,768	88.2	\$0	0.0	\$17,054,870	0.3
San Antonio, TX	\$0	\$393,148	\$2,787,982	\$3,181,130	100.0	\$0	0.0	\$0	0.0	\$3,181,130	0.1
San Diego, CA	\$0	\$22,055,486	\$23,407,197	\$45,462,683	82.9	\$9,406,126	17.1	\$0	0.0	\$54,868,809	1.0
San Francisco-Oakland, CA	\$31,253,256	\$6,544,018	\$7,500,000	\$45,297,274	11.6	\$194,329,619	49.9	\$150,000,000	38.5	\$389,626,893	7.4
San Jose, CA	\$12,747,723	\$1,524,572	\$0	\$14,272,295	4.4	\$20,864,422	6.4	\$291,766,415	89.3	\$326,903,132	6.2
San Juan, PR	\$0	\$0	\$636,680	\$636,680	6.3	\$9,507,297	93.7	\$0	0.0	\$10,143,977	0.2
Seattle, WA	\$56,640,863	\$20,427,363	\$2,041,970	\$79,110,196	39.5	\$10,919,958	5.5	\$110,000,000	55.0	\$200,030,154	3.8
St. Louis, MO-IL	\$6,023,513	\$20,000	\$0	\$6,043,513	27.2	\$16,175,611	72.8	\$0	0.0	\$22,219,124	0.4
Tampa-St. Petersburg, FL	\$8,372,109	\$10,000	\$4,700,000	\$13,082,109	100.0	\$0	0.0	\$0	0.0	\$13,082,109	0.2
Virginia Beach, VA	\$2,000,000	\$2,306,838	\$648,000	\$4,954,838	100.0	\$0	0.0	\$0	0.0	\$4,954,838	0.1
Washington, DC-VA-MD	\$1,807,177	\$3,407,297	\$419,223	\$5,633,697	2.6	\$21,160,521	9.9	\$186,730,505	87.5	\$213,524,723	4.1
Sub-total	\$250,231,206	\$211,360,184	\$70,556,461	\$532,147,851	12.2	\$1,714,930,207	39.2	\$2,132,063,529	48.7	\$4,379,141,587	83.3
Sacramento, CA	\$2,287,675	\$1,489,225	\$312,673	\$4,089,573	6.0	\$18,876,353	27.5	\$45,660,000	66.5	\$68,625,926	1.3
Salt Lake City-West Valley City, UT	\$1,611,102	\$0	\$400,000	\$2,011,102	11.8	\$15,043,768	88.2	\$0	0.0	\$17,054,870	0.3
San Antonio, TX	\$0	\$393,148	\$2,787,982	\$3,181,130	100.0	\$0	0.0	\$0	0.0	\$3,181,130	0.1
San Diego, CA	\$0	\$22,055,486	\$23,407,197	\$45,462,683	82.9	\$9,406,126	17.1	\$0	0.0	\$54,868,809	1.0
San Francisco-Oakland, CA	\$31,253,256	\$6,544,018	\$7,500,000	\$45,297,274	11.6	\$194,329,619	49.9	\$150,000,000	38.5	\$389,626,893	7.4
San Jose, CA	\$12,747,723	\$1,524,572	\$0	\$14,272,295	4.4	\$20,864,422	6.4	\$291,766,415	89.3	\$326,903,132	6.2
San Juan, PR	\$0	\$0	\$636,680	\$636,680	6.3	\$9,507,297	93.7	\$0	0.0	\$10,143,977	0.2
Seattle, WA	\$56,640,863	\$20,427,363	\$2,041,970	\$79,110,196	39.5	\$10,919,958	5.5	\$110,000,000	55.0	\$200,030,154	3.8
St. Louis, MO-IL	\$6,023,513	\$20,000	\$0	\$6,043,513	27.2	\$16,175,611	72.8	\$0	0.0	\$22,219,124	0.4
Tampa-St. Petersburg, FL	\$8,372,109	\$10,000	\$4,700,000	\$13,082,109	100.0	\$0	0.0	\$0	0.0	\$13,082,109	0.2
Virginia Beach, VA	\$2,000,000	\$2,306,838	\$648,000	\$4,954,838	100.0	\$0	0.0	\$0	0.0	\$4,954,838	0.1
Washington, DC-VA-MD	\$1,807,177	\$3,407,297	\$419,223	\$5,633,697	2.6	\$21,160,521	9.9	\$186,730,505	87.5	\$213,524,723	4.1
Sub-total	\$250,231,206	\$211,360,184	\$70,556,461	\$532,147,851	12.2	\$1,714,930,207	39.2	\$2,132,063,529	48.7	\$4,379,141,587	83.3
200,000-1,000,000											
Aguadilla-Isabela-San Sebastián, PR	\$4,000,000	\$0	\$0	\$4,000,000	100.0	\$0	0.0	\$0	0.0	\$4,000,000	0.1
Akron, OH	\$0	\$0	\$713,317	\$713,317	100.0	\$0	0.0	\$0	0.0	\$713,317	0.0
Albuquerque, NM	\$115,281	\$0	\$0	\$115,281	2.9	\$3,853,579	97.1	\$0	0.0	\$3,968,860	0.1
Allentown, PA-NJ	\$3,420,544	\$4,000,000	\$0	\$7,420,544	100.0	\$0	0.0	\$0	0.0	\$7,420,544	0.1

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Anchorage, AK	\$543,658	\$0	\$0	\$543,658	3.3	\$16,028,192	96.7	\$0	0.0	\$16,571,850	0.3
Ann Arbor, MI	\$1,619,557	\$0	\$0	\$1,619,557	100.0	\$0	0.0	\$0	0.0	\$1,619,557	0.0
Antioch, CA	\$893,992	\$0	\$0	\$893,992	9.2	\$8,853,560	90.8	\$0	0.0	\$9,747,552	0.2
Appleton, WI	\$567,758	\$0	\$0	\$567,758	100.0	\$0	0.0	\$0	0.0	\$567,758	0.0
Barnstable Town, MA	\$0	\$400,000	\$0	\$400,000	100.0	\$0	0.0	\$0	0.0	\$400,000	0.0
Bonita Springs, FL	\$0	\$0	\$353,562	\$353,562	100.0	\$0	0.0	\$0	0.0	\$353,562	0.0
Brownsville, TX	\$489,869	\$0	\$0	\$489,869	100.0	\$0	0.0	\$0	0.0	\$489,869	0.0
Buffalo, NY	\$3,039,028	\$1,417,600	\$538,498	\$4,995,126	54.7	\$4,136,364	45.3	\$0	0.0	\$9,131,490	0.2
Canton, OH	\$0	\$0	\$399,806	\$399,806	0.0	\$0	0.0	\$0	0.0	\$399,806	0.0
Cape Coral, FL	\$678,443	\$0	\$564,014	\$1,242,457	100.0	\$0	0.0	\$0	0.0	\$1,242,457	0.0
Chattanooga, TN-GA	\$0	\$0	\$0	\$0	0.0	\$175,542	100.0	\$0	0.0	\$175,542	0.0
Concord, CA	\$1,703,600	\$0	\$0	\$1,703,600	3.1	\$52,844,617	96.9	\$0	0.0	\$54,548,217	1.0
Concord, NC	\$2,000,000	\$0	\$0	\$2,000,000	100.0	\$0	0.0	\$0	0.0	\$2,000,000	0.0
Conroe-The Woodlands, TX	\$135,387	\$0	\$0	\$135,387	100.0	\$0	0.0	\$0	0.0	\$135,387	0.0
Corpus Christi, TX	\$0	\$0	\$160,000	\$160,000	100.0	\$0	0.0	\$0	0.0	\$160,000	0.0
Dayton, OH	\$0	\$10,425,403	\$2,252,335	\$12,677,738	100.0	\$0	0.0	\$0	0.0	\$12,677,738	0.2
Des Moines, IA	\$0	\$0	\$706,374	\$706,374	100.0	\$0	0.0	\$0	0.0	\$706,374	0.0
Eugene, OR	\$5,500,000	\$0	\$0	\$5,500,000	100.0	\$0	0.0	\$0	0.0	\$5,500,000	0.1
Evansville, IN-KY	\$231,062	\$0	\$30,000	\$261,062	100.0	\$0	0.0	\$0	0.0	\$261,062	0.0
Fayetteville-Springdale-Rogers, AR-MO	\$183,200	\$0	\$55,244	\$238,444	100.0	\$0	0.0	\$0	0.0	\$238,444	0.0
Fort Wayne, IN	\$537,384	\$0	\$0	\$537,384	100.0	\$0	0.0	\$0	0.0	\$537,384	0.0
Fresno, CA	\$2,342,400	\$2,445,300	\$0	\$4,787,700	100.0	\$0	0.0	\$0	0.0	\$4,787,700	0.1
Grand Rapids, MI	\$1,434,130	\$0	\$500,000	\$1,934,130	30.2	\$0	0.0	\$4,468,981	69.8	\$6,403,111	0.1
Green Bay, WI	\$320,000	\$72,000	\$78,589	\$470,589	0.7	\$0	0.0	\$0	99.3	\$470,589	0.0
Greensboro, NC	\$535,000	\$0	\$0	\$535,000	100.0	\$0	0.0	\$0	0.0	\$535,000	0.0
Harrisburg, PA	\$0	\$0	\$0	\$0	0.0	\$1,301,827	100.0	\$0	0.0	\$1,301,827	0.0
Hartford, CT	\$0	\$1,600,000	\$0	\$1,600,000	2.7	\$0	0.0	\$58,715,923	97.3	\$60,315,923	1.1
Huntsville, AL	\$17,951	\$0	\$0	\$17,951	100.0	\$0	0.0	\$0	0.0	\$17,951	0.0
Indio-Cathedral City, CA	\$0	\$0	\$1,456,000	\$1,456,000	10.2	\$0	0.0	\$0	89.8	\$1,456,000	0.0
Kennewick-Pasco, WA	\$1,962,848	\$0	\$0	\$1,962,848	100.0	\$0	0.0	\$0	0.0	\$1,962,848	0.0

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Killeen, TX	\$471,106	\$0	\$0	\$471,106	100.0	\$0	0.0	\$0	0.0	\$471,106	0.0
Knoxville, TN	\$365,569	\$0	\$0	\$365,569	100.0	\$0	0.0	\$0	0.0	\$365,569	0.0
Lafayette, LA	\$222,247	\$0	\$0	\$222,247	100.0	\$0	0.0	\$0	0.0	\$222,247	0.0
Lancaster, PA	\$1,068,116	\$0	\$0	\$1,068,116	34.7	\$2,005,964	65.3	\$0	0.0	\$3,074,080	0.1
Lancaster-Palmdale, CA	\$0	\$0	\$0	\$0	0.0	\$5,873,680	100.0	\$0	0.0	\$5,873,680	0.1
Lansing, MI	\$686,026	\$0	\$0	\$686,026	100.0	\$0	0.0	\$0	0.0	\$686,026	0.0
Laredo, TX	\$431,397	\$0	\$266,697	\$698,094	100.0	\$0	0.0	\$0	0.0	\$698,094	0.0
Lexington-Fayette, KY	\$394,773	\$59,294	\$60,960	\$515,027	100.0	\$0	0.0	\$0	0.0	\$515,027	0.0
Little Rock, AR	\$1,986,916	\$0	\$0	\$1,986,916	84.8	\$355,562	15.2	\$0	0.0	\$2,342,478	0.0
Madison, WI	\$1,537,400	\$0	\$0	\$1,537,400	100.0	\$0	0.0	\$0	0.0	\$1,537,400	0.0
McAllen, TX	\$532,369	\$0	\$405,386	\$937,755	100.0	\$0	0.0	\$0	0.0	\$937,755	0.0
Mission Viejo-Lake Forest-San Clemente, CA	\$0	\$1,587,177	\$0	\$1,587,177	19.0	\$6,752,234	81.0	\$0	0.0	\$8,339,411	0.2
Montgomery, AL	\$581,000	\$120,000	\$0	\$701,000	100.0	\$0	0.0	\$0	0.0	\$701,000	0.0
New Orleans, LA	\$0	\$1,509,983	\$729,020	\$2,239,003	24.3	\$6,971,810	75.7	\$0	0.0	\$9,210,813	0.2
Ogden-Layton, UT	\$854,233	\$0	\$0	\$854,233	100.0	\$0	0.0	\$0	0.0	\$854,233	0.0
Oklahoma City, OK	\$1,571,892	\$0	\$0	\$1,571,892	100.0	\$0	0.0	\$0	0.0	\$1,571,892	0.0
Omaha, NE-IA	\$868,778	\$2,063,824	\$91,200	\$3,023,802	100.0	\$0	0.0	\$0	0.0	\$3,023,802	0.1
Oxnard, CA	\$0	\$1,343,877	\$15,000,000	\$16,343,877	78.8	\$4,394,424	21.2	\$0	0.0	\$20,738,301	0.4
Pensacola, FL-AL	\$979,000	\$240,819	\$366,788	\$1,586,607	100.0	\$0	0.0	\$0	0.0	\$1,586,607	0.0
Port St. Lucie, FL	\$97,545	\$0	\$0	\$97,545	100.0	\$0	0.0	\$0	0.0	\$97,545	0.0
Portland, ME	\$2,000,000	\$530,419	\$0	\$2,530,419	22.3	\$8,841,561	77.7	\$0	0.0	\$11,371,980	0.2
Provo-Orem, UT	\$623,479	\$0	\$0	\$623,479	94.8	\$34,086	5.2	\$0	0.0	\$657,565	0.0
Reno, NV-CA	\$642,807	\$0	\$0	\$642,807	100.0	\$0	0.0	\$0	0.0	\$642,807	0.0
Richmond, VA	\$3,376,629	\$0	\$2,343,371	\$5,720,000	100.0	\$0	0.0	\$0	0.0	\$5,720,000	0.1
Rochester, NY	\$974,809	\$562,500	\$0	\$1,537,309	100.0	\$0	0.0	\$0	0.0	\$1,537,309	0.0
Round Lake Beach-McHenry-Grayslake, IL-WI	\$517,912	\$9,266	\$16,536	\$543,714	8.2	\$6,055,666	91.8	\$0	0.0	\$6,599,380	0.1
Santa Clarita, CA	\$0	\$0	\$0	\$0	0.0	\$1,050,575	100.0	\$0	0.0	\$1,050,575	0.0
Santa Rosa, CA	\$941,266	\$0	\$0	\$941,266	27.4	\$0	0.0	\$2,500,000	72.6	\$3,441,266	0.1
Savannah, GA	\$800,000	\$1,700,000	\$0	\$2,500,000	100.0	\$0	0.0	\$0	0.0	\$2,500,000	0.0

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Shreveport, LA	\$371,272	\$160,000	\$44,000	\$575,272	70.9	\$0	0.0	\$236,000	29.1	\$811,272	0.0
South Bend, IN-MI	\$274,623	\$1,463,190	\$91,800	\$1,829,613	100.0	\$0	0.0	\$0	0.0	\$1,829,613	0.0
Spokane, WA	\$901,262	\$0	\$0	\$901,262	100.0	\$0	0.0	\$0	0.0	\$901,262	0.0
Springfield, MA-CT	\$804,733	\$0	\$0	\$804,733	100.0	\$0	0.0	\$0	0.0	\$804,733	0.0
Springfield, MO	\$0	\$262,372	\$0	\$262,372	100.0	\$0	0.0	\$0	0.0	\$262,372	0.0
Stockton, CA	\$0	\$0	\$9,015,588	\$9,015,588	73.5	\$3,246,623	26.5	\$0	0.0	\$12,262,211	0.2
Thousand Oaks, CA	\$0	\$423,606	\$0	\$423,606	14.4	\$2,521,929	85.6	\$0	0.0	\$2,945,535	0.1
Toledo, OH-MI	\$37,478	\$0	\$0	\$37,478	100.0	\$0	0.0	\$0	0.0	\$37,478	0.0
Tucson, AZ	\$1,528,320	\$0	\$0	\$1,528,320	100.0	\$0	0.0	\$0	0.0	\$1,528,320	0.0
Tulsa, OK	\$701,024	\$0	\$0	\$701,024	100.0	\$0	0.0	\$0	0.0	\$701,024	0.0
Urban Honolulu, HI	\$6,949,267	\$0	\$0	\$6,949,267	2.7	\$0	0.0	\$250,000,000	97.3	\$256,949,267	4.9
Victorville-Hesperia, CA	\$0	\$562,678	\$0	\$562,678	100.0	\$0	0.0	\$0	0.0	\$562,678	0.0
Wichita, KS	\$1,077,070	\$0	\$0	\$1,077,070	100.0	\$0	0.0	\$0	0.0	\$1,077,070	0.0
Wilmington, NC	\$41,288	\$163,485	\$311,227	\$516,000	100.0	\$0	0.0	\$0	0.0	\$516,000	0.0
Worcester, MA-CT	\$0	\$0	\$919,230	\$919,230	32.4	\$1,915,832	67.6	\$0	0.0	\$2,835,062	0.1
York, PA	\$0	\$0	\$6,000,000	\$6,000,000	100.0	\$0	0.0	\$0	0.0	\$6,000,000	0.1
Sub-total	\$67,482,698	\$33,122,793	\$43,469,542	\$144,075,033	24.1	\$137,213,627	23.0	\$315,920,904	52.9	\$597,209,564	11.4
50,000-200,000											
Abilene, TX	\$700,000	\$0	\$175,184	\$875,184	100.0	\$0	0.0	\$0	0.0	\$875,184	0.0
Amarillo, TX	\$0	\$0	\$353,145	\$353,145	100.0	\$0	0.0	\$0	0.0	\$353,145	0.0
Battle Creek, MI	\$0	\$16,080	\$80,445	\$96,525	100.0	\$0	0.0	\$0	0.0	\$96,525	0.0
Bay City, MI	\$47,328	\$0	\$45,236	\$92,564	100.0	\$0	0.0	\$0	0.0	\$92,564	0.0
Beaumont, TX	\$50,000	\$0	\$143,397	\$193,397	100.0	\$0	0.0	\$0	0.0	\$193,397	0.0
Benton Harbor-St. Joseph-Fair Plain, MI	\$63,326	\$0	\$26,372	\$89,698	100.0	\$0	0.0	\$0	0.0	\$89,698	0.0
Billings, MT	\$356,800	\$0	\$0	\$356,800	100.0	\$0	0.0	\$0	0.0	\$356,800	0.0
Boulder, CO	\$587,906	\$0	\$0	\$587,906	100.0	\$0	0.0	\$0	0.0	\$587,906	0.0
Bremerton, WA	\$0	\$122,290	\$0	\$122,290	100.0	\$0	0.0	\$0	0.0	\$122,290	0.0
Burlington, VT	\$0	\$992,500	\$0	\$992,500	100.0	\$0	0.0	\$0	0.0	\$992,500	0.0
Camarillo, CA	\$0	\$146,615	\$0	\$146,615	100.0	\$0	0.0	\$0	0.0	\$146,615	0.0
Carson City, NV	\$0	\$101,686	\$0	\$101,686	100.0	\$0	0.0	\$0	0.0	\$101,686	0.0

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Casper, WY	\$0	\$48,000	\$0	\$48,000	100.0	\$0	0.0	\$0	0.0	\$48,000	0.0
Chico, CA	\$0	\$0	\$18,171,560	\$18,171,560	100.0	\$0	0.0	\$0	0.0	\$18,171,560	0.3
College Station-Bryan, TX	\$382,050	\$1,840,791	\$118,744	\$2,341,585	100.0	\$0	0.0	\$0	0.0	\$2,341,585	0.0
Dover, DE	\$0	\$2,419,999	\$2,130,001	\$4,550,000	100.0	\$0	0.0	\$0	0.0	\$4,550,000	0.1
Dubuque, IA-IL	\$0	\$7,114,173	\$885,827	\$8,000,000	100.0	\$0	0.0	\$0	0.0	\$8,000,000	0.2
El Paso de Robles (Paso Robles)-Atascadero, CA	\$0	\$0	\$82,980	\$82,980	100.0	\$0	0.0	\$0	0.0	\$82,980	0.0
Erie, PA	\$0	\$429,756	\$13,504,764	\$13,934,520	100.0	\$0	0.0	\$0	0.0	\$13,934,520	0.3
Fairbanks, AK	\$0	\$0	\$0	\$0	0.0	\$96,570	100.0	\$0	0.0	\$96,570	0.0
Fargo, ND-MN	\$1,132,000	\$0	\$0	\$1,132,000	100.0	\$0	0.0	\$0	0.0	\$1,132,000	0.0
Flagstaff, AZ	\$3,602,200	\$0	\$0	\$3,602,200	100.0	\$0	0.0	\$0	0.0	\$3,602,200	0.1
Fort Smith, AR-OK	\$151,501	\$0	\$45,000	\$196,501	100.0	\$0	0.0	\$0	0.0	\$196,501	0.0
Grand Forks, ND-MN	\$0	\$0	\$265,000	\$265,000	100.0	\$0	0.0	\$0	0.0	\$265,000	0.0
Grand Junction, CO	\$155,670	\$0	\$0	\$155,670	100.0	\$0	0.0	\$0	0.0	\$155,670	0.0
Greeley, CO	\$192,526	\$0	\$0	\$192,526	0.0	\$0	0.0	\$0	0.0	\$192,526	0.0
Hagerstown, MD-WV-PA	\$380,000	\$0	\$0	\$380,000	100.0	\$0	0.0	\$0	0.0	\$380,000	0.0
Hanford, CA	\$176,443	\$0	\$0	\$176,443	100.0	\$0	0.0	\$0	0.0	\$176,443	0.0
Harlingen, TX	\$41,366	\$0	\$0	\$41,366	100.0	\$0	0.0	\$0	0.0	\$41,366	0.0
Holland, MI	\$143,845	\$0	\$0	\$143,845	100.0	\$0	0.0	\$0	0.0	\$143,845	0.0
Hot Springs, AR	\$58,627	\$0	\$0	\$58,627	100.0	\$0	0.0	\$0	0.0	\$58,627	0.0
Iowa City, IA	\$846,714	\$4,000,000	\$0	\$4,846,714	100.0	\$0	0.0	\$0	0.0	\$4,846,714	0.1
Ithaca, NY	\$0	\$4,500,000	\$0	\$4,500,000	100.0	\$0	0.0	\$0	0.0	\$4,500,000	0.1
Jackson, MI	\$0	\$0	\$113,298	\$113,298	100.0	\$0	0.0	\$0	0.0	\$113,298	0.0
Johnstown, PA	\$0	\$0	\$190,500	\$190,500	100.0	\$0	0.0	\$0	0.0	\$190,500	0.0
Jonesboro, AR	\$208,800	\$0	\$0	\$208,800	100.0	\$0	0.0	\$0	0.0	\$208,800	0.0
Kenosha, WI-IL	\$0	\$158,985	\$0	\$158,985	100.0	\$0	0.0	\$0	0.0	\$158,985	0.0
Lafayette, IN	\$1,657,420	\$0	\$0	\$1,657,420	100.0	\$0	0.0	\$0	0.0	\$1,657,420	0.0
Lake Jackson-Angleton, TX	\$125,099	\$0	\$0	\$125,099	100.0	\$0	0.0	\$0	0.0	\$125,099	0.0
Las Cruces, NM	\$470,722	\$0	\$0	\$470,722	100.0	\$0	0.0	\$0	0.0	\$470,722	0.0
Lewiston, ME	\$81,420	\$0	\$0	\$81,420	100.0	\$0	0.0	\$0	0.0	\$81,420	0.0

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Lompoc, CA	\$0	\$0	\$136,468	\$136,468	100.0	\$0	0.0	\$0	0.0	\$136,468	0.0
Longview, TX	\$186,556	\$0	\$0	\$186,556	100.0	\$0	0.0	\$0	0.0	\$186,556	0.0
McKinney, TX	\$189,333	\$0	\$0	\$189,333	100.0	\$0	0.0	\$0	0.0	\$189,333	0.0
MICHIGAN GOV APP	\$0	\$0	\$108,845	\$108,845	100.0	\$0	0.0	\$0	0.0	\$108,845	0.0
Midland, MI	\$57,419	\$0	\$9,546	\$66,965	100.0	\$0	0.0	\$0	0.0	\$66,965	0.0
Monroe, MI	\$82,459	\$0	\$0	\$82,459	100.0	\$0	0.0	\$0	0.0	\$82,459	0.0
Morgantown, WV	\$130,476	\$0	\$0	\$130,476	8.3	\$1,439,391	91.7	\$0	0.0	\$1,569,867	0.0
Muskegon, MI	\$0	\$161,004	\$33,896	\$194,900	100.0	\$0	0.0	\$0	0.0	\$194,900	0.0
Napa, CA	\$0	\$0	\$170,991	\$170,991	100.0	\$0	0.0	\$0	0.0	\$170,991	0.0
New Bedford, MA	\$0	\$500,000	\$0	\$500,000	100.0	\$0	0.0	\$0	0.0	\$500,000	0.0
Odessa, TX	\$507,000	\$96,000	\$35,208	\$638,208	100.0	\$0	0.0	\$0	0.0	\$638,208	0.0
Olympia-Lacey, WA	\$2,324,000	\$0	\$0	\$2,324,000	100.0	\$0	0.0	\$0	0.0	\$2,324,000	0.0
Parkersburg, WV-OH	\$104,000	\$0	\$0	\$104,000	100.0	\$0	0.0	\$0	0.0	\$104,000	0.0
Petaluma, CA	\$54,462	\$0	\$0	\$54,462	100.0	\$0	0.0	\$0	0.0	\$54,462	0.0
Pine Bluff, AR	\$149,400	\$0	\$222,000	\$371,400	100.0	\$0	0.0	\$0	0.0	\$371,400	0.0
Port Huron, MI	\$0	\$0	\$177,762	\$177,762	100.0	\$0	0.0	\$0	0.0	\$177,762	0.0
Porterville, CA	\$0	\$0	\$1,283,240	\$1,283,240	100.0	\$0	0.0	\$0	0.0	\$1,283,240	0.0
Portsmouth, NH-ME	\$0	\$197,700	\$0	\$197,700	100.0	\$0	0.0	\$0	0.0	\$197,700	0.0
Pueblo, CO	\$100,800	\$47,520	\$82,520	\$230,840	100.0	\$0	0.0	\$0	0.0	\$230,840	0.0
Rocky Mount, NC	\$80,000	\$0	\$0	\$80,000	100.0	\$0	0.0	\$0	0.0	\$80,000	0.0
Saginaw, MI	\$168,411	\$0	\$0	\$168,411	100.0	\$0	0.0	\$0	0.0	\$168,411	0.0
Salinas, Ca	\$0	\$414,544	\$0	\$414,544	100.0	\$0	0.0	\$0	0.0	\$414,544	0.0
San Angelo, TX	\$1,392,170	\$114,000	\$34,000	\$1,540,170	100.0	\$0	0.0	\$0	0.0	\$1,540,170	0.0
Santa Barbara, CA	\$470,337	\$0	\$13,275	\$483,612	100.0	\$0	0.0	\$0	0.0	\$483,612	0.0
Santa Cruz, CA	\$125,845	\$0	\$328,271	\$454,116	100.0	\$0	0.0	\$0	0.0	\$454,116	0.0
Santa Fe, NM	\$0	\$162,055	\$0	\$162,055	100.0	\$0	0.0	\$0	0.0	\$162,055	0.0
Santa Maria, CA	\$292,216	\$0	\$31,532	\$323,748	100.0	\$0	0.0	\$0	0.0	\$323,748	0.0
Seaside-Monterey, CA	\$5,387,950	\$1,505,815	\$0	\$6,893,765	100.0	\$0	0.0	\$0	0.0	\$6,893,765	0.1
Sebastian-Vero Beach South-Florida Ridge, FL	\$0	\$1,150,000	\$0	\$1,150,000	100.0	\$0	0.0	\$0	0.0	\$1,150,000	0.0

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
Sherman, TX	\$263,919	\$0	\$0	\$263,919	100.0	\$0	0.0	\$0	0.0	\$263,919	0.0
Simi Valley, CA	\$0	\$291,009	\$0	\$291,009	100.0	\$0	0.0	\$0	0.0	\$291,009	0.0
South Lyon-Howell, MI	\$335,432	\$0	\$14,400	\$349,832	100.0	\$0	0.0	\$0	0.0	\$349,832	0.0
St. George, UT	\$624,000	\$0	\$0	\$624,000	100.0	\$0	0.0	\$0	0.0	\$624,000	0.0
State College, PA	\$0	\$0	\$12,333,333	\$12,333,333	100.0	\$0	0.0	\$0	0.0	\$12,333,333	0.2
Temple, TX	\$426,000	\$32,126	\$0	\$458,126	100.0	\$0	0.0	\$0	0.0	\$458,126	0.0
Texarkana-Texarkana, TX-AR	\$321,942	\$0	\$5,474	\$327,416	100.0	\$0	0.0	\$0	0.0	\$327,416	0.0
Texas City, TX	\$151,906	\$0	\$0	\$151,906	100.0	\$0	0.0	\$0	0.0	\$151,906	0.0
Tyler, TX	\$90,000	\$0	\$127,737	\$217,737	100.0	\$0	0.0	\$0	0.0	\$217,737	0.0
Vallejo, CA	\$760,000	\$0	\$0	\$760,000	100.0	\$0	0.0	\$0	0.0	\$760,000	0.0
Victoria, TX	\$259,303	\$0	\$0	\$259,303	100.0	\$0	0.0	\$0	0.0	\$259,303	0.0
Waco, TX	\$1,088,440	\$0	\$0	\$1,088,440	100.0	\$0	0.0	\$0	0.0	\$1,088,440	0.0
Waterloo, IA	\$141,100	\$0	\$0	\$141,100	100.0	\$0	0.0	\$0	0.0	\$141,100	0.0
Weirton-Steubenville, WV-OH-PA	\$0	\$8,778	\$0	\$8,778	100.0	\$0	0.0	\$0	0.0	\$8,778	0.0
Wheeling, WV-OH	\$624,000	\$0	\$0	\$624,000	100.0	\$0	0.0	\$0	0.0	\$624,000	0.0
Wichita Falls, TX	\$399,293	\$0	\$0	\$399,293	100.0	\$0	0.0	\$0	0.0	\$399,293	0.0
Williamsport, PA	\$1,680,000	\$60,000	\$3,260,000	\$5,000,000	100.0	\$0	0.0	\$0	0.0	\$5,000,000	0.1
Yuma, AZ-CA	\$0	\$0	\$1,086	\$1,086	100.0	\$0	0.0	\$0	0.0	\$1,086	0.0
Sub-total	\$30,579,932	\$26,631,426	\$54,741,037	\$111,952,395	98.6	\$1,535,961	1.4	\$0	0.0	\$113,488,356	2.2
<50,000 & RURAL AREAS/STATEWIDE											
AL Gov App	\$1,247,500	\$0	\$0	\$1,247,500	100.0	\$0	0.0	\$0	0.0	\$1,247,500	0.0
AK Gov App	\$0	\$0	\$0	\$0	0.0	\$3,238,132	206.8	-\$1,672,397	(106.8)	\$1,565,735	0.0
AZ Gov App	\$5,000,000	\$0	\$4,562,302	\$9,562,302	100.0	\$0	0.0	\$0	0.0	\$9,562,302	0.2
AK Gov App	\$2,497,500	\$0	\$24,000	\$2,521,500	100.0	\$0	0.0	\$0	0.0	\$2,521,500	0.0
CO Gov App	\$1,162,000	-\$792,733	\$5,592,733	\$5,962,000	98.5	\$88,000	1.5	\$0	0.0	\$6,050,000	0.1
CT Gov App	\$0	\$0	\$0	\$0	0.0	\$47,558,532	100.0	\$0	0.0	\$47,558,532	0.9
FL Gov App	\$0	\$0	\$0	\$0	0.0	\$0	0.0	\$25,885,271	100.0	\$25,885,271	0.5
HI Gov App	\$400,000	\$7,945,224	\$415,833	\$8,761,057	87.7	\$0	0.0	\$1,227,173	12.3	\$9,988,230	0.2
ID Gov App	\$405,000	\$1,361,000	\$220,680	\$1,986,680	100.0	\$0	0.0	\$0	0.0	\$1,986,680	0.0
IL Gov App	\$6,022,673	\$181,736	\$0	\$6,204,409	50.8	\$6,000,000	49.2	\$0	0.0	\$12,204,409	0.2

Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group

AREA	BUS PURCHASES	BUS OTHER	MAINTENANCE FACILITY	TOTAL BUS	%	FIXED GUIDEWAY	%	NEW STARTS	%	TOTAL	% OF TOTAL
IN Gov App	\$2,593,420	\$0	\$0	\$2,593,420	100.0	\$0	0.0	\$0	0.0	\$2,593,420	0.0
IA Gov App	\$1,250,000	\$0	\$0	\$1,250,000	100.0	\$0	0.0	\$0	0.0	\$1,250,000	0.0
KY Gov App	\$165,210	\$140,210	\$391,833	\$697,253	100.0	\$0	0.0	\$0	0.0	\$697,253	0.0
ME Gov App	\$79,553	\$1,000,000	\$0	\$1,079,553	100.0	\$0	0.0	\$0	0.0	\$1,079,553	0.0
MD Gov App	\$0	\$201,686	\$586,038	\$787,724	100.0	\$0	0.0	\$0	0.0	\$787,724	0.0
MA Gov App	\$895,276	\$700,000	\$595,000	\$2,190,276	100.0	\$0	0.0	\$0	0.0	\$2,190,276	0.0
MI Gov App	\$2,872,260	\$128,877	\$897,556	\$3,898,693	100.0	\$0	0.0	\$0	0.0	\$3,898,693	0.1
MN Gov App	\$402,392	\$0	\$0	\$402,392	100.0	\$0	0.0	\$0	0.0	\$402,392	0.0
MS Gov App	\$783,500	\$0	\$464,000	\$1,247,500	100.0	\$0	0.0	\$0	0.0	\$1,247,500	0.0
MT Gov App	\$601,088	\$0	\$4,800	\$605,888	100.0	\$0	0.0	\$0	0.0	\$605,888	0.0
NV Gov App	\$516,160	\$109,206	\$74,200	\$699,566	100.0	\$0	0.0	\$0	0.0	\$699,566	0.0
NJ Gov App	\$0	\$0	\$543,000	\$543,000	100.0	\$0	0.0	\$0	0.0	\$543,000	0.0
NM Gov App	\$1,121,900	\$25,920	\$99,680	\$1,247,500	100.0	\$0	0.0	\$0	0.0	\$1,247,500	0.0
NY Gov App	\$0	\$216,642	\$0	\$216,642	100.0	\$0	0.0	\$0	0.0	\$216,642	0.0
ND Gov App	\$567,576	\$0	\$682,500	\$1,250,076	100.0	\$0	0.0	\$0	0.0	\$1,250,076	0.0
OH Gov App	\$2,541,829	\$1,200	\$640	\$2,543,669	100.0	\$0	0.0	\$0	0.0	\$2,543,669	0.0
OK Gov App	\$337,810	\$23,240	\$88,950	\$450,000	100.0	\$0	0.0	\$0	0.0	\$450,000	0.0
OR Gov App	\$0	\$44,400	\$1,274,062	\$1,318,462	100.0	\$0	0.0	\$0	0.0	\$1,318,462	0.0
PA Gov App	\$0	\$0	\$0	\$0	0.0	\$990,000	100.0	\$0	0.0	\$990,000	0.0
SD Gov App	\$962,859	\$35,038	\$0	\$997,897	100.0	\$0	0.0	\$0	0.0	\$997,897	0.0
TN Gov App	\$2,343,362	\$0	\$0	\$2,343,362	100.0	\$0	0.0	\$0	0.0	\$2,343,362	0.0
TX Gov App	\$1,998,983	\$530,320	\$718,661	\$3,247,964	100.0	\$0	0.0	\$0	0.0	\$3,247,964	0.1
UT Gov App	\$0	\$14,178	\$163,052	\$177,230	100.0	\$0	0.0	\$0	0.0	\$177,230	0.0
VT Gov App	\$0	\$6,346,940	\$0	\$6,346,940	100.0	\$0	0.0	\$0	0.0	\$6,346,940	0.1
VI Gov App	\$0	\$0	\$1,080,000	\$1,080,000	100.0	\$0	0.0	\$0	0.0	\$1,080,000	0.0
VA Gov App	\$0	\$11,442	\$110,861	\$122,303	100.0	\$0	0.0	\$0	0.0	\$122,303	0.0
WA Gov App	\$4,269,252	\$400,421	\$1,271,900	\$5,941,573	100.0	\$0	0.0	\$0	0.0	\$5,941,573	0.1
WI Gov App	\$1,769,600	\$0	\$0	\$1,769,600	100.0	\$0	0.0	\$0	0.0	\$1,769,600	0.0
WY Gov App	\$767,865	\$304,000	\$696,000	\$1,767,865	100.0	\$0	0.0	\$0	0.0	\$1,767,865	0.0
Sub-total	\$43,574,568	\$18,928,947	\$20,558,281	\$83,061,796	49.9	\$57,874,664	34.8	\$25,440,047	15.3	\$166,376,507	3.2
Total	\$391,868,404	\$290,043,350	\$189,325,321	\$871,237,075		\$1,911,554,459		\$2,473,424,480		\$5,256,216,014	100.0

Table does not include Planning (\$3,123,745), Research (\$17,142,582), and RTAP (\$163,200).

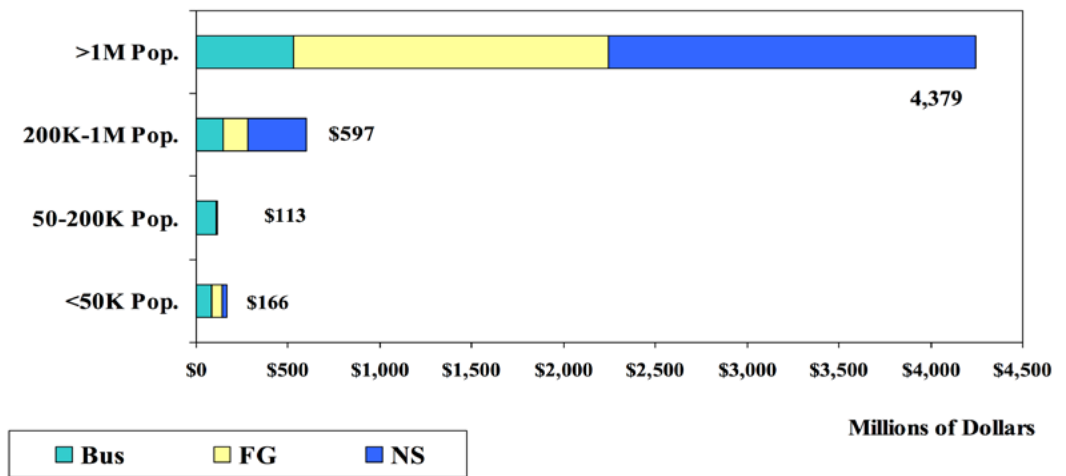
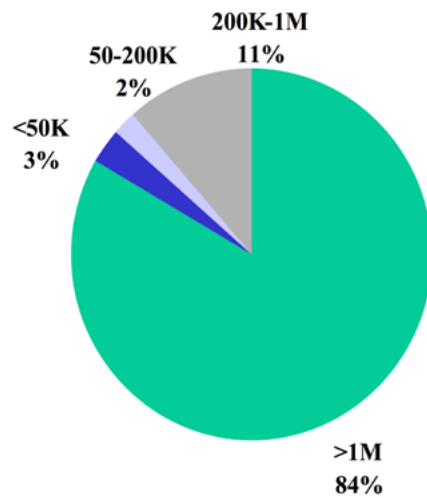
Table 26 cont'd. FY 2014 Capital Program Obligations by Population Group*Obligations by Population Size and Category**Obligations by Population Size*

Table 27 FY 2014 Capital Program Obligations for Preventive Maintenance

URBANIZED AREA / STATE	BUS	% BUS	RAIL	% RAIL	TOTAL	% of TOTAL	TOTAL CAPITAL OBLIGATIONS	PM AS % OF CAP. OBS.
> 1,000,000								
Atlanta, GA	\$109,216	1.3	\$8,000,000	98.7	\$8,109,216	1.3	\$159,737,455	5.1
Baltimore, MD	\$0	0.0	\$36,775,153	100.0	\$36,775,153	5.7	\$184,597,744	19.9
Charlotte, NC-SC	\$379,895	100.0	\$0	0.0	\$379,895	0.1	\$190,407,574	0.2
Cincinnati, OH-KY-IN	\$21,947	100.0	\$0	0.0	\$21,947	0.0	\$35,635,279	0.1
Cleveland, OH	\$0	0.0	\$6,990,622	100.0	\$6,990,622	1.1	\$75,418,304	9.3
Dallas-Fort Worth-Arlington, TX	\$6,364,458	72.2	\$2,453,340	27.8	\$8,817,798	1.4	\$194,502,333	4.5
Denver-Aurora, CO	\$0	0.0	\$8,700,325	100.0	\$8,700,325	1.3	\$210,338,391	4.1
Houston, TX	\$0	0.0	\$5,272,514	100.0	\$5,272,514	0.8	\$287,346,855	1.8
Los Angeles-Long Beach-Anaheim, CA	\$0	0.0	\$82,923,849	100.0	\$82,923,849	12.8	\$1,080,232,913	7.7
Memphis, TN-MS-AR	\$0	0.0	\$1,124,843	100.0	\$1,124,843	0.2	\$15,203,815	7.4
Miami, FL	\$0	0.0	\$29,882,274	100.0	\$29,882,274	4.6	\$199,918,735	14.9
New York-Newark, NY-NJ-CT	\$0	0.0	\$166,477,236	100.0	\$166,477,236	25.7	\$4,012,550,932	4.1
Orlando, FL	\$125,680	100.0	\$0	0.0	\$125,680	0.0	\$66,884,105	0.2
Philadelphia, PA-NJ-DE-MD	\$0	0.0	\$10,752,000	100.0	\$10,752,000	1.7	\$296,340,990	3.6
Phoenix-Mesa, AZ	\$2,171,763	100.0	\$0	0.0	\$2,171,763	0.3	\$177,183,602	1.2
Pittsburgh, PA	\$0	0.0	\$13,626,374	100.0	\$13,626,374	2.1	\$76,149,618	17.9
Portland, OR-WA	\$11,387	0.1	\$17,327,345	99.9	\$17,338,732	2.7	\$204,916,858	8.5
Sacramento, CA	\$0	0.0	\$18,636,353	100.0	\$18,636,353	2.9	\$146,804,221	12.7
Salt Lake City-West Valley City, UT	\$0	0.0	\$15,043,768	100.0	\$15,043,768	2.3	\$46,358,369	32.5
San Diego, CA	\$22,055,486	74.4	\$7,600,000	25.6	\$29,655,486	4.6	\$182,133,447	16.3
San Francisco-Oakland, CA	\$3,044,018	2.3	\$126,653,069	97.7	\$129,697,087	20.0	\$687,916,660	18.9
San Jose, CA	\$1,274,572	100.0	\$0	0.0	\$1,274,572	0.2	\$425,998,565	0.3
Seattle, WA	\$10,325,695	100.0	\$0	0.0	\$10,325,695	1.6	\$317,654,407	3.3
St. Louis, MO-IL	\$0	0.0	\$4,830,368	100.0	\$4,830,368	0.7	\$86,902,108	5.6
Washington, DC-VA-MD	\$0	0.0	\$400,000	100.0	\$400,000	0.1	\$461,109,037	0.1
Sub-total	\$45,884,117	7.5	\$563,469,433	92.5	\$609,353,550	94.1	\$9,822,242,317	6.2
200,000 - 1,000,000								
Albuquerque, NM	\$0	0.0	\$3,600,779	100.0	\$3,600,779	0.6	\$20,352,658	17.7
Anchorage, AK	\$0	0.0	\$6,465,817	100.0	\$6,465,817	1.0	\$29,217,561	22.1
Antioch, CA	\$0	0.0	\$489,908	100.0	\$489,908	0.1	\$9,971,555	4.9
Dayton, OH	\$5,700,000	100.0	\$0	0.0	\$5,700,000	0.9	\$32,031,719	17.8
Lancaster-Palmdale, CA	\$0	0.0	\$5,873,680	100.0	\$5,873,680	0.9	\$12,752,287	46.1
New Orleans, LA	\$502,863	8.1	\$5,691,848	91.9	\$6,194,711	1.0	\$32,877,664	18.8
Portland, ME	\$530,419	6.0	\$8,322,760	94.0	\$8,853,179	1.4	\$13,728,752	64.5
Provo-Orem, UT	\$0	0.0	\$34,086	100.0	\$34,086	0.0	\$9,573,035	0.4
Santa Clarita, CA	\$0	0.0	\$1,050,575	100.0	\$1,050,575	0.2	\$1,050,575	100.0
Sub-total	\$6,733,282	17.6	\$31,529,453	82.4	\$38,262,735	5.9	\$161,555,806	23.7
50,000 - 200,000								
Bremerton, WA	\$122,290	0	\$0	0	\$122,290	55.9	\$5,906,157	2.1
Fairbanks, AK	\$0		\$96,570	100	\$96,570	44.1	\$96,570	100.0
Sub-total	\$122,290	0.0	\$96,570	44.1	\$218,860	0.0	\$6,002,727	3.6
Total	\$52,739,689	8.1	\$595,095,456	91.9	\$647,835,145	100.0	\$9,989,800,850	6.5

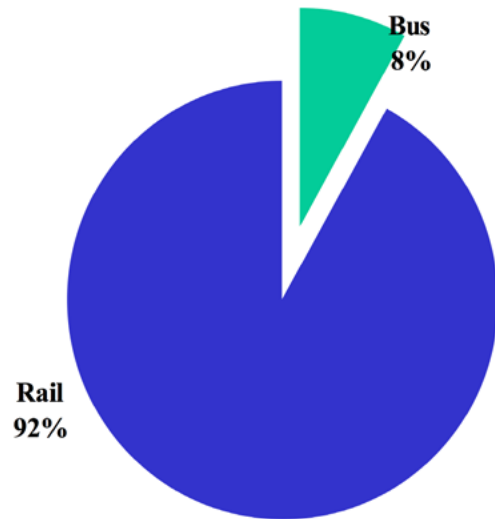
Bus preventive maintenance obligations included in Bus Other in Table 26; rail PM included in Fixed Guideway.

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

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

Table 27 cont'd. FY 2014 Capital Program Obligations for Preventive Maintenance

Preventive Maintenance Obligations, by Type



Preventive Maintenance Obligations, by Population Group

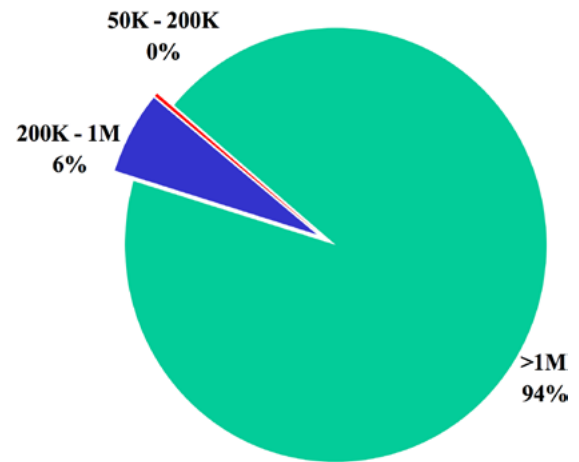


Table 28 FY 2014 Capital Program Obligations for Motor Vehicles

URBANIZED AREA	40 FT BUS		35 FT BUS		30 FT BUS		<30 FT BUS		BUS ARTICULATED		VAN		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
> 1,000,000 POPULATION																
Atlanta, GA	37	\$14,402,310	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	37	\$14,402,310
Austin, TX	9	\$4,232,549	0	\$0	0	\$0	1	\$107,849	0	\$0	0	\$0	0	\$0	10	\$4,340,398
Boston, MA-NH-RI	40	\$13,561,232	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	40	\$13,561,232
Charlotte, NC-SC	2	\$733,019	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$733,019
Chicago, IL-IN	41	\$14,081,388	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	41	\$14,081,388
Cincinnati, OH-KY-IN	5	\$2,005,904	1	\$374,269	0	\$0	10	\$798,029	0	\$0	0	\$0	0	\$0	16	\$3,178,202
Cleveland, OH	6	\$1,890,439	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,890,439
Dallas-Fort Worth-Arlington, TX	22	\$8,534,478	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	22	\$8,534,478
Detroit, MI	164	\$26,404,683	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	164	\$26,404,683
Indianapolis, IN	3	\$1,032,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,032,000
Kansas City, MO-KS	5	\$1,756,307	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,756,307
Los Angeles-Long Beach-Anaheim, CA	103	\$21,081,868	0	\$0	0	\$0	17	\$1,604,800	0	\$0	0	\$0	0	\$0	120	\$22,686,668
Milwaukee, WI	12	\$3,675,509	2	\$250,072	0	\$0	1	\$35,185	0	\$0	2	\$80,000	2	\$32,786	19	\$4,073,552
Minneapolis-St. Paul, MN-WI	10	\$3,556,446	0	\$0	0	\$0	0	\$0	10	\$5,649,440	0	\$305,505	0	\$0	20	\$9,511,391
Orlando, FL	0	\$0	0	\$0	42	\$3,192,000	0	\$0	0	\$0	0	\$0	0	\$0	42	\$3,192,000
Philadelphia, PA-NJ-DE-MD	5	\$2,270,454	0	\$0	0	\$0	0	\$0	8	\$6,794,118	0	\$0	0	\$0	13	\$9,064,572
Phoenix-Mesa, AZ	33	\$15,639,400	0	\$0	0	\$0	7	\$374,850	2	\$1,467,452	0	\$0	0	\$0	42	\$17,481,702
Pittsburgh, PA	8	\$2,791,957	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$2,791,957
Portland, OR-WA	4	\$1,848,000	0	\$0	0	\$0	2	\$152,000	0	\$0	0	\$0	0	\$0	6	\$2,000,000
Riverside-San Bernardino, CA	0	\$5,794	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$5,794
Sacramento, CA	9	\$1,814,585	0	\$0	1	\$335,237	10	\$597,198	0	\$0	1	\$36,400	0	\$0	21	\$2,783,420
Salt Lake City-West Valley City, UT	5	\$1,611,102	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,611,102
San Francisco-Oakland, CA	42	\$18,575,768	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	9	\$18,069,488	51	\$36,645,256
San Jose, CA	24	\$12,747,723	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	24	\$12,747,723
Seattle, WA	9	\$4,576,743	0	\$0	0	\$0	0	\$0	4	\$1,841,134	0	\$0	84	\$57,280,154	97	\$63,698,031
St. Louis, MO-IL	16	\$6,023,513	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$6,023,513
Tampa-St. Petersburg, FL	14	\$7,166,149	0	\$0	0	\$0	13	\$1,205,960	0	\$0	0	\$0	0	\$0	27	\$8,372,109
Virginia Beach, VA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	69	\$2,000,000	0	\$0	69	\$2,000,000
Washington, DC-VA-MD	3	\$1,349,805	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$1,283,892	9	\$2,633,697
Sub-total	631	\$193,369,125	3	\$624,341	43	\$3,527,237	61	\$4,875,871	24	\$15,752,144	72	\$2,421,905	101	\$76,666,320	935	\$297,236,943

Table 28 cont'd. FY 2014 Capital Program Obligations for Motor Vehicles

URBANIZED AREA	40 FT BUS		35 FT BUS		30 FT BUS		<30 FT BUS		BUS ARTICULATED		VAN		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
200,000 - 1,000,000 POPULATION																
Aguadilla-Isabela-San Sebastián, PR	6	\$4,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$4,000,000
Albuquerque, NM	0	\$0	0	\$0	0	\$0	1	\$115,281	0	\$0	0	\$0	0	\$0	1	\$115,281
Allentown, PA-NJ	8	\$1,593,440	10	\$1,827,104	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	18	\$3,420,544
Anchorage, AK	2	\$24,676	0	\$0	0	\$0	0	\$0	0	\$0	10	\$518,982	0	\$0	12	\$543,658
Ann Arbor, MI	3	\$867,508	0	\$0	0	\$0	7	\$752,049	0	\$0	0	\$0	0	\$0	10	\$1,619,557
Antioch, CA	2	\$893,992	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$893,992
Appleton, WI	2	\$567,758	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$567,758
Brownsville, TX	0	\$0	3	\$489,869	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$489,869
Buffalo, NY	5	\$2,160,000	0	\$0	0	\$0	10	\$879,028	0	\$0	0	\$0	0	\$0	15	\$3,039,028
Cape Coral, FL	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$678,443	0	\$0	8	\$678,443
Concord, CA	2	\$863,162	0	\$0	7	\$840,438	0	\$0	0	\$0	0	\$0	0	\$0	9	\$1,703,600
Concord, NC	0	\$0	4	\$2,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$2,000,000
Conroe-The Woodlands, TX	0	\$0	0	\$0	0	\$0	1	\$135,387	0	\$0	0	\$0	0	\$0	1	\$135,387
Eugene, OR	6	\$3,100,000	0	\$0	0	\$0	0	\$0	3	\$2,400,000	0	\$0	0	\$0	9	\$5,500,000
Evansville, IN-KY	0	\$0	0	\$0	0	\$0	1	\$231,062	0	\$0	0	\$0	0	\$0	1	\$231,062
Fayetteville-Springdale-Rogers, AR-MO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Fort Wayne, IN	1	\$537,384	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$537,384
Fresno, CA	6	\$2,342,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$2,342,400
Grand Rapids, MI	5	\$2,789,727	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$2,789,727
Green Bay, WI	1	\$320,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$320,000
Greensboro, NC	1	\$535,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$535,000
Huntsville, AL	0	\$0	0	\$0	0	\$0	1	\$17,951	0	\$0	(2)	\$0	0	\$0	(1)	\$17,951
Kennewick-Pasco, WA	3	\$930,686	0	\$0	0	\$0	14	\$1,032,162	0	\$0	0	\$0	0	\$0	17	\$1,962,848
Killeen, TX	0	\$0	2	\$385,106	0	\$0	1	\$86,000	0	\$0	0	\$0	0	\$0	3	\$471,106
Knoxville, TN	0	\$0	0	\$0	0	\$0	4	\$365,569	0	\$0	0	\$0	0	\$0	4	\$365,569
Lafayette, LA	0	\$0	1	\$222,247	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$222,247
Lancaster, PA	0	\$0	3	\$1,068,116	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,068,116
Lansing, MI	2	\$564,345	0	\$0	0	\$0	3	\$121,681	0	\$0	0	\$0	0	\$0	5	\$686,026
Laredo, TX	1	\$351,397	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$80,000	5	\$431,397
Lexington-Fayette, KY	1	\$394,773	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$394,773
Little Rock, AR	0	\$0	5	\$1,986,916	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,986,916

Table 28 cont'd. FY 2014 Capital Program Obligations for Motor Vehicles

URBANIZED AREA	40 FT BUS		35 FT BUS		30 FT BUS		<30 FT BUS		BUS ARTICULATED		VAN		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Madison, WI	7	\$1,537,400	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	7	\$1,537,400
McAllen, TX	0	\$0	0	\$0	2	\$532,369	0	\$0	0	\$0	0	\$0	0	\$0	2	\$532,369
Mission Viejo-Lake Forest-San Clemente, CA	13	\$1,587,177	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$1,587,177
Montgomery, AL	0	\$0	0	\$0	0	\$0	10	\$581,000	0	\$0	0	\$0	0	\$0	10	\$581,000
Ogden-Layton, UT	2	\$854,233	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$854,233
Oklahoma City, OK	5	\$1,571,892	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,571,892
Omaha, NE-IA	0	\$0	2	\$868,778	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$868,778
Oxnard, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	14	\$1,343,877	14	\$1,343,877
Pensacola, FL-AL	0	\$0	0	\$0	0	\$0	16	\$979,000	0	\$0	0	\$0	0	\$0	16	\$979,000
Port St. Lucie, FL	0	\$0	0	\$0	1	\$97,545	0	\$0	0	\$0	0	\$0	0	\$0	1	\$97,545
Portland, ME	0	\$0	5	\$2,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$2,000,000
Provo-Orem, UT	2	\$623,479	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$623,479
Reno, NV-CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$642,807	0	\$0	6	\$642,807
Richmond, VA	10	\$3,376,629	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$3,376,629
Rochester, NY	2	\$974,809	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$974,809
Round Lake Beach-McHenry-Grayslake, IL-WI	2	\$517,912	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$517,912
Santa Rosa, CA	4	\$941,266	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$941,266
Savannah, GA	0	\$0	21	\$1,700,000	2	\$800,000	0	\$0	0	\$0	0	\$0	0	\$0	23	\$2,500,000
Shreveport, LA	1	\$371,272	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$371,272
South Bend, IN-MI	0	\$0	1	\$40,000	0	\$0	5	\$234,623	0	\$0	0	\$0	0	\$0	6	\$274,623
Spokane, WA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	13	\$901,262	0	\$0	13	\$901,262
Springfield, MA-CT	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	18	\$804,733	0	\$0	18	\$804,733
Thousand Oaks, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8	\$423,606	8	\$423,606
Tucson, AZ	1	\$1,528,320	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$1,528,320
Tulsa, OK	2	\$701,024	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$701,024
Urban Honolulu, HI	4	\$1,949,267	0	\$0	0	\$0	0	\$0	10	\$5,000,000	0	\$0	0	\$0	14	\$6,949,267
Victorville-Hesperia, CA	11	\$562,678	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	11	\$562,678
Wichita, KS	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	18	\$1,077,070	0	\$0	18	\$1,077,070
Wilmington, NC	0	\$0	0	\$0	0	\$0	1	\$41,288	0	\$0	0	\$0	0	\$0	1	\$41,288
Sub-total	123	\$39,933,606	57	\$12,588,136	12	\$2,270,352	75	\$5,572,081	13	\$7,400,000	71	\$4,623,297	26	\$1,847,483	377	\$74,234,955

Table 28 cont'd. FY 2014 Capital Program Obligations for Motor Vehicles

URBANIZED AREA	40 FT BUS		35 FT BUS		30 FT BUS		<30 FT BUS		BUS ARTICULATED		VAN		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
50,000 - 200,000																
Abilene, TX	0	\$0	2	\$700,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$700,000
Bay City, MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$47,328	0	\$0	1	\$47,328
Beaumont, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$50,000	2	\$50,000
Benton Harbor-St. Joseph-Fair Plain, MI	0	\$0	0	\$0	0	\$0	1	\$63,326	0	\$0	0	\$0	0	\$0	1	\$63,326
Billings, MT	0	\$0	0	\$0	2	\$297,600	1	\$59,200	0	\$0	0	\$0	0	\$0	3	\$356,800
Boulder, CO	2	\$587,906	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$587,906
Cedar Rapids, IA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
College Station-Bryan, TX	0	\$0	0	\$0	0	\$0	3	\$202,050	0	\$0	4	\$180,000	0	\$0	7	\$382,050
Elmira, NY	0	\$0	0	\$0	0	\$0	1	\$0	0	\$0	0	\$0	0	\$0	1	\$0
Fargo, ND-MN	0	\$0	0	\$0	2	\$1,048,000	0	\$0	0	\$0	3	\$84,000	0	\$0	5	\$1,132,000
Flagstaff, AZ	0	\$0	6	\$3,078,828	0	\$0	0	\$0	2	\$523,372	0	\$0	0	\$0	8	\$3,602,200
Fort Smith, AR-OK	0	\$0	0	\$0	0	\$0	3	\$151,501	0	\$0	0	\$0	0	\$0	3	\$151,501
Grand Junction, CO	0	\$0	0	\$0	5	\$155,670	0	\$0	0	\$0	0	\$0	0	\$0	5	\$155,670
Greeley, CO	0	\$0	0	\$0	0	\$0	3	\$192,526	0	\$0	0	\$0	0	\$0	3	\$192,526
Hagerstown, MD-WV-PA	0	\$0	0	\$0	0	\$0	4	\$333,118	0	\$0	1	\$46,882	0	\$0	5	\$380,000
Hanford, CA	0	\$0	0	\$0	0	\$0	3	\$176,443	0	\$0	0	\$0	0	\$0	3	\$176,443
Harlingen, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$41,366	0	\$0	1	\$41,366
Holland, MI	0	\$0	0	\$0	1	\$143,845	0	\$0	0	\$0	0	\$0	0	\$0	1	\$143,845
Hot Springs, AR	0	\$0	0	\$0	0	\$0	1	\$58,627	0	\$0	0	\$0	0	\$0	1	\$58,627
Iowa City, IA	2	\$509,264	0	\$0	1	\$337,450	0	\$0	0	\$0	0	\$0	0	\$0	3	\$846,714
Jonesboro, AR	0	\$0	0	\$0	0	\$0	4	\$182,552	0	\$0	1	\$26,248	0	\$0	5	\$208,800
Lafayette, IN	4	\$1,353,420	0	\$0	0	\$0	5	\$304,000	0	\$0	0	\$0	0	\$0	9	\$1,657,420
Lake Jackson-Angleton, TX	0	\$0	0	\$0	1	\$125,099	0	\$0	0	\$0	0	\$0	0	\$0	1	\$125,099
Las Cruces, NM	1	\$192,672	0	\$0	0	\$0	0	\$0	0	\$0	5	\$278,050	0	\$0	6	\$470,722
Lewiston, ME	0	\$0	0	\$0	1	\$81,420	0	\$0	0	\$0	0	\$0	0	\$0	1	\$81,420
Longview, TX	0	\$0	1	\$186,556	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$186,556
McKinney, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	6	\$189,333	0	\$0	6	\$189,333
Midland, MI	0	\$0	0	\$0	0	\$0	1	\$57,419	0	\$0	0	\$0	0	\$0	1	\$57,419
Monroe, MI	0	\$0	0	\$0	0	\$0	1	\$82,459	0	\$0	0	\$0	0	\$0	1	\$82,459
Morgantown, WV	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$130,476	0	\$0	2	\$130,476
Odessa, TX	0	\$0	0	\$0	5	\$96,000	6	\$372,000	0	\$0	3	\$135,000	0	\$0	14	\$603,000

Table 28 cont'd. FY 2014 Capital Program Obligations for Motor Vehicles

URBANIZED AREA	40 FT BUS		35 FT BUS		30 FT BUS		<30 FT BUS		BUS ARTICULATED		VAN		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Olympia-Lacey, WA	4	\$2,324,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$2,324,000
Parkersburg, WV-OH	0	\$0	0	\$0	0	\$0	1	\$104,000	0	\$0	0	\$0	0	\$0	1	\$104,000
Petaluma, CA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$54,462	0	\$0	1	\$54,462
Pine Bluff, AR	0	\$0	0	\$0	0	\$0	1	\$37,400	0	\$0	0	\$0	1	\$112,000	2	\$149,400
Pueblo, CO	0	\$0	0	\$0	0	\$0	2	\$100,800	0	\$0	0	\$0	0	\$0	2	\$100,800
Rocky Mount, NC	0	\$0	0	\$0	0	\$0	1	\$80,000	0	\$0	0	\$0	0	\$0	1	\$80,000
Saginaw, MI	0	\$0	0	\$0	0	\$0	2	\$168,411	0	\$0	0	\$0	0	\$0	2	\$168,411
San Angelo, TX	0	\$0	1	\$150,000	8	\$1,070,800	0	\$0	0	\$0	2	\$46,370	1	\$165,000	12	\$1,432,170
Santa Barbara, CA	2	\$418,774	0	\$0	0	\$0	1	\$51,563	0	\$0	0	\$0	0	\$0	3	\$470,337
Santa Cruz, CA	0	\$0	0	\$0	0	\$0	2	\$125,845	0	\$0	0	\$0	0	\$0	2	\$125,845
Santa Maria, CA	1	\$240,791	0	\$0	0	\$0	0	\$0	0	\$0	1	\$51,425	0	\$0	2	\$292,216
Seaside-Monterey, CA	3	\$937,500	11	\$3,437,500	0	\$0	2	\$465,140	0	\$0	0	\$0	2	\$625,000	18	\$5,465,140
Sherman, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$263,919	0	\$0	10	\$263,919
South Lyon-Howell, MI	0	\$0	1	\$74,401	(2)	-\$219,369	5	\$480,400	0	\$0	0	\$0	0	\$0	4	\$335,432
St. George, UT	0	\$0	1	\$312,000	1	\$312,000	0	\$0	0	\$0	0	\$0	0	\$0	2	\$624,000
Temple, TX	0	\$0	0	\$0	1	\$340,000	11	\$118,126	0	\$0	0	\$0	0	\$0	12	\$458,126
Texarkana-Texarkana, TX-AR	0	\$0	0	\$0	1	\$120,000	4	\$201,942	0	\$0	0	\$0	0	\$0	5	\$321,942
Texas City, TX	0	\$0	0	\$0	1	\$151,906	0	\$0	0	\$0	0	\$0	0	\$0	1	\$151,906
Tyler, TX	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$90,000	0	\$0	2	\$90,000
Vallejo, CA	3	\$760,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$760,000
Victoria, TX	0	\$0	0	\$0	0	\$0	3	\$259,303	0	\$0	0	\$0	0	\$0	3	\$259,303
Waco, TX	0	\$0	3	\$1,088,440	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,088,440
Waterloo, IA	0	\$0	0	\$0	0	\$0	1	\$141,100	0	\$0	0	\$0	0	\$0	1	\$141,100
Wheeling, WV-OH	0	\$0	0	\$0	0	\$0	6	\$624,000	0	\$0	0	\$0	0	\$0	6	\$624,000
Wichita Falls, TX	0	\$0	1	\$399,293	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$399,293
Williamsport, PA	2	\$840,000	2	\$840,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,680,000
Sub-total	24	\$8,164,327	29	\$10,267,018	28	\$4,060,421	79	\$5,193,251	2	\$523,372	43	\$1,664,859	6	\$952,000	211	\$30,825,248
<50,000 AND RURAL AREAS																
ALABAMA GOV APP	0	\$0	0	\$0	0	\$0	15	\$786,212	0	\$0	12	\$461,288	0	\$0	27	\$1,247,500
ALASKA GOV APP	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	-\$1,672,397	0	-\$1,672,397
ARIZONA GOV APP	10	\$5,000,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	10	\$5,000,000
ARKANSAS GOV APP	0	\$0	0	\$0	0	\$0	34	\$1,362,891	0	\$0	24	\$806,609	2	\$328,000	60	\$2,497,500
COLORADO GOV APP	4	\$736,000	0	\$0	0	\$0	5	\$426,000	0	\$0	0	\$0	0	\$0	9	\$1,162,000

Table 28 cont'd. FY 2014 Capital Program Obligations for Motor Vehicles

URBANIZED AREA	40 FT BUS		35 FT BUS		30 FT BUS		<30 FT BUS		BUS ARTICULATED		VAN		Other		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
HAWAII GOV APP	0	\$0	0	\$0	0	\$0	4	\$400,000	0	\$0	0	\$0	0	\$0	4	\$400,000
IDAHO GOV APP	0	\$0	0	\$0	3	\$405,000	0	\$0	0	\$0	0	\$0	0	\$0	3	\$405,000
ILLINOIS GOV APP	0	\$0	8	\$3,120,000	1	\$380,000	33	\$2,522,673	0	\$0	0	\$0	0	\$0	42	\$6,022,673
INDIANA GOV APP	4	\$1,353,420	2	\$936,000	0	\$0	5	\$304,000	0	\$0	0	\$0	0	\$0	11	\$2,593,420
IOWA GOV APP	0	\$0	0	\$0	2	\$252,950	0	\$0	0	\$0	17	\$997,050	0	\$0	19	\$1,250,000
KENTUCKY GOV APP	9	\$70,210	0	\$0	0	\$0	0	\$0	0	\$0	4	\$165,210	0	\$0	13	\$235,420
MAINE GOV APP	0	\$0	0	\$0	1	\$79,553	0	\$0	0	\$0	0	\$0	1	\$400,000	2	\$479,553
MASSACHUSETTS GOV APP	0	\$0	0	\$0	0	\$0	1	\$52,000	0	\$0	7	\$382,476	6	\$460,800	14	\$895,276
MICHIGAN GOV APP	2	\$245,899	0	-\$198,863	3	\$434,882	29	\$2,265,946	0	\$0	3	\$124,396	0	\$0	37	\$2,872,260
MINNESOTA GOV APP	0	\$0	2	\$137,694	0	\$0	4	\$264,698	0	\$0	0	\$0	0	\$0	6	\$402,392
MISSISSIPPI GOV APP	0	\$0	0	\$0	0	\$0	6	\$217,748	0	\$0	22	\$565,752	0	\$0	28	\$783,500
MONTANA GOV APP	0	\$0	0	\$0	2	\$552,584	1	\$48,504	0	\$0	0	\$0	0	\$0	3	\$601,088
NEVADA GOV APP	3	\$261,000	0	\$0	2	\$113,600	1	\$101,560	0	\$0	1	\$40,000	0	\$0	7	\$516,160
NEW MEXICO GOV APP	1	\$236,000	4	\$451,527	1	\$104,000	3	\$145,550	0	\$0	7	\$184,823	0	\$0	16	\$1,121,900
NEW YORK GOV APP	1	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$0
NORTH DAKOTA GOV APP	0	\$0	1	\$290,000	0	\$0	0	\$0	0	\$0	7	\$277,576	0	\$0	8	\$567,576
OHIO GOV APP	0	\$0	2	\$173,040	0	\$0	(1)	\$46,203	0	\$0	50	\$2,322,586	0	\$0	51	\$2,541,829
OKLAHOMA GOV APP	0	\$0	0	\$0	3	\$209,160	0	\$0	0	\$0	3	\$128,650	0	\$0	6	\$337,810
SOUTH DAKOTA GOV APP	0	\$0	0	\$0	1	\$100,000	13	\$641,258	0	\$0	10	\$149,261	5	\$72,340	29	\$962,859
TENNESSEE GOV APP	0	\$0	0	\$0	0	\$0	11	\$374,171	0	\$0	60	\$1,782,441	1	\$186,750	72	\$2,343,362
TEXAS GOV APP	0	\$0	0	\$0	13	\$371,703	77	\$1,273,884	0	\$0	17	\$610,637	1	\$23,000	108	\$2,279,224
WASHINGTON GOV APP	4	\$376,000	1	\$314,624	3	\$400,000	18	\$1,877,028	0	\$0	1	\$48,000	2	\$1,376,000	29	\$4,391,652
WISCONSIN GOV APP	0	\$0	5	\$1,769,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5	\$1,769,600
WYOMING GOV APP	0	\$0	2	\$496,000	1	\$168,000	1	\$53,465	0	\$0	3	\$50,400	0	\$0	7	\$767,865
Sub-total	38	\$8,278,529	27	\$7,489,622	36	\$3,571,432	260	\$13,163,791	0	\$0	248	\$9,097,155	18	\$1,174,493	627	\$42,775,022
TOTAL	816	\$249,745,587	116	\$30,969,117	119	\$13,429,442	475	\$28,804,994	39	\$23,675,516	434	\$17,807,216	151	\$80,640,296	2,150	\$445,072,168

"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.

Table 28 includes Rehabilitation and Rebuild.

Table 28 does not include Spare Parts/Associated Capital Maintenance (\$2,267,152).

Table 29 FY 2014 Capital Program Obligations for Fixed Guideway Modernization

AREA	ROLLING STOCK	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP. FACILITIES	ELECTRIF., POWER DIST.	SIGNALS/ COMMUNICATIONS	TRANSIT ENHANCEMENTS	OTHER	TOTAL	% OF TOTAL	RANK
ALASKA GOV APP	\$0	\$2,787,465	\$0	\$0	\$0	\$0	\$0	\$450,667	\$3,238,132	0.2	40
Albuquerque, NM	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$3,600,779	\$3,853,579	0.2	38
Anchorage, AK	\$0	\$175,983	\$0	\$0	\$0	\$0	\$0	\$15,852,209	\$16,028,192	0.8	18
Antioch, CA	\$0	\$8,363,652	\$0	\$0	\$0	\$0	\$0	\$489,908	\$8,853,560	0.5	26
Atlanta, GA	\$0	\$7,200,000	\$4,800,000	\$0	\$0	\$9,600,000	\$0	\$10,400,000	\$32,000,000	1.7	11
Baltimore, MD	\$24,442,221	\$17,426,619	\$0	\$1,065,000	\$0	\$3,160,000	\$0	\$36,775,153	\$82,868,993	4.3	6
Boston, MA-NH-RI	\$5,280,506	\$39,934,600	\$3,620,000	\$0	\$0	\$0	\$0	\$12,644,894	\$61,480,000	3.2	7
Buffalo, NY	\$1,749,649	\$0	\$1,609,915	\$0	\$667,600	\$0	\$0	\$109,200	\$4,136,364	0.2	37
Chattanooga, TN-GA	\$0	\$95,542	\$80,000	\$0	\$0	\$0	\$0	\$0	\$175,542	0.0	54
Chicago, IL-IN	\$20,024,270	\$38,345,534	\$3,963,714	\$8,926,608	\$4,745,260	\$6,206,685	\$0	\$160,910,796	\$243,122,867	12.7	2
Cleveland, OH	\$0	\$0	\$3,270,080	\$0	\$612,000	\$0	\$0	\$7,271,739	\$11,153,819	0.6	21
COLORADO GOV APP	\$0	\$88,000	\$0	\$0	\$0	\$0	\$0	\$0	\$88,000	0.0	56
Concord, CA	\$0	\$844,617	\$0	\$0	\$26,000,000	\$26,000,000	\$0	\$0	\$52,844,617	2.8	8
CONNECTICUT GOV APP	\$0	\$10,279,267	\$0	\$0	\$28,800,000	\$8,479,265	\$0	\$0	\$47,558,532	2.5	9
Dallas-Fort Worth-Arlington, TX	\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$2,453,340	\$14,453,340	0.8	20
Denver-Aurora, CO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,700,325	\$8,700,325	0.5	28
Detroit, MI	\$0	\$0	\$0	\$1,032,425	\$0	\$24,000	\$0	\$0	\$1,056,425	0.1	48
Fairbanks, AK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,570	\$96,570	0.0	55
Harrisburg, PA	\$0	\$0	\$1,301,827	\$0	\$0	\$0	\$0	\$0	\$1,301,827	0.1	46
Houston, TX	\$1,554,200	\$2,316,998	\$0	\$0	\$0	\$0	\$0	\$5,415,468	\$9,286,666	0.5	25
ILLINOIS GOV APP	\$0	\$0	\$4,936,330	\$0	\$0	\$0	\$600,000	\$463,670	\$6,000,000	0.3	33
Jacksonville, FL	\$0	\$0	\$0	\$616,637	\$0	\$0	\$0	\$2,000	\$618,637	0.0	52
Lancaster, PA	\$0	\$0	\$2,005,964	\$0	\$0	\$0	\$0	\$0	\$2,005,964	0.1	43
Lancaster-Palmdale, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,873,680	\$5,873,680	0.3	34
Little Rock, AR	\$0	\$0	\$0	\$335,562	\$0	\$20,000	\$0	\$0	\$355,562	0.0	53
Los Angeles-Long Beach-Anaheim, CA	\$1,236,648	\$5,452,577	\$14,215,178	\$1,341,466	\$0	\$3,988,469	\$0	\$82,923,849	\$109,158,187	5.7	5
Memphis, TN-MS-AR	\$0	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$1,124,843	\$1,204,843	0.1	47
Miami, FL	\$0	\$0	\$200,000	\$5,847,870	\$0	\$0	\$0	\$29,882,274	\$35,930,144	1.9	10
Minneapolis-St. Paul, MN-WI	\$1,040,000	\$1,756,000	\$1,240,000	\$1,356,000	\$0	\$1,012,000	\$0	\$0	\$6,404,000	0.3	31
Mission Viejo-Lake Forest-San Clemente, CA	\$0	\$0	\$6,752,234	\$0	\$0	\$0	\$0	\$0	\$6,752,234	0.4	30
Morgantown, WV	\$0	\$0	\$0	\$0	\$1,439,391	\$0	\$0	\$0	\$1,439,391	0.1	45

Table 29 cont'd. FY 2014 Capital Program Obligations for Fixed Guideway Modernization

AREA	ROLLING STOCK	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP. FACILITIES	ELECTRIF., POWER DIST.	SIGNALS/ COMMUNICATIONS	TRANSIT ENHANCEMENTS	OTHER	TOTAL	% OF TOTAL	RANK
New Orleans, LA	\$0	\$0	\$0	\$20,000	\$90,762	\$0	\$0	\$6,861,048	\$6,971,810	0.4	29
New York-Newark, NY-NJ-CT	\$5,000,000	\$314,519,781	\$10,815,600	\$3,000,000	\$0	\$123,943,619	\$0	\$168,477,236	\$625,756,236	32.7	1
Oxnard, CA	\$411,926	\$470,000	\$0	\$400,600	\$0	\$3,111,898	\$0	\$0	\$4,394,424	0.2	36
PENNSYLVANIA GOV APP	\$0	\$0	\$990,000	\$0	\$0	\$0	\$0	\$0	\$990,000	0.1	50
Philadelphia, PA-NJ-DE-MD	\$14,329,429	\$6,544,839	\$7,496,637	\$4,016,615	\$0	\$30,229,710	\$0	\$49,561,840	\$112,179,070	5.9	4
Phoenix-Mesa, AZ	\$671,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$671,688	0.0	51
Pittsburgh, PA	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$14,153,310	\$18,153,310	0.9	15
Portland, ME	\$0	\$0	\$0	\$518,801	\$0	\$0	\$0	\$8,322,760	\$8,841,561	0.5	27
Portland, OR-WA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,633,729	\$17,633,729	0.9	16
Providence, RI-MA	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$673,014	\$0	\$4,673,014	0.2	35
Provo-Orem, UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,086	\$34,086	0.0	57
Riverside-San Bernardino, CA	\$720,000	\$796,239	\$0	\$216,000	\$0	\$409,000	\$0	\$0	\$2,141,239	0.1	42
Round Lake Beach-McHenry-Grayslake, IL-WI	\$1,633,883	\$811,729	\$225,027	\$427,534	\$400,108	\$435,934	\$0	\$2,121,451	\$6,055,666	0.3	32
Sacramento, CA	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$18,636,353	\$18,876,353	1.0	14
Salt Lake City-West Valley City, UT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,043,768	\$15,043,768	0.8	19
San Diego, CA	\$750,402	\$40,000	\$295,724	\$720,000	\$0	\$0	\$0	\$7,600,000	\$9,406,126	0.5	24
San Francisco-Oakland, CA	\$7,352,000	\$34,390,447	\$17,873,828	\$2,500,000	\$3,600,000	\$120,275	\$0	\$128,493,069	\$194,329,619	10.2	3
San Jose, CA	\$0	\$9,886,785	\$980,000	\$931,240	-\$1,371,240	\$11,037,637	\$0	-\$600,000	\$20,864,422	1.1	13
San Juan, PR	\$0	\$0	\$7,233,134	\$1,371,921	\$0	\$0	\$0	\$902,242	\$9,507,297	0.5	23
Santa Clarita, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,575	\$1,050,575	0.1	49
Seattle, WA	\$0	\$10,919,958	\$0	\$0	\$0	\$0	\$0	\$0	\$10,919,958	0.6	22
St. Louis, MO-IL	\$1,493,155	\$6,019,577	\$1,941,600	\$388,000	\$0	\$0	\$0	\$6,333,279	\$16,175,611	0.8	17
Stockton, CA	\$0	\$1,662,816	\$0	\$1,583,807	\$0	\$0	\$0	\$0	\$3,246,623	0.2	39
Thousand Oaks, CA	\$0	\$2,521,929	\$0	\$0	\$0	\$0	\$0	\$0	\$2,521,929	0.1	41
Washington, DC-VA-MD	\$4,455,200	\$1,520,000	\$0	\$0	\$0	\$1,826,688	\$0	\$13,358,633	\$21,160,521	1.1	12
Worcester, MA-CT	\$0	\$0	\$1,915,832	\$0	\$0	\$0	\$0	\$0	\$1,915,832	0.1	44
Total	\$96,145,177	\$537,450,954	\$97,802,624	\$40,868,886	\$64,983,881	\$229,605,180	\$1,273,014	\$843,424,743	\$1,911,554,459	100.0	
% of Total	5.03	28.12	5.12	2.14	3.40	12.01	0.07	44.12	100.00		

Transit-way Lines may include HOV and busways, in addition to rail lines.

Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers, and other support equip.

Electrif./ Power Dist. includes traction power, AC power lighting, substation distribution, vehicle locator systems.

Signal/Communic. includes train control / signal systems, communications systems, radios.

Other includes contingencies, real estate, administration, contracts, preventive maintenance.

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

Table 30 FY 2013 Capital Obligations for New Starts Program

AREA	ROLLING STOCK	TRANSITWAY LINES	STATION STOPS/ TERMINALS	SUPPORT & EQUIP. FACILITIES	ELECTRIF./ POWER DIST.	SIGNALS/ COMM.	TRANSIT ENHANCE.	GUIDEWAY AND TRACK ELEMENTS	STATION STOPS/ TERMINALS INTML	OTHER	TOTAL	% OF TOTAL	RANK
ALASKA GOV APP	-\$1,672,397	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$1,672,397	(0.1)	25
Charlotte, NC-SC	\$30,348,563	\$0	\$0	\$0	\$0	\$0	\$0	\$131,159,097	\$4,650,000	\$0	\$166,157,660	6.7	6
Chicago, IL-IN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,080,044	\$0	\$0	\$5,080,044	0.2	19
Dallas-Fort Worth-Arlington, TX	\$5,256,490	\$0	\$0	\$0	\$0	\$0	\$0	\$2,210,836	\$1,259,528	\$0	\$8,726,854	0.4	18
Denver-Aurora, CO	\$3,058,904	\$0	\$0	\$0	\$0	\$0	\$0	\$98,425,867	\$48,515,229	\$0	\$150,000,000	6.1	7
FLORIDA GOV APP	\$1,795,412	\$0	\$0	\$0	\$0	\$0	\$0	\$24,089,859	\$0	\$0	\$25,885,271	1.0	17
Grand Rapids, MI	\$1,355,597	\$0	\$0	\$0	\$0	\$0	\$0	\$3,107,387	\$5,997	\$0	\$4,468,981	0.2	20
Hartford, CT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,715,923	\$0	\$0	\$58,715,923	2.4	14
HAWAII GOV APP	\$0	\$0	\$1,227,173	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,227,173	0.0	22
Houston, TX	\$60,630,246	\$0	\$0	\$0	\$0	\$0	\$0	\$118,611,155	\$8,054,713	\$0	\$187,296,114	7.6	4
Los Angeles-Long Beach-Anaheim, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000,000	\$0	\$0	\$130,000,000	5.3	9
Minneapolis-St. Paul, MN-WI	\$13,725,773	\$0	\$0	\$0	\$0	\$0	\$0	\$84,717,921	\$0	\$0	\$98,443,694	4.0	12
New York-Newark, NY-NJ-CT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$389,990,000	\$0	\$0	\$389,990,000	15.8	1
Philadelphia, PA-NJ-DE-MD	\$0	\$0	-\$346,755	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$346,755	(0.0)	24
Phoenix-Mesa, AZ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,176,694	\$1,342,305	\$0	\$39,518,999	1.6	16
Portland, OR-WA	\$2,793,842	\$0	\$0	\$0	\$0	\$0	\$0	\$86,030,790	\$11,175,368	\$0	\$100,000,000	4.0	11
Riverside-San Bernardino, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,039,999	\$0	\$0	\$73,039,999	3.0	13
Sacramento, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,356,049	\$2,303,951	\$0	\$45,660,000	1.8	15
San Francisco-Oakland, CA	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$148,900,000	\$0	\$0	\$150,000,000	6.1	7
San Jose, CA	\$5,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$286,116,415	\$200,000	\$0	\$291,766,415	11.8	2
Santa Rosa, CA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	0.1	21
Seattle, WA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000,000	\$0	\$0	\$110,000,000	4.4	10
Shreveport, LA	\$0	\$0	\$236,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$236,000	0.0	23
Urban Honolulu, HI	\$15,909,666	\$0	\$0	\$0	\$0	\$0	\$0	\$208,861,587	\$25,228,747	\$0	\$250,000,000	10.1	3
Washington, DC-VA-MD	\$39,370,279	\$0	\$0	\$0	\$0	\$0	\$0	\$121,981,482	\$25,378,744	\$0	\$186,730,505	7.5	5
Total	\$179,122,375	\$0	\$1,116,418	\$0	\$0	\$0	\$0	\$2,165,071,105	\$128,114,582	\$0	\$2,473,424,480	100.0	
% of Total	7.24	0.00	0.05	0.00	0.00	0.00	0.00	87.53	5.18	0.00	100.00		

Transit-way Lines may include HOV and busways, in addition to rail lines.

Station Stops / Terminals includes fare collection equip, Park and Ride, furniture, security equip.

Support & Equip Facilities includes administrative/maintenance facilities, storage facilities, computers and other support equip.

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.

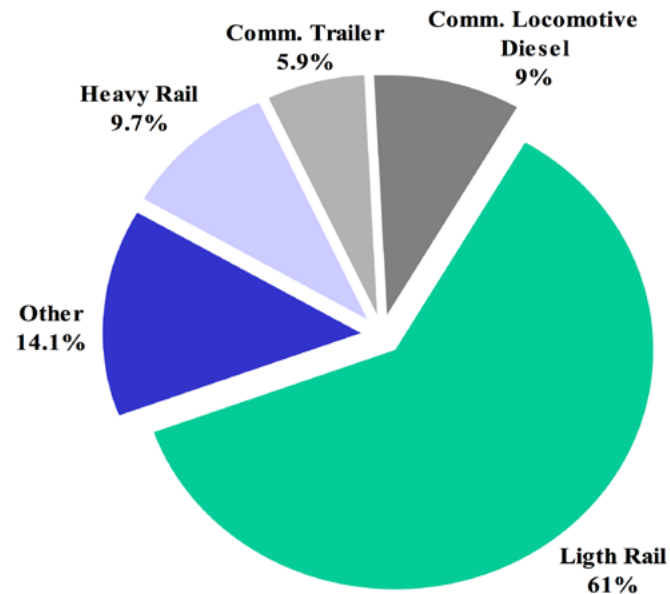
Table 31 FY 2014 Capital Program Obligations for Rail Rolling Stock Purchases and Rehabilitation/Rebuild

AREA	LIGHT RAIL		HEAVY RAIL		COM. RAIL CAR TRAILER		COM. LOCOMOTIVE DIESEL		RAIL SELF PROPELLED ELEC.		CABLE CAR		TOTAL PURCHASES		% OF TOTAL
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	
Baltimore, MD	0	\$0	98	\$916,000	0	\$0	0	\$0	7	\$20,927,221	0	\$0	105	\$21,843,221	10.8
Boston, MA-NH-RI	1	\$4,284,102	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$4,284,102	2.1
Buffalo, NY	3	\$1,749,649	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,749,649	0.9
Charlotte, NC-SC	22	\$31,835,895	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	22	\$31,835,895	15.7
Chicago, IL-IN	0	\$0	1	-\$7,657,239	50	\$5,516,626	27	\$12,259,169	20	\$3,040,297	0	\$0	98	\$13,158,853	6.5
Dallas-Fort Worth-Arlington, TX	0	\$5,256,490	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$5,256,490	2.6
Denver-Aurora, CO	0	\$0	0	\$0	0	\$0	0	\$0	0	\$3,058,904	0	\$0	0	\$3,058,904	1.5
FLORIDA GOV APP	0	\$0	0	\$0	0	\$612,777	0	\$649,123	0	\$0	0	\$0	0	\$1,261,900	0.6
Houston, TX	18	\$62,184,446	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	18	\$62,184,446	30.6
Los Angeles-Long Beach-Anaheim, CA	4	\$0	34	\$0	21	\$120,792	21	\$1,062,864	0	\$0	0	\$0	80	\$1,183,656	0.6
Minneapolis-St. Paul, MN-WI	0	\$13,227,287	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$13,227,287	6.5
New York-Newark, NY-NJ-CT	0	\$0	300	\$5,000,000	0	\$0	0	\$0	0	\$0	0	\$0	300	\$5,000,000	2.5
Oxnard, CA	0	\$0	0	\$0	3	\$25,430	7	\$386,496	0	\$0	0	\$0	10	\$411,926	0.2
Portland, OR-WA	1	\$2,793,842	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$2,793,842	1.4
Providence, RI-MA	0	\$0	0	\$0	8	\$1,000,000	4	\$3,000,000	0	\$0	0	\$0	12	\$4,000,000	2.0
Riverside-San Bernardino, CA	0	\$0	0	\$0	0	\$0	0	\$720,000	0	\$0	0	\$0	0	\$720,000	0.4
Round Lake Beach-McHenry-Grayslake, IL-WI	0	\$0	0	\$0	1	\$333,374	2	\$740,831	20	\$502,904	0	\$0	23	\$1,577,109	0.8
San Francisco-Oakland, CA	0	\$1,100,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$960,000	1	\$2,060,000	1.0
San Jose, CA	0	\$0	0	\$5,450,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$5,450,000	2.7
Seattle, WA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0.0
St. Louis, MO-IL	16	\$1,493,155	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16	\$1,493,155	0.7
Urban Honolulu, HI	0	\$0	0	\$15,909,666	0	\$0	0	\$0	0	\$0	0	\$0	0	\$15,909,666	7.8
Washington, DC-VA-MD	0	\$0	0	\$0	2	\$4,455,200	0	\$0	0	\$0	0	\$0	2	\$4,455,200	2.2
TOTAL	65	\$123,924,866	433	\$19,618,427	85	\$12,064,199	61	\$18,818,483	47	\$27,529,326	1	\$960,000	692	\$202,915,301	100.0
% of Total		61.1		9.7		5.9		9.3		13.6		0.5		100.0	

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 2014 Capital Program Obligations for Rail Rolling Stock Purchases and Rehabilitation/Rebuild**Obligations for Rolling Stock Purchases and Rehabilitation***Table 32***FY 2014 Capital Program Obligations for Ferry Boats and Related Expenditures*

GRANTEE	PURPOSE	AMOUNT
ALASKA GOV APP	09/11 Rehab ferryboats (09/11)(5309)(80:20)(05/07)	-\$1,672,397
MAINE GOV APP	Rehab/Rebuild ferryboats	\$400,000
San Francisco--Oakland, CA	Ferryboats	\$5,392,000
Seattle, WA	Buy replacement ferryboats (FY12 5309FG)(80:20)(01)	\$686,915
	Rehab/rebuild ferryboats (FY13 5337 HIFG/TC 100:00) (00)	\$7,057,168
TOTAL		\$11,863,686

Formula Funds for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310)

Section 5310 makes funds available to meet the special transportation needs of senior and persons with disabilities. These funds are apportioned to the states annually by a formula based on the number of seniors and persons with disabilities in each state. In FY 2014, approximately \$239 million was obligated for the Section 5310 program. The program is administered through the states, each of which makes the specific funding decisions.

Under MAP-21, the Section 5310 program is essentially unchanged, except operating assistance is now available. Capital assistance is provided on an 80% Federal, 20% local matching basis, except for vehicle-related equipment needed to meet Americans with Disabilities Act (ADA) and Clean Air Act Amendment (CAAA) requirements, which is fundable on a 90% Federal, 10% local matching basis. Operating assistance also is available to eligible recipients, including private non-profit agencies, public bodies approved by a state to coordinate services for seniors and persons with disabilities, or public bodies that certify to the Governor that no non-profit corporations or associations in an area are readily-available to provide the service.

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

Since the program began in 1975, state agencies have obligated billions for the purchase of vehicles, equipment, or service designed to meet the needs of seniors and persons with disabilities, enabling thousands to achieve greater mobility and independence.

Table 33 *FY 2014 Seniors and Individuals with Disabilities Program Obligations*

STATE	RANK	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL VEHICLES		30-40 FT BUSES		< 30 FT BUSES		VANS/SEDANS/STATION WAGONS		OTHER	
				#	%	#	\$	#	\$	#	\$	#	\$
AL	10	\$5,407,856	2.3	50	2.1	2	\$102,000	0	\$0	48	\$1,993,071	0	\$0
AK	35	\$1,101,774	0.5	4	0.2	0	\$0	2	\$86,946	2	\$73,107	0	\$0
AMER SAMOA	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
AZ	7	\$11,361,916	4.8	162	6.8	0	\$0	104	\$4,317,915	58	\$1,340,993	0	\$0
AK	19	\$2,452,159	1.0	61	2.6	0	\$0	34	\$1,356,001	27	\$850,942	0	\$0
CA	1	\$75,467,297	31.6	203	8.5	0	\$0	144	\$10,363,000	59	\$2,709,000	0	\$0
CO	11	\$5,360,304	2.2	43	1.8	(1)	-\$119,798	29	\$1,150,494	15	\$487,339	0	\$0
CT	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
CE	45	\$430,087	0.2	7	0.3	0	\$0	7	\$430,087	0	\$0	0	\$0
DC	46	\$403,078	0.2	12	0.5	0	\$0	3	\$160,800	9	\$204,000	0	\$0
FL	2	\$14,400,753	6.0	249	10.4	1	\$101,573	133	\$7,965,135	115	\$3,362,250	0	\$0
GA	8	\$6,370,303	2.7	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
GUAM	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
HI	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
ID	43	\$466,014	0.2	1	0.0	0	\$0	0	\$0	1	\$43,000	0	\$0
IL	3	\$14,170,435	5.9	154	6.4	0	\$0	154	\$8,873,150	0	\$0	0	\$0
IN	13	\$4,228,579	1.8	107	4.5	0	\$0	107	\$3,628,138	0	\$0	0	\$0
IA	22	\$2,212,839	0.9	1	0.0	1	\$170,072	0	\$0	0	\$0	0	\$0
KS	34	\$1,269,778	0.5	41	1.7	0	\$0	0	\$0	41	\$1,269,778	0	\$0
KY	31	\$1,648,771	0.7	54	2.3	0	\$0	0	\$0	54	\$1,648,771	0	\$0
LA	27	\$1,878,977	0.8	42	1.8	0	\$0	0	\$0	42	\$1,639,390	0	\$0
ME	21	\$2,253,797	0.9	15	0.6	2	\$134,253	9	\$507,470	4	\$126,074	0	\$0
MD	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
MS	5	\$11,789,489	4.9	255	10.7	0	\$0	69	\$2,784,278	186	\$6,703,381	0	\$0
MI	29	\$1,784,389	0.7	28	1.2	6	\$447,477	7	\$374,506	15	\$308,690	0	\$0
MN	23	\$2,194,634	0.9	33	1.4	1	\$100,800	32	\$1,836,800	0	\$0	0	\$0
MS	16	\$2,640,901	1.1	4	0.2	0	\$0	2	\$13,000	2	\$36,109	0	\$0
MO	17	\$2,638,937	1.1	89	3.7	0	\$0	0	\$0	89	\$2,389,224	0	\$0
MT	38	\$1,082,912	0.5	21	0.9	0	\$0	13	\$817,161	8	\$177,068	0	\$0
N MARIANA ISL	39	\$986,257	0.4	22	0.9	0	\$0	0	\$0	22	\$643,563	0	\$0

Table 33 cont'd. FY 2014 Seniors and Individuals with Disabilities Program Obligations

STATE	RANK	TOTAL OBLIGATION AMOUNT	% OF TOTAL	TOTAL VEHICLES		30-40 FT BUSES		< 30 FT BUSES		VANS/SEDANS/STATION WAGONS		OTHER	
				#	%	#	\$	#	\$	#	\$	#	\$
NE	36	\$1,093,322	0.5	2	0.1	2	\$118,400	0	\$0	0	\$0	0	\$0
NV	37	\$1,091,449	0.5	9	0.4	0	\$0	9	\$483,854	0	\$0	0	\$0
NH	12	\$4,296,135	1.8	79	3.3	10	\$789,121	47	\$2,078,000	22	\$763,200	0	\$0
NJ	33	\$1,504,928	0.6	48	2.0	3	\$234,963	1	\$41,834	44	\$1,165,143	0	\$0
NM	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
NY	25	\$2,113,976	0.9	1	0.0	0	\$0	0	\$661	1	\$45,600	0	\$0
NC	41	\$769,450	0.3	10	0.4	1	\$363,829	0	\$0	9	\$364,621	0	\$0
ND	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
OH	14	\$3,190,776	1.3	48	2.0	0	\$0	0	\$0	48	\$1,880,595	0	\$0
OK	20	\$2,374,283	1.0	52	2.2	0	\$0	26	\$1,348,178	26	\$739,391	0	\$0
OR	4	\$14,044,231	5.9	80	3.3	6	\$322,089	46	\$1,881,586	28	\$556,469	0	\$0
PA	28	\$1,866,643	0.8	43	1.8	0	\$0	37	\$1,645,843	6	\$220,800	0	\$0
PR	26	\$2,051,025	0.9	30	1.3	0	\$0	18	\$1,224,000	12	\$621,922	0	\$0
RI	24	\$2,138,523	0.9	28	1.2	0	\$0	0	\$0	28	\$2,138,523	0	\$0
SC	18	\$2,462,630	1.0	27	1.1	0	\$0	21	\$992,194	6	\$213,000	0	\$0
SD	40	\$817,267	0.3	14	0.6	0	\$0	10	\$559,985	4	\$127,010	0	\$0
TN	15	\$3,146,795	1.3	69	2.9	0	\$0	23	\$849,694	46	\$1,447,894	0	\$0
TX	6	\$11,662,907	4.9	43	1.8	0	\$0	26	\$1,812,466	17	\$690,873	0	\$0
UT	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
VT	42	\$472,243	0.2	7	0.3	0	\$0	7	\$434,144	0	\$0	0	\$0
VI	48	\$0	0.0	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
VA	9	\$6,126,687	2.6	117	4.9	0	\$0	0	\$0	117	\$4,573,047	0	\$0
WA	47	\$155,255	0.1	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
WV	30	\$1,700,362	0.7	18	0.8	0	\$0	0	\$0	18	\$638,591	0	\$0
WI	32	\$1,643,139	0.7	0	0.0	0	\$0	0	\$0	0	\$0	0	\$0
WY	44	\$460,672	0.2	7	0.3	0	\$0	2	\$174,122	5	\$173,963	0	\$0
Total		\$239,184,934	100.0	2,390	100.0	34	\$2,764,779	1,122	\$58,191,442	1,234	\$42,366,392	0	\$0
% of Vehicles by Type				100.0		1.4		46.9		51.6		0.0	

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,

Formula Grants for Rural Areas (49 U.S.C. § 5311)

The Section 5311 program provides funding for public transportation in non-urbanized areas. From fiscal year 1979, when the program was authorized, until fiscal year 1991, Congress appropriated \$65–\$85 million annually for the program, annual appropriations that increased under ISTEA, with Section 5311 receiving 5.5% of the total appropriation for urbanized and non-urbanized areas, and again under TEA-21, with Section 5311 receiving 6.37% of the funds appropriated for formula programs for both urbanized and non-urbanized areas and for seniors and persons with disabilities. In fiscal year 2014, more than \$599 million was appropriated to the 5311 program. The appropriation includes the Rural Transit Assistance Program (RTAP), Public Transportation on Indian Reservations, and the Appalachian Development Public Transportation Assistance Program. In addition, since 1984, Section 5311 has been supplemented by funds transferred annually from the Governor's apportionment of urbanized area formula funds for cities under 200,000 population.

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 by private for-profit enterprises under contract to an eligible recipient is encouraged.

FTA financial assistance may be used for capital and administrative expenses, with a Federal share of 80%, 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 2014, more than \$744 million was obligated under the Section 5311 program on behalf of numerous subrecipients.

Rural Transit Assistance Program

Congress appropriates funds annually for RTAP to provide training, technical assistance, research, and related support services for providers of rural public

transportation. MAP-21 directs a 2% takedown of funds appropriated for Section 5311 for RTAP. FTA allocates funds to the states using a non-urbanized population-based formula along with a floor of \$65,000 to each state (increased from \$50,000 in FY 1999) and \$10,000 to each insular area. There is no local share requirement. Additional RTAP funds are used to support a national program that produces training materials and operates a national resource center. FTA obligated approximately \$11.8 million to the states in FY 2014.

Table 34 FY 2014 Non-Urbanized Area Formula/RTAP Obligations by State and Category

STATE	CAPITAL	OPERATING	PLANNING	RESEARCH	RTAP	TOTAL OBLIGATIONS	% of TOTAL	RANK
AL	\$6,837,457	\$7,499,878	\$0	\$0	\$196,929	\$14,534,264	2.0	22
AK	\$4,396,342	\$3,935,717	\$72,000	\$0	\$97,062	\$8,501,121	1.1	37
AMER SAMOA	\$121,687	\$300,000	\$0	\$0	\$0	\$421,687	0.1	52
AZ	\$7,010,700	\$6,408,492	\$25,000	\$0	\$168,567	\$13,612,759	1.8	24
AK	\$5,209,547	\$6,751,613	\$0	\$0	\$208,300	\$12,169,460	1.6	29
CA	\$8,252,846	\$21,037,147	\$10,000	\$0	\$400,991	\$29,700,984	4.0	7
CO	\$6,653,793	\$4,802,433	\$0	\$0	\$159,585	\$11,615,811	1.6	30
CT	\$902,097	\$4,689,243	\$84,000	\$0	\$202,543	\$5,877,883	0.8	42
CE	\$1,418,199	\$250,270	\$0	\$0	\$87,396	\$1,755,865	0.2	47
DC	\$0	\$0	\$0	\$0	\$0	\$0	0.0	53
FL	\$4,598,138	\$26,363,680	\$0	\$0	\$510,165	\$31,471,983	4.2	5
GA	\$7,032,700	\$15,290,885	\$0	\$0	\$337,556	\$22,661,141	3.0	10
GUAM	\$628,244	\$726,713	\$0	\$0	\$0	\$1,354,957	0.2	50
HI	\$79,858	\$1,500,000	\$0	\$0	\$95,947	\$1,675,805	0.2	48
ID	\$4,628,785	\$3,747,125	\$0	\$0	\$128,051	\$8,503,961	1.1	36
IL	\$9,922,410	\$6,204,677	\$0	\$0	\$273,881	\$16,400,968	2.2	19
IN	\$509,600	\$15,320,693	\$0	\$0	\$276,023	\$16,106,316	2.2	20
IA	\$566,464	\$9,981,699	\$350,000	\$0	\$209,463	\$11,107,626	1.5	32
KS	\$2,485,590	\$5,569,994	\$0	\$0	\$180,552	\$8,236,136	1.1	38
KY	\$2,502,898	\$15,917,208	\$0	\$0	\$273,140	\$18,693,246	2.5	11
LA	\$1,453,741	\$8,680,340	\$0	\$0	\$204,738	\$10,338,819	1.4	33
ME	\$6,768,195	\$7,092,210	\$0	\$0	\$287,810	\$14,148,215	1.9	23
MD	\$0	\$0	\$0	\$0	\$0	\$0	0.0	53
MS	\$564,731	\$3,256,748	\$0	\$1,794,903	\$116,606	\$5,732,988	0.8	43
MI	\$3,458,502	\$14,864,181	-\$84,656	\$0	\$335,126	\$18,573,153	2.5	12
MN	\$3,509,252	\$13,589,297	\$0	\$0	\$242,597	\$17,341,146	2.3	15
MS	\$17,343,363	\$11,329,939	\$624,707	\$0	\$475,777	\$29,773,786	4.0	6
MO	\$5,394,476	\$12,096,835	\$0	\$0	\$276,231	\$17,767,542	2.4	14
MT	\$6,169,486	\$5,157,438	\$0	\$0	\$124,112	\$11,451,036	1.5	31
N MARIANA ISL	\$1,518,991	\$5,104,871	\$0	\$0	\$112,707	\$6,736,569	0.9	40
NE	\$5,361,266	\$3,199,884	\$0	\$0	\$0	\$8,561,150	1.1	34
NV	\$3,111,504	\$1,383,712	\$0	\$0	\$342,626	\$4,837,842	0.6	45
NH	\$575,696	\$2,674,211	\$0	\$0	\$99,777	\$3,349,684	0.4	46
NJ	\$4,599,009	\$7,948,633	\$25,000	\$0	\$142,414	\$12,715,056	1.7	27
NM	\$5,511,324	\$12,356,666	\$0	\$0	\$247,784	\$18,115,774	2.4	13
NY	\$30,327,128	\$3,100,333	\$645,400	\$0	\$290,777	\$34,363,638	4.6	3
NC	\$1,998,945	\$5,852,386	\$25,000	\$0	\$97,168	\$7,973,499	1.1	39
ND	\$407,906	\$404,900	\$0	\$0	\$0	\$812,806	0.1	51
OH	\$6,253,098	\$16,134,043	\$0	\$0	\$390,260	\$22,777,401	3.1	9
OK	\$10,058,931	\$27,298,282	\$0	\$0	\$482,425	\$37,839,638	5.1	2
OR	\$4,040,341	\$8,171,526	\$698,212	\$0	\$181,852	\$13,091,931	1.8	26

Table 34 cont'd. *FY 2014 Non-Urbanized Area Formula/RTAP Obligations by State and Category*

STATE	CAPITAL	OPERATING	PLANNING	RESEARCH	RTAP	TOTAL OBLIGATIONS	% of TOTAL	RANK
PA	\$216,000	\$12,599,899	\$0	\$0	\$367,747	\$13,183,646	1.8	25
PR	\$1,352,901	\$55,118	\$0	\$0	\$82,475	\$1,490,494	0.2	49
RI	\$0	\$0	\$0	\$0	\$0	\$0	0.0	53
SC	\$11,735,075	\$4,827,276	\$0	\$0	\$278,438	\$16,840,789	2.3	16
SD	\$2,801,080	\$5,604,679	\$0	\$0	\$111,377	\$8,517,136	1.1	35
TN	\$9,189,439	\$23,892,659	\$0	\$0	\$480,560	\$33,562,658	4.5	4
TX	\$18,372,595	\$22,952,089	\$113,143	\$0	\$568,729	\$42,006,556	5.6	1
UT	\$2,104,380	\$2,730,274	\$0	\$0	\$90,539	\$4,925,193	0.7	44
VT	\$10,187,294	\$5,012,007	\$0	\$0	\$107,021	\$15,306,322	2.1	21
VI	\$6,176,323	\$19,046,946	\$0	\$0	\$519,118	\$25,742,387	3.5	8
VA	\$0	\$0	\$0	\$0	\$0	\$0	0.0	53
WA	\$3,056,611	\$9,360,209	\$75,000	\$0	\$201,796	\$12,693,616	1.7	28
WV	\$6,462,557	\$9,898,622	\$0	\$0	\$296,756	\$16,657,935	2.2	17
WI	\$6,093,928	\$10,127,999	\$25,000	\$0	\$269,301	\$16,516,228	2.2	18
WY	\$2,104,653	\$4,284,528	\$0	\$0	\$99,583	\$6,488,764	0.9	41
Total	\$272,036,076	\$456,386,207	\$2,687,806	\$1,794,903	\$11,730,378	\$744,635,370	100.0	
% of Total	36.5	61.3	0.4	0.2	1.6	100.0		

Table 34A *FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations for Tribal Transit*

STATE	RECIPIENT	TOTAL
AL	POARCH BAND OF CREEK INDIANS	\$155,584
AK	CHICKALOON NATIVE VILLAGE	\$137,692
AK	KNIK TRIBAL COUNCIL	\$22,000
AK	METLAKATLA INDIAN COMMUNITY	\$25,000
AK	NATIVE VILLAGE OF KOBUK	\$25,000
AK	NOME ESKIMO COMMUNITY	\$200,000
AK	SELDOVIA VILLAGE TRIBE	\$1,401
AK	SITKA TRIBE OF ALASKA	\$150,000
AZ	COCOPAH INDIAN TRIBE	\$91,731
AZ	COLORADO RIVER INDIAN TRIBES	\$25,000
AZ	KAIBAB PAIUTE TRIBAL COUNCIL	\$163,098
AZ	PASCUA YAQUI TRIBE	\$190,000
AZ	QUECHAN INDIAN TRIBE	\$365,324
CA	BISHOP INDIAN TRIBE	\$195,316
CA	NORTHFORK RNCRIA MONO INDIANS DBA NORTH FORK RANCHERIA	\$150,000
CA	RESERVATION TRANSPORTATION AUTHORITY	\$777,011
CA	TULE RIVER TRIBAL COUNCIL	\$475,000
CA	YUROC TRIBE	\$117,851
CO	SOUTHERN UTE INDIAN TRIBE	\$451,013
ID	COEUR D'ALENE TRIBE OF THE COEUR D'ALENE RESERVATION	\$918,855
ID	NEZ PERCE TRIBE	\$587,032
ID	SHOSHONE-BANNOCK TRIBES	\$247,501
KS	PRAIRIE BAND OF POTAWATOMI NATION	\$160,489
MN	BOIS FORTE RESERVATION TRIBAL COUNCIL	\$329,966
MN	LEECH LAKE BAND OF OJIBWE	\$420,049
MN	RED LAKE BAND OF CHIPPEWA INDIANS	\$1,061,343
MS	MISSISSIPPI BAND OF CHOCTAW INDIANS	\$937,956
MT	CONFED SALISH-KOOTENAI TRIBE DEPT OF HUMAN RESOURCES DEVEL	\$1,890,247
MT	FORT BELKNAP INDIAN COMMUNITY	\$278,477
MT	FORT PECK TRANSIT DBA FORT PECK TRIBE EXECUTIVE BD	\$492,346
MT	NORTHERN CHEYENNE TRIBE	\$102,714
NE	PONCA TRIBE OF NEBRASKA	\$35,173
NV	PYRAMID LAKE PAIUTE TRIBE	\$300,000
NM	OHKAY OWINGEH PUEBLO	\$514,598
NM	PUEBLO OF JEMEZ	\$202,700
NM	PUEBLO OF LAGUNA / SHAA 'SRKA' TRANSIT	\$203,990
NM	PUEBLO OF SAN FELIPE	\$25,000
NM	SANTA ANA PUEBLO	\$116,694
NM	SANTA CLARA, PUEBLO OF	\$140,000
ND	SITTING BULL COLLEGE	\$1,245,655
ND	SPIRIT LAKE TRIBE OF FORT TOTTEN	\$90,278
ND	THREE AFFILIATED TRIBES	\$25,000
OK	CHEROKEE NATION	\$300,000
OK	CHEYENNE & ARAPAHO TRIBES	\$421,950
OK	CHICKASAW NATION	\$2,304,497

Table 34A cont'd.*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations for Tribal Transit*

STATE	RECIPIENT	TOTAL
OK	CHOCTAW NATION OF OKLAHOMA	\$1,020,153
OK	CITIZEN POTAWATOMI NATION	\$402,250
OK	KIOWA TRIBE	\$363,471
OK	MIAMI TRIBE OF OKLAHOMA	\$1,076,196
OK	MUSCOGEE (CREEK) NATION	\$2,348,261
OK	PAWNEE NATION OF OKLAHOMA	\$25,000
OK	PONCA TRIBE OF OKLAHOMA	\$306,101
OR	CONFED TRIBES OF THE GRAND RONDE COMMUNITY OF OREGON	\$78,609
OR	CONFED TRIBES OF SILETZ INDIANS	\$144,820
OR	CONFED TRIBES OF THE UMATILLA INDIAN RESERVATION	\$488,655
OR	KLAMATH TRIBES	\$200,392
SC	CATAWBA INDIAN NATION	\$350,000
SD	CHEYENNE RIVER SIOUX TRIBE	\$1,006,585
SD	LOWER BRULE SIOUX TRIBE	\$772,938
SD	YANKTON SIOUX TRIBE DBA FORT RANDALL CASINO	\$236,760
WA	CONFED TRIBES AND BANDS OF THE YAKAMA NATION	\$818,022
WA	CONFED TRIBES OF THE COLVILLE RESERVATION	\$202,049
WA	COWLITZ INDIAN TRIBE	\$132,961
WA	JAMESTOWN S' KLALLAM TRIBE	\$175,834
WA	KALISPEL INDIAN COMMUNITY OF THE KALISPEL RESERVATION	\$297,426
WA	MAKAH TRIBE	\$53,718
WA	NOOKSACK INDIAN TRIBE	\$25,000
WA	QUINULT TRIBE OF THE QUINULT RESERVATION	\$666,759
WA	SAMISH INDIAN NATION	\$25,000
WA	SKOKOMISH INDIAN TRIBE OF THE SKOKOMISH RESERVATION	\$114,606
WA	SPOKANE TRIBE OF INDIANS	\$220,703
WA	SQUAXIN ISLAND TRIBE OF THE SQUAXIN ISLAND RESERVATION	\$53,031
WA	STILLAGUAMISH TRIBE OF INDIANS	\$504,553
WA	THE TULALIP TRIBES OF WASHINGTON	\$218,056
WI	MENOMINEE INDIAN TRIBE OF WISCONSIN	\$949,890
WY	SHOSHONE & ARAPAHO TRIBES	\$137,045
Total		\$30,485,375

Table 35*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations for Intercity Bus by Category*

STATE	CAPITAL	OPERATING	PLANNING	RURAL TRANSIT ASSIST. PROG.	TOTAL OBLIGATIONS	% OF TOTAL
AL	\$0	\$2,002,561	\$0	\$0	\$2,002,561	2.7
AK	\$428,307	\$103,820	\$0	\$0	\$532,127	0.7
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	0.0
AZ	\$0	\$2,037,930	\$0	\$0	\$2,037,930	2.8
AK	\$0	\$670,163	\$0	\$0	\$670,163	0.9
CA	\$0	\$0	\$0	\$0	\$0	0.0
CO	\$0	\$1,093,046	\$0	\$0	\$1,093,046	1.5
CT	\$0	\$0	\$0	\$0	\$0	0.0
CE	\$0	\$250,270	\$0	\$0	\$250,270	0.3
DC	\$0	\$0	\$0	\$0	\$0	0.0
FL	\$2,346,751	\$2,297,522	\$0	\$0	\$4,644,273	6.3
GA	\$1,111,713	\$0	\$0	-\$332,315	\$779,398	1.1
GUAM	\$0	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$0	\$0	\$0	0.0
ID	\$0	\$876,643	\$0	\$0	\$876,643	1.2
IL	\$1,392,334	\$1,027,049	\$0	\$0	\$2,419,383	3.3
IN	\$9,600	\$2,364,944	\$0	\$0	\$2,374,544	3.2
IA	\$1,813,545	\$0	\$0	\$0	\$1,813,545	2.5
KS	\$0	-\$985,336	\$0	\$0	-\$985,336	(1.3)
KY	\$227,597	\$2,270,819	\$0	\$0	\$2,498,416	3.4
LA	\$0	\$1,577,754	\$0	\$0	\$1,577,754	2.1
ME	\$451,774	\$600,000	\$0	\$0	\$1,051,774	1.4
MD	\$0	\$0	\$0	\$0	\$0	0.0
MS	\$24,443	\$522,422	\$0	\$0	\$546,865	0.7
MI	\$191,590	\$290,000	\$0	\$0	\$481,590	0.7
MN	\$1,701,791	\$995,852	\$0	\$0	\$2,697,643	3.6
MS	\$3,553,177	\$0	\$624,707	\$0	\$4,177,884	5.7
MO	\$1,537,140	\$1,255,835	\$0	\$0	\$2,792,975	3.8
MT	\$315,272	\$765,468	\$0	\$0	\$1,080,740	1.5
N MARIANA ISL	\$478,609	\$0	\$0	\$0	\$478,609	0.6
NE	\$0	\$162,870	\$0	\$0	\$162,870	0.2
NV	\$0	\$239,621	\$0	\$0	\$239,621	0.3
NH	\$0	\$0	\$0	\$0	\$0	0.0
NJ	\$579,045	\$965,229	\$0	\$0	\$1,544,274	2.1
NM	\$0	\$2,674,000	\$0	\$0	\$2,674,000	3.6
NY	\$0	\$1,792,289	\$0	\$0	\$1,792,289	2.4
NC	\$389,126	\$701,692	\$0	\$0	\$1,090,818	1.5
ND	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$294,588	\$3,122,022	\$0	\$0	\$3,416,610	4.6

Table 35 cont'd.*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations for Intercity Bus by Category*

STATE	CAPITAL	OPERATING	PLANNING	RURAL TRANSIT ASSIST. PROG.	TOTAL OBLIGATIONS	% OF TOTAL
OK	\$344,179	\$4,035,409	\$0	\$0	\$4,379,588	5.9
OR	\$553,938	\$539,483	\$698,212	\$0	\$1,791,633	2.4
PA	\$0	\$3,449,899	\$0	\$0	\$3,449,899	4.7
PR	\$211,203	\$0	\$0	\$0	\$211,203	0.3
RI	\$0	\$0	\$0	\$0	\$0	0.0
SC	\$3,414,620	\$0	\$0	\$0	\$3,414,620	4.6
SD	\$62,000	\$138,000	\$0	\$0	\$200,000	0.3
TN	\$0	\$0	\$0	\$0	\$0	0.0
TX	\$3,923,354	\$2,104,177	\$113,143	\$0	\$6,140,674	8.3
UT	\$0	\$0	\$0	\$0	\$0	0.0
VT	\$0	\$1,161,788	\$0	\$0	\$1,161,788	1.6
VI	\$0	\$0	\$0	\$0	\$0	0.0
VA	\$0	\$0	\$0	\$0	\$0	0.0
WA	\$0	\$1,866,545	\$0	\$0	\$1,866,545	2.5
WV	\$0	\$1,897,672	\$0	\$0	\$1,897,672	2.6
WI	\$1,519,495	\$127,081	\$0	\$0	\$1,646,576	2.2
WY	\$0	\$937,820	\$0	\$0	\$937,820	1.3
Total	\$26,875,191	\$45,932,359	\$1,436,062	(\$332,315)	\$73,911,297	100.0
% of Total	36.4	62.1	1.9	(0.4)	100.0	

The columns "Project Admin.," "State Admin." and "Program Reserve," which were present in FY 2013 Table 35, were removed in FY 2014 due to lack of data.

Table 36*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations for Vehicles Purchases by State*

STATE	35-40 FT BUS		30 FT BUS		<30 FT BUS		INTERCITY BUS		VANS		OTHER		VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
AL	0	\$0	0	\$0	10	\$475,200	0	\$0	11	\$472,625	\$0	\$0	21	\$947,825
AK	0	\$0	0	\$0	5	\$368,997	0	\$0	2	\$134,773	0	\$0	7	\$503,770
AMER SAMOA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
AZ	4	\$1,382,400	0	\$0	9	\$723,018	0	\$0	5	\$160,299	0	\$0	18	\$2,265,717
AK	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
CA	3	\$683,818	1	\$293,028	8	\$729,488	0	\$0	0	\$0	0	\$0	12	\$1,706,334
CO	4	\$661,100	7	\$1,310,964	15	\$867,080	0	\$0	6	\$181,700	0	\$0	32	\$3,020,844
CT	0	\$0	0	\$0	6	\$432,000	0	\$0	0	\$0	0	\$0	6	\$432,000
CE	1	\$436,757	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1	\$436,757
DC	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
FL	0	\$0	4	\$386,914	0	\$0	7	\$2,346,751	0	\$0	0	\$0	11	\$2,733,665
GA	0	\$0	0	\$0	22	\$0	0	\$3,171,115	89	\$3,567,388	0	\$0	111	\$6,738,503
GUAM	2	\$470,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$470,000
HI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
ID	2	\$297,000	1	\$148,000	1	\$125,000	0	\$0	0	\$0	0	\$0	4	\$570,000
IL	0	\$0	0	\$0	67	\$4,857,950	0	\$0	0	\$0	0	\$0	67	\$4,857,950
IN	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
IA	0	\$0	0	\$0	0	\$0	1	\$388,379	11	\$566,464	0	\$0	12	\$954,843
KS	0	\$0	0	\$0	0	\$0	0	\$0	40	\$1,410,836	0	\$0	40	\$1,410,836
KY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
LA	0	\$0	0	\$0	0	\$0	0	\$0	14	\$505,650	0	\$0	14	\$505,650
ME	0	\$0	0	\$0	3	\$159,000	1	\$451,774	0	\$0	0	\$0	4	\$610,774
MD	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
MS	0	\$0	1	\$175,711	0	\$0	0	\$0	0	\$0	0	\$0	1	\$175,711
MI	5	\$441,431	0	\$66,265	12	\$801,668	0	\$0	2	\$109,600	0	\$0	19	\$1,418,964
MN	0	\$0	0	\$0	3	\$204,900	10	\$760,000	2	\$76,914	0	\$0	15	\$1,041,814
MS	0	\$0	0	\$0	33	\$924,758	6	\$3,553,177	25	\$758,758	0	\$0	64	\$5,236,693
MO	0	\$0	0	\$0	12	\$424,000	3	\$1,424,140	8	\$170,000	0	\$0	23	\$2,018,140
MT	0	\$0	0	\$0	18	\$1,246,801	0	\$0	15	\$582,604	0	\$0	33	\$1,829,405
N MARIANA ISL	0	\$0	0	\$0	0	\$0	0	\$0	2	\$31,500	0	\$0	2	\$31,500
NE	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
NV	0	\$0	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	0	\$0
NJ	0	\$0	1	\$97,300	1	\$80,000	0	\$0	0	\$0	0	\$0	2	\$177,300
NM	0	\$0	4	\$457,800	65	\$3,376,526	0	\$0	0	\$0	2	\$224,000	71	\$4,058,326
NY	0	\$0	0	\$0	136	\$5,322,843	0	\$0	105	\$3,606,447	0	\$0	241	\$8,929,290
NC	0	\$0	0	\$0	6	\$439,932	0	\$297,230	0	\$0	0	\$0	6	\$737,162
ND	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
OH	3	\$840,000	0	\$0	0	\$0	0	\$0	26	\$1,061,902	0	\$0	29	\$1,901,902
OK	5	\$1,870,000	2	\$100,000	10	\$930,000	0	\$0	8	\$334,913	0	\$0	25	\$3,234,913
OR	2	\$158,560	4	\$93,742	5	\$330,455	0	\$0	1	\$39,593	0	\$0	12	\$622,350

Table 36 (cont'd.)*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations for Vehicles Purchases by State*

STATE	35-40 FT BUS		30 FT BUS		<30 FT BUS		INTERCITY BUS		VANS		OTHER		VEHICLE TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
PA	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
PR	0	\$0	0	\$0	5	\$144,000	0	\$0	2	\$128,000	0	\$0	7	\$272,000
RI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
SC	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	2	\$60,000	2	\$60,000
SD	1	\$90,000	0	\$0	0	\$0	1	\$152,408	0	\$0	0	\$0	2	\$242,408
TN	0	\$0	0	\$0	2	\$195,793	0	\$0	24	\$758,931	1	\$190,900	27	\$1,145,624
TX	6	\$483,578	7	\$529,000	10	\$817,649	0	\$0	2	\$92,727	0	\$0	25	\$1,922,954
UT	3	\$474,384	0	\$0	1	\$75,520	0	\$0	1	\$40,000	1	\$93,600	6	\$683,504
VT	0	\$0	0	\$0	15	\$1,140,000	0	\$0	0	\$0	1	\$20,000	16	\$1,160,000
VI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
VA	0	\$0	5	\$769,127	8	\$515,853	0	\$0	58	\$3,009,015	1	\$124,000	72	\$4,417,995
WA	0	\$0	0	\$0	5	\$531,102	0	\$0	2	\$90,872	0	\$0	7	\$621,974
WV	0	\$0	0	\$0	20	\$2,073,126	0	\$0	8	\$391,200	4	\$111,680	32	\$2,576,006
WI	4	\$186,376	0	\$0	3	\$113,800	0	\$0	11	\$219,056	0	\$0	18	\$519,232
WY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total	45	\$8,475,404	37	\$4,427,851	516	\$28,426,459	29	\$12,544,974	480	\$18,501,767	12	\$824,180	1119	\$73,200,635
% of Total	4.0		3.3		46.1		2.6		42.9		1.1		100.0	

Table includes Rehabilitation and Rebuild.

Other includes Bus Trolley, Bus Trolley Artic and Sedan/Station Wagon.

Table 37*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations by State and Activity*

	TRAINING	TECHNICAL ASSISTANCE	TRANSIT RESEARCH	SUPPORT SERVICES	PROGRAM RESERVE	TOTAL	% OF TOTAL	RANK
AL	\$196,929	\$0	\$0	\$0	\$0	\$196,929	1.7	30
AK	\$72,797	\$17,471	\$0	\$6,794	\$0	\$97,062	0.8	45
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
AZ	\$168,567	\$0	\$0	\$0	\$0	\$168,567	1.4	33
AK	\$208,300	\$0	\$0	\$0	\$0	\$208,300	1.8	26
CA	\$0	\$400,991	\$0	\$0	\$0	\$400,991	3.4	7
CO	\$159,585	\$0	\$0	\$0	\$0	\$159,585	1.3	34
CT	\$175,000	\$27,543	\$0	\$0	\$0	\$202,543	1.7	28
CE	\$87,396	\$0	\$0	\$0	\$0	\$87,396	0.7	48
DC	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
FL	\$510,165	\$0	\$0	\$0	\$0	\$510,165	4.3	3
GA	\$337,556	\$0	\$0	\$0	\$0	\$337,556	2.8	11
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
HI	\$95,947	\$0	\$0	\$0	\$0	\$95,947	0.8	46
ID	\$76,831	\$51,220	\$0	\$0	\$0	\$128,051	1.1	36
IL	\$51,610	\$103,220	\$20,641	\$98,410	\$0	\$273,881	2.3	19
IN	\$0	\$276,023	\$0	\$0	\$0	\$276,023	2.3	18
IA	\$209,463	\$0	\$0	\$0	\$0	\$209,463	1.8	25
KS	\$48,000	\$12,000	\$30,000	\$90,552	\$0	\$180,552	1.5	32
KY	\$232,640	\$17,500	\$0	\$23,000	\$0	\$273,140	2.3	20
LA	\$79,246	\$65,163	\$0	\$60,329	\$0	\$204,738	1.7	27
ME	\$287,810	\$0	\$0	\$0	\$0	\$287,810	2.4	15
MD	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
MS	\$60,000	\$31,606	\$0	\$25,000	\$0	\$116,606	1.0	38
MI	\$335,126	\$0	\$0	\$0	\$0	\$335,126	2.8	12
MN	\$242,597	\$0	\$0	\$0	\$0	\$242,597	2.0	24
MS	\$383,357	\$92,420	\$0	\$0	\$0	\$475,777	4.0	6
MO	\$151,231	\$125,000	\$0	\$0	\$0	\$276,231	2.3	17
MT	\$56,476	\$67,636	\$0	\$0	\$0	\$124,112	1.0	37
N MARIANA ISL	\$56,354	\$56,353	\$0	\$0	\$0	\$112,707	0.9	39
NE	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
NV	\$100,000	\$222,626	\$0	\$20,000	\$0	\$342,626	2.9	10
NH	\$49,777	\$50,000	\$0	\$0	\$0	\$99,777	0.8	42
NJ	\$50,000	\$0	\$0	\$92,414	\$0	\$142,414	1.2	35
NM	\$220,000	\$20,000	\$0	\$7,784	\$0	\$247,784	2.1	22
NY	\$290,777	\$0	\$0	\$0	\$0	\$290,777	2.4	14
NC	\$20,000	\$0	\$0	\$77,168	\$0	\$97,168	0.8	44
ND	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
OH	\$20,000	\$370,260	\$0	\$0	\$0	\$390,260	3.3	8

Table 37 cont'd.*FY 2014 Non-Urbanized Area Formula Program/RTAP Obligations by State and Activity*

	TRAINING	TECHNICAL ASSISTANCE	TRANSIT RESEARCH	SUPPORT SERVICES	PROGRAM RESERVE	TOTAL	% OF TOTAL	RANK
OK	\$428,825	\$28,600	\$25,000	\$0	\$0	\$482,425	4.1	4
OR	\$110,550	\$71,302	\$0	\$0	\$0	\$181,852	1.5	31
PA	\$267,747	\$0	\$0	\$100,000	\$0	\$367,747	3.1	9
PR	\$196,190	\$49,485	\$0	\$0	\$0	\$245,675	2.1	23
RI	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
SC	\$224,586	\$50,838	\$0	\$3,014	\$0	\$278,438	2.3	16
SD	\$111,377	\$0	\$0	\$0	\$0	\$111,377	0.9	40
TN	\$18,000	\$462,560	\$0	\$0	\$0	\$480,560	4.0	5
TX	\$568,729	\$0	\$0	\$0	\$0	\$568,729	4.8	1
UT	\$88,000	\$2,539	\$0	\$0	\$0	\$90,539	0.8	47
VT	\$90,080	\$16,941	\$0	\$0	\$0	\$107,021	0.9	41
VI	\$519,118	\$0	\$0	\$0	\$0	\$519,118	4.4	2
VA	\$0	\$0	\$0	\$0	\$0	\$0	0.0	49
WA	\$122,749	\$59,047	\$0	\$20,000	\$0	\$201,796	1.7	29
WV	\$150,000	\$142,756	\$0	\$4,000	\$0	\$296,756	2.5	13
WI	\$150,000	\$66,000	\$0	\$43,000	\$10,301	\$269,301	2.3	21
WY	\$52,500	\$27,583	\$0	\$19,500	\$0	\$99,583	0.8	43
Total	\$8,131,988	\$2,984,683	\$75,641	\$690,965	\$10,301	\$11,893,578	100.0	
% by Type	68.4	25.1	0.6	5.8	0.1	100.0		

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

The Job Access and Reverse Commute (JARC) program was designed to increase access to jobs and employment sites. 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, guaranteed ride home, and shuttle services; expanded fixed-route mass transit routes; demand-responsive van services; ridesharing and carpooling activities; bicycling; and local car loan programs that assist individuals with purchasing and maintaining vehicles for shared-rides. Capital and operating costs for such projects are eligible. Matching funds may include those from other Federal programs, such as the Department of Health and Human Services' Temporary Assistance to Needy Families (TANF) and the Department of Labor's Work Force Investment Act (WIA).

Under MAP-21, the JARC program has been repealed. Job Access and Reverse Commute projects now are funded under the Urbanized Area (5307) formula program. Once all funding has been obligated, the JARC program will no longer be included in the statistical summaries.

During FY 2014, funds totaling around \$68 million were obligated under the 5316 program.

Table 38 FY 2014 Job Access/Reverse Commute Programs Obligations for Vehicles by Type

POPULATION GROUP	CAPITAL	OPERATING	PLANNING	TOTAL	%
> 1,000,000	\$6,725,501	\$30,071,942	\$121,792	\$36,919,235	53.8
200,000-1,000,000	\$3,258,501	\$8,873,340	\$119,153	\$12,250,994	17.9
50,000-200,000	\$1,692,042	\$2,694,255		\$4,386,297	6.4
< 50,000	\$3,464,886	\$11,337,731	\$266,668	\$15,069,285	22.0
Total	\$15,140,930	\$52,977,268	\$507,613	\$68,625,811	100.0
% of Total	22.1	77.2	0.7	100.0	

Table 39 FY 2014 Job Access/Reverse Commute Program Obligations by Population Group

TYPE OF VEHICLE	POPULATION GROUP									
	> 1,000,000		200,000 - 1,000,000		50,000 - 200,000		Under 50,000		Total	
	\$	#	\$	#	\$	#	\$	#	\$	#
40 ft bus	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
35 ft bus	\$248,340	1	\$0	0	\$213,883	1	\$0	0	\$462,223	2
30 ft bus	\$0	0	\$804,913	4	\$0	0	\$0	0	\$804,913	4
< 30 ft bus	\$364,267	4	\$515,718	8	\$43,000	1	\$735,810	12	\$1,658,795	25
Vans	\$247,573	7	\$259,857	6	\$153,802	5	\$847,498	26	\$1,508,730	44
Bus Commuter/Suburban	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
Sedan/Station Wagon	\$615,454	205	\$0	0	\$0	0	\$0	0	\$615,454	205
Total	\$1,475,634	217	\$1,580,488	18	\$410,685	7	\$1,583,308	38	\$5,050,115	280
% of Total (dollars)	29.2		31.3		8.1		31.4		100.0	
% of Total (# of vehs)		77.5		6.4		2.5		13.6		100.0

Table includes Rehabilitation and Rebuild. Also includes Leasing.

Table 40*FY 2014 Job Access/Reverse Commute Programs Obligations by State and Category*

STATE	CAPITAL	PLANNING	OPERATING	TOTAL	% OF TOTAL	RANK	% CAP.	% PLA.	% OP.
AL	\$234,325	\$0	\$1,127,599	\$1,361,924	2.0	12	17.2	0.0	82.8
AK	\$11,506	\$0	\$212,015	\$223,521	0.3	29	0.0	0.0	0.0
AMER SAMOA	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
AZ	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
AK	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
CA	\$972,470	\$180,945	\$10,815,083	\$11,968,498	17.4	1	8.1	1.5	90.4
CO	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
CT	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
CE	\$0	\$0	\$340,926	\$340,926	0.5	24	0.0	0.0	0.0
DC	\$1,077,585	\$0	\$399,706	\$1,477,291	2.2	11	0.0	0.0	0.0
FL	\$1,684,718	\$0	\$5,337,518	\$7,022,236	10.2	4	24.0	0.0	76.0
GA	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
GUAM	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
HI	\$176,138	\$0	\$206,264	\$382,402	0.6	23	0.0	0.0	0.0
ID	\$110,295	\$0	\$2,596	\$112,891	0.2	31	97.7	0.0	2.3
IL	\$43,528	\$0	\$846,583	\$890,111	1.3	17	4.9	0.0	95.1
IN	\$380,211	\$0	\$550,537	\$930,748	1.4	16	40.9	0.0	59.1
IA	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
KS	\$241,423	\$0	\$478,353	\$719,776	1.0	19	33.5	0.0	66.5
KY	\$37,092	\$0	\$570,486	\$607,578	0.9	20	6.1	0.0	93.9
LA	\$0	\$0	\$8,574	\$8,574	0.0	38	0.0	0.0	100.0
ME	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
MD	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
MS	\$283,784	\$266,668	\$2,094,529	\$2,644,981	3.9	8	10.7	10.1	79.2
MI	\$172,800	\$0	\$675,884	\$848,684	1.2	18	20.4	0.0	79.6
MN	\$336,000	\$0	-\$336,000	\$0	0.0	39	0.0	0.0	0.0
MS	\$323,581	\$0	\$953,329	\$1,276,910	1.9	13	25.3	0.0	74.7
MO	\$261,625	\$0	-\$241,239	\$20,386	0.0	37	100.0	0.0	0.0
MT	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
N MARIANA ISL	\$167,200	\$0	-\$68,700	\$98,500	0.1	33	100.0	0.0	0.0
NE	-\$40,800	\$0	\$159,668	\$118,868	0.2	30	0.0	0.0	100.0
NV	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
NH	\$366,706	\$0	\$3,300,374	\$3,667,080	5.3	6	0.0	0.0	0.0
NJ	\$0	\$0	\$102,198	\$102,198	0.1	32	0.0	0.0	100.0
NM	\$3,581,775	\$0	\$6,828,154	\$10,409,929	15.2	2	34.4	0.0	65.6
NY	\$161,339	\$0	\$3,112,954	\$3,274,293	4.8	7	4.9	0.0	95.1
NC	\$248,760	\$0	\$25,379	\$274,139	0.4	25	90.7	0.0	9.3

Table 40 cont'd.*FY 2014 Job Access/Reverse Commute Programs Obligations by State and Category*

STATE	CAPITAL	PLANNING	OPERATING	TOTAL	% OF TOTAL	RANK	% CAP.	% PLA.	% OP.
ND	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
OH	\$596,465	\$0	\$1,853,162	\$2,449,627	3.6	9	24.3	0.0	75.7
OK	\$131,339	\$0	\$869,778	\$1,001,117	1.5	15	0.0	0.0	0.0
OR	\$171,819	\$0	\$87,284	\$259,103	0.4	28	66.3	0.0	33.7
PA	\$31,678	\$0	\$440,334	\$472,012	0.7	22	6.7	0.0	93.3
PR	\$0	\$0	\$7,734,027	\$7,734,027	11.3	3	0.0	0.0	0.0
RI	\$0	\$0	\$50,764	\$50,764	0.1	35	0.0	0.0	0.0
SC	\$1,080,234	\$0	\$436,859	\$1,517,093	2.2	10	71.2	0.0	28.8
SD	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
TN	\$8,156	\$0	\$263,709	\$271,865	0.4	26	3.0	0.0	97.0
TX	\$1,789,649	\$60,000	\$2,143,808	\$3,993,457	5.8	5	44.8	1.5	53.7
UT	\$467,684	\$0	\$670,324	\$1,138,008	1.7	14	41.1	0.0	58.9
VT	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
VI	\$41,992	\$0	\$543,550	\$585,542	0.9	21	7.2	0.0	92.8
VA	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
WA	\$0	\$0	\$70,000	\$70,000	0.1	34	0.0	0.0	100.0
WV	\$0	\$0	\$0	\$0	0.0	39	0.0	0.0	0.0
WI	-\$10,147	\$0	\$49,526	\$39,379	0.1	36	0.0	0.0	100.0
WY	\$0	\$0	\$261,373	\$261,373	0.4	27	0.0	0.0	100.0
Total	\$15,140,930	\$507,613	\$52,977,268	\$68,625,811	100.0		22.1	0.7	77.2
% of Total	22.1	0.7	77.2	100.0					

Table 41 FY 2014 Job Access/Reverse Commute Programs Obligations by Population Group and UZA

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
> 1,000,000								
Charlotte, NC-SC	\$0	0.0	\$0	0.0	\$262,402	100.0	\$262,402	0.4
Chicago, IL-IN	\$0	0.0	\$0	0.0	\$450,766	100.0	\$450,766	0.7
Cincinnati, OH-KY-IN	\$43,528	11.4	\$0	0.0	\$337,586	88.6	\$381,114	0.6
Houston, TX	\$0	0.0	\$0	0.0	\$2,096,197	100.0	\$2,096,197	3.1
Indianapolis, IN	\$779,296	86.3	\$0	0.0	\$123,324	13.7	\$902,620	1.3
Kansas City, MO-KS	\$353,263	36.5	\$0	0.0	\$615,157	63.5	\$968,420	1.4
Las Vegas-Henderson, NV	\$57,283	0.0	\$0	0.0	\$40,800	0.0	\$98,083	0.1
Los Angeles-Long Beach-Anaheim, CA	-\$40,800	(1.1)	\$0	0.0	\$3,710,593	101.1	\$3,669,793	5.3
Miami, FL	-\$745,160	0.0	\$0	0.0	\$3,367,040	0.0	\$2,621,880	3.8
New York-Newark, NY-NJ-CT	\$223,435	3.4	\$0	0.0	\$6,317,908	96.6	\$6,541,343	9.5
Philadelphia, PA-NJ-DE-MD	\$3,465,982	94.5	\$0	0.0	\$201,732	5.5	\$3,667,714	5.3
Providence, RI-MA		0.0	\$0	0.0	\$126,596	100.0	\$126,596	0.2
Riverside-San Bernardino, CA		0.0	\$39,745	6.0	\$619,472	94.0	\$659,217	1.0
Sacramento, CA	\$665,591	43.0	\$82,047	5.3	\$798,920	51.7	\$1,546,558	2.3
Salt Lake City-West Valley City, UT	\$69,376	20.1	\$0	0.0	\$276,214	79.9	\$345,590	0.5
San Diego, CA	\$100,000	7.3	\$0	0.0	\$1,274,081	92.7	\$1,374,081	2.0
San Francisco-Oakland, CA	\$293,093	0.0	\$0	0.0	\$1,462,026	0.0	\$1,755,119	2.6
San Jose, CA	\$130,508	19.2	\$0	0.0	\$548,173	80.8	\$678,681	1.0
San Juan, PR	\$48,179	0.6	\$0	0.0	\$7,734,027	99.4	\$7,782,206	11.3
St. Louis, MO-IL	\$0	0.0	\$0	0.0	-\$856,396	100.0	-\$856,396	-1.2
Virginia Beach, VA	\$204,342	55.2	\$0	0.0	\$165,618	44.8	\$369,960	0.5
Washington, DC-VA-MD	\$1,077,585	72.9	\$0	0.0	\$399,706	27.1	\$1,477,291	2.2
Sub-total	\$6,725,501	18.2	\$121,792	0.3	\$30,071,942	81.5	\$36,919,235	53.8
200,000-1,000,000								
Anchorage, AK	\$0	0.0	\$0	0.0	\$108,460	100.0	\$108,460	0.2
Antioch, CA	\$0	0.0	\$0	0.0	\$109,459	100.0	\$109,459	0.2
Asheville, NC	\$21,033	7.3	\$0	0.0	\$267,473	92.7	\$288,506	0.4
Augusta-Richmond County, GA-SC	\$132,000	100.0	\$0	0.0	\$0	0.0	\$132,000	0.2
Birmingham, AL	\$46,003	0.0	\$0	0.0	\$414,025	0.0	\$460,028	0.7
Boise City, ID	\$96,872	100.0	\$0	0.0	\$0	0.0	\$96,872	0.1
Buffalo, NY	\$115,793	18.5	\$0	0.0	\$510,246	81.5	\$626,039	0.9
Cape Coral, FL	\$171,505	0.0	\$0	0.0	\$0	0.0	\$171,505	0.2
Columbia, SC	\$94,000	0.0	\$0	0.0	\$0	0.0	\$94,000	0.1
Concord, CA	\$0	0.0	\$0	0.0	\$129,989	100.0	\$129,989	0.2
Corpus Christi, TX	\$259,025	100.0	\$0	0.0	\$0	0.0	\$259,025	0.4
Dayton, OH	\$48,001	100.0	\$0	0.0	\$0	0.0	\$48,001	0.1
Denton-Lewisville, TX	\$0	0.0	\$60,000	55.8	\$47,611	44.2	\$107,611	0.2
Durham, NC	\$121,490	14.1	\$0	0.0	\$742,028	85.9	\$863,518	1.3

Table 41 cont'd.*FY 2014 Job Access/Reverse Commute Programs Obligations by Population Group and UZA*

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
Eugene, OR	\$171,819	0.0	\$0	0.0	\$0	0.0	\$171,819	0.3
Evansville, IN-KY	\$12,832	0.0	\$0	0.0	\$0	0.0	\$12,832	0.0
Fort Wayne, IN	\$14,116	9.1	\$0	0.0	\$141,166	90.9	\$155,282	0.2
Fresno, CA	\$0	0.0	\$0	0.0	\$490,523	0.0	\$490,523	0.7
Greensboro, NC	\$0	0.0	\$0	0.0	\$564,025	100.0	\$564,025	0.8
Greenville, SC	\$124,979	0.0	\$0	0.0	\$75,000	0.0	\$199,979	0.3
Indio-Cathedral City, CA	\$9,135	0.0	\$19,104	8.8	\$188,363	0.0	\$216,602	0.3
Knoxville, TN	\$8,156	0.0	\$0	0.0	\$263,709	0.0	\$271,865	0.4
Lakeland, FL	\$0	0.0	\$0	0.0	\$154,839	100.0	\$154,839	0.2
Lancaster, PA	\$0	0.0	\$0	0.0	\$65,074	100.0	\$65,074	0.1
Lexington-Fayette, KY	\$0	0.0	\$0	0.0	\$87,026	0.0	\$87,026	0.1
Louisville/Jefferson County, KY-IN	\$37,092	0.0	\$0	0.0	\$483,460	0.0	\$520,552	0.8
McAllen, TX	\$751,328	0.0	\$0	0.0	\$0	0.0	\$751,328	1.1
Modesto, CA	\$246,513	92.4	\$36,672	13.7	-\$16,470	(6.2)	\$266,715	0.4
Murrieta-Temecula-Menifee, CA	\$0	0.0	\$3,377	3.0	\$109,175	97.0	\$112,552	0.2
Myrtle Beach-Socastee, SC-NC	\$0	0.0	\$0	0.0	\$25,000	100.0	\$25,000	0.0
New Orleans, LA	\$0	0.0	\$0	0.0	\$8,574	100.0	\$8,574	0.0
Ogden-Layton, UT	\$32,500	0.0	\$0	0.0	\$131,036	0.0	\$163,536	0.2
Oklahoma City, OK	\$54,907	10.0	\$0	0.0	\$494,163	90.0	\$549,070	0.8
Omaha, NE-IA	\$167,200	169.7	\$0	0.0	-\$68,700	(69.7)	\$98,500	0.1
Pensacola, FL-AL	\$5,045	10.0	\$0	0.0	\$45,406	90.0	\$50,451	0.1
Peoria, IL	\$0	0.0	\$0	0.0	\$153,065	0.0	\$153,065	0.2
Port St. Lucie, FL	\$94,622	0.0	\$0	0.0	\$37,994	0.0	\$132,616	0.2
Provo-Orem, UT	\$32,500	0.0	\$0	0.0	\$160,127	0.0	\$192,627	0.3
Raleigh, NC	\$18,816	0.0	\$0	0.0	\$273,621	0.0	\$292,437	0.4
Reading, PA	\$0	0.0	\$0	0.0	\$126,169	100.0	\$126,169	0.2
Reno, NV-CA	\$0	0.0	\$0	0.0	\$118,868	100.0	\$118,868	0.2
Richmond, VA	\$41,992	10.0	\$0	0.0	\$377,932	90.0	\$419,924	0.6
Santa Rosa, CA	\$10,979	8.1	\$0	0.0	\$124,909	91.9	\$135,888	0.2
Scranton, PA	\$0	0.0	\$0	0.0	\$249,091	100.0	\$249,091	0.4
Spokane, WA	\$0	0.0	\$0	0.0	\$70,000	100.0	\$70,000	0.1
Springfield, MA-CT	\$0	0.0	\$0	0.0	\$356,132	100.0	\$356,132	0.5
Stockton, CA	\$34,000	10.0	\$0	0.0	\$306,004	90.0	\$340,004	0.5
Tulsa, OK	\$76,432	21.7	\$0	0.0	\$275,284	78.3	\$351,716	0.5
Urban Honolulu, HI	\$176,138	46.1	\$0	0.0	\$206,264	53.9	\$382,402	0.6
Winston-Salem, NC	\$0	0.0	\$0	0.0	\$216,056	100.0	\$216,056	0.3
Youngstown, OH-PA	\$31,678	11.2	\$0	0.0	\$251,164	88.8	\$282,842	0.4
Sub-total	\$3,258,501	26.6	\$119,153	1.0	\$8,873,340	72.4	\$12,250,994	17.9

Table 41 cont'd.*FY 2014 Job Access/Reverse Commute Programs Obligations by Population Group and UZA*

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
50,000 - 200,000								
Anderson, SC	\$225,000	95.7	\$0	0.0	\$10,000	4.3	\$235,000	0.3
Auburn, AL	\$51,700	31.5	\$0	0.0	\$112,500	68.5	\$164,200	0.2
Bend, OR	\$0	0.0	\$0	0.0	\$87,284	100.0	\$87,284	0.1
Benton Harbor-St. Joseph-Fair Plain, MI	\$0	0.0	\$0	0.0	\$3,969	100.0	\$3,969	0.0
Bismarck, ND	\$28,820	0.0	\$0	0.0	\$0	0.0	\$28,820	0.0
Bloomington, IN	\$0	0.0	\$0	0.0	\$286,047	0.0	\$286,047	0.4
Casper, WY	\$0	0.0	\$0	0.0	\$125,959	0.0	\$125,959	0.2
Dothan, AL	\$52,600	100.0	\$0	0.0	\$0	0.0	\$52,600	0.1
Dover, DE	\$0	0.0	\$0	0.0	\$60,747	100.0	\$60,747	0.1
Fargo, ND-MN	\$0	0.0	\$0	0.0	\$25,379	100.0	\$25,379	0.0
Florence, SC	\$0	0.0	\$0	0.0	\$10,000	100.0	\$10,000	0.0
Gadsden, AL	\$66,802	36.5	\$0	0.0	\$116,228	63.5	\$183,030	0.3
Hemet, CA	\$46,208	0.0	\$0	0.0	\$149,216	0.0	\$195,424	0.3
Jackson, MI	\$0	0.0	\$0	0.0	\$31,487	0.0	\$31,487	0.0
Lawton, OK	\$0	0.0	\$0	0.0	\$50,166	100.0	\$50,166	0.1
Norman, OK	\$0	0.0	\$0	0.0	\$50,165	100.0	\$50,165	0.1
North Port-Port Charlotte, FL	\$0	0.0	\$0	0.0	\$186,481	100.0	\$186,481	0.3
Redding, CA	\$0	0.0	\$0	0.0	\$28,510	100.0	\$28,510	0.0
Rock Hill, SC	\$0	0.0	\$0	0.0	\$50,000	100.0	\$50,000	0.1
Saginaw, MI	\$0	0.0	\$0	0.0	\$37,743	100.0	\$37,743	0.1
San Luis Obispo, CA	\$118,918	100.0	\$0	0.0	\$0	0.0	\$118,918	0.2
South Lyon-Howell, MI	\$0	0.0	\$0	0.0	\$18,869	100.0	\$18,869	0.0
Springfield, OH	\$0	0.0	\$0	0.0	\$245,084	100.0	\$245,084	0.4
St. Augustine, FL	\$0	0.0	\$0	0.0	\$526,068	100.0	\$526,068	0.8
Topeka, KS	\$213,883	100.0	\$0	0.0	\$0	0.0	\$213,883	0.3
Tuscaloosa, AL	\$0	0.0	\$0	0.0	\$180,357	100.0	\$180,357	0.3
Zephyrhills, FL	\$888,111	74.6	\$0	0.0	\$301,996	25.4	\$1,190,107	1.7
Sub-total	\$1,692,042	38.6	\$0	0.0	\$2,694,255	61.4	\$4,386,297	6.4
STATE								
ALABAMA GOV APP	\$17,220	5.4	\$0	0.0	\$304,489	94.6	\$321,709	0.5
ALASKA GOV APP	\$11,506	10.0	\$0	0.0	\$103,555	90.0	\$115,061	0.2
CALIFORNIA GOV APP	\$45,130	5.5	\$0	0.0	\$782,140	94.5	\$827,270	1.2
DELAWARE GOV APP	\$0	0.0	\$0	0.0	\$78,447	100.0	\$78,447	0.1
FLORIDA GOV APP	\$302,000	29.6	\$0	0.0	\$717,694	70.4	\$1,019,694	1.5
IDAHO GOV APP	\$13,423	83.8	\$0	0.0	\$2,596	16.2	\$16,019	0.0
ILLINOIS GOV APP	\$0	0.0	\$0	0.0	\$242,752	100.0	\$242,752	0.4
KANSAS GOV APP	\$27,540	5.4	\$0	0.0	\$478,353	94.6	\$505,893	0.7

Table 41 cont'd.*FY 2014 Job Access/Reverse Commute Programs Obligations by Population Group and UZA*

AREA	CAPITAL	%	PLANNING	%	OPERATING	%	TOTAL	% OF TOTAL
MASSACHUSETTS GOV APP	\$283,784	13.1	\$266,668	12.3	\$1,611,801	74.5	\$2,162,253	3.2
MICHIGAN GOV APP	\$172,800	22.8	\$0	0.0	\$583,816	77.2	\$756,616	1.1
MINNESOTA GOV APP	\$336,000	0.0	\$0	0.0	-\$336,000	0.0	\$0	0.0
MISSISSIPPI GOV APP	\$323,581	25.3	\$0	0.0	\$953,329	74.7	\$1,276,910	1.9
NEW JERSEY GOV APP	\$366,706	10.0	\$0	0.0	\$3,300,374	90.0	\$3,667,080	5.3
NEW MEXICO GOV APP	\$0	0.0	\$0	0.0	\$102,198	100.0	\$102,198	0.1
NORTH CAROLINA GOV APP	\$0	0.0	\$0	0.0	\$787,349	100.0	\$787,349	1.1
NORTH DAKOTA GOV APP	\$219,940	100.0	\$0	0.0	\$0	0.0	\$219,940	0.3
OHIO GOV APP	\$548,464	35.0	\$0	0.0	\$1,019,328	65.0	\$1,567,792	2.3
RHODE ISLAND GOV APP	\$0	0.0	\$0	0.0	\$50,764	100.0	\$50,764	0.1
SOUTH CAROLINA GOV APP	\$504,255	65.4	\$0	0.0	\$266,859	34.6	\$771,114	1.1
UTAH GOV APP	\$302,684	74.6	\$0	0.0	\$102,947	25.4	\$405,631	0.6
WISCONSIN GOV APP	-\$10,147	(25.8)	\$0	0.0	\$49,526	125.8	\$39,379	0.1
WYOMING GOV APP	\$0	0.0	\$0	0.0	\$135,414	100.0	\$135,414	0.2
Sub-total	\$3,464,886	23.0	\$266,668	1.8	\$11,337,731	75.2	\$15,069,285	22.0
Total	\$15,140,930		\$507,613		\$52,977,268		\$68,625,811	100.0

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

Table 42 FY 2014 Job Access/Reverse Commute Programs Obligations for Vehicles

STATE	35 FT BUS		30 FT BUS		<30 FT BUS		VANS		STATION WAGONS & SEDANS		TOTAL	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
AL	0	\$0	0	\$0	0	\$0	2	\$66,802	0	\$0	2	\$66,802
CA	0	\$0	0	\$0	0	\$0	5	\$254,177	0	\$0	5	\$254,177
DC	0	\$0	0	\$0	0	\$0	0	\$0	205	\$615,454	205	\$615,454
FL	1	\$248,340	1	\$94,622	2	\$190,000	4	\$171,505	0	\$0	8	\$704,467
ID	0	\$0	0	\$0	0	\$13,423	0	\$0	0	\$0	0	\$13,423
IN	0	\$0	0	\$0	1	\$44,267	0	\$0	0	\$0	1	\$44,267
KS	1	\$213,883	0	\$0	0	\$0	4	\$178,315	0	\$0	5	\$392,198
KY	0	\$0	0	\$0	0	\$0	1	\$28,452	0	\$0	1	\$28,452
MI	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
MN	0	\$0	0	\$0	2	\$112,000	0	\$0	0	\$0	2	\$112,000
MS	0	\$0	0	\$0	4	\$160,387	6	\$160,000	0	\$0	10	\$320,387
MO	0	\$0	0	\$0	(1)	\$0	5	\$94,096	0	\$0	4	\$94,096
NE	0	\$0	0	\$0	3	\$172,000	0	\$0	0	\$0	3	\$172,000
NV	0	\$0	0	\$0	0	\$0	(2)	-\$40,800	0	\$0	(2)	-\$40,800
NC	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
ND	0	\$0	0	\$0	0	\$0	2	\$63,400	0	\$0	2	\$63,400
OH	0	\$0	0	\$0	0	\$0	7	\$232,783	0	\$0	7	\$232,783
PA	0	\$0	0	\$0	1	\$31,678	0	\$0	0	\$0	1	\$31,678
PR	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
SC	0	\$0	0	\$0	7	\$415,000	10	\$300,000	0	\$0	17	\$715,000
TX	0	\$0	3	\$710,291	6	\$520,040	0	\$0	0	\$0	9	\$1,230,331
WY	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Total	2	\$462,223	4	\$804,913	25	\$1,658,795	44	\$1,508,730	205	\$615,454	280	\$5,050,115
% of Vehicles by Type	0.7		1.4		8.9		15.7		73.2		100.0	

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 (OTR) buses finance the capital and training costs of complying with the US Department of Transportation's Final Rule regarding accessibility of OTR buses required by ADA. Eligible projects include the incremental cost of adding a lift to a new bus, retrofit of a bus to add a lift, and training.

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

A total of \$3.2 million was obligated for the program in FY 2014. 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 funds have been obligated under this program, the data will not be included in the statistical summaries.

Table 43 FY 2014 Over-the-Road Bus Program Obligations

STATE	RECIPIENT	ACQUIRE ADA VEHICLE EQUIPMENT	REHAB/RENOVATE ADA VEHICLE EQUIPMENT	TRAINING	OTHER	TOTAL
CA	ALL WEST COACHLINES, INC	\$50,400	\$0	\$0	\$0	\$50,400
CA	AMERICANSTAR TOURS, INC	\$98,712	\$0	\$0	\$0	\$98,712
CA	CUSA PCSTC, LLC DBA PACIFIC COAST SIGHTSEEING TOURS/ CHARTERS	\$52,650	\$0	\$0	\$0	\$52,650
CA	LUX BUS AMERICA	\$33,218	\$0	\$0	\$0	\$33,218
CA	MCCLINTOCK-HARTLEY ENTERPRISES INC	\$35,218	\$0	\$0	\$0	\$35,218
CA	ORANGE BELT STAGES	\$61,405	\$0	\$0	\$0	\$61,405
CA	SURERIDE CHARTER INC/DBA = SUN DIEGO CHARTER	\$98,686	\$0	\$0	\$0	\$98,686
CT	DATCO	\$160,000	\$0	\$12,250	\$0	\$172,250
CT	THE ARROW LINES INC	\$34,237	\$0	\$0	\$0	\$34,237
FL	AMERICAN COACH LINES, INC	-\$156,200	\$0	\$0	\$0	-\$156,200
FL	CLASSIC BUS LINES INC	\$29,700	\$0	\$0	\$0	\$29,700
FL	ESCOT BUS LINES, INC	\$80,647	\$0	\$4,500	\$0	\$85,147
FL	LATIN EXPRESS SERVICE	\$29,700	\$0	\$0	\$0	\$29,700
FL	RED COACH INC	\$59,516	\$0	\$0	\$0	\$59,516
GA	AMERICAN COACH LINES OF ATLANTA, INC	\$118,468	\$0	\$0	\$0	\$118,468
GA	SOUTHEASTERN STAGES INC	\$57,180	\$0	\$0	\$0	\$57,180
IA	BURLINGTON STAGE LINE	\$0	\$0	\$0	\$65,640	\$65,640
LA	CALCO TRAVEL INC.	\$29,700	\$0	\$0	\$0	\$29,700
LA	GATENS ADVENTURES UNLIMITED LLC	\$27,000	\$0	\$0	\$0	\$27,000
LA	HOTARD COACHES, INC - DBA: HOTARD DESTINATION SVCS	\$207,900	\$0	\$2,250	\$0	\$210,150
MD	ADVENTURE TOURS BY DAWN	\$27,450	\$0	\$0	\$0	\$27,450
MD	DILLONS BUS SERVICE, INC	\$254,250	\$0	\$0	\$0	\$254,250
MD	FIRST PRIORITY TOURS, INC	\$37,250	\$0	\$0	\$0	\$37,250
MD	RILLS BUS SERVICE, INC	\$29,700	\$0	\$0	\$0	\$29,700
MA	BONANZA ACQUISITION LLC	\$279,561	\$0	\$0	\$0	\$279,561
MA	CAVALIER COACH CORP	\$35,000	\$0	\$0	\$0	\$35,000
MA	PETER PAN BUS LINES, INC.	\$283,734	\$0	\$0	\$0	\$283,734
MA	WILSON BUS LINES INC	\$29,700	\$0	\$0	\$0	\$29,700
MS	COACH RIDE, LLC	\$28,700	\$0	\$2,500	\$0	\$31,200
NV	COACH USA-ELKO LLC	\$86,000	\$0	\$0	\$0	\$86,000
PA	CARL R. BIEBER, INC. DBA CARL R. BEIBER TOURWAYS	\$0	\$0	\$0	\$116,481	\$116,481
PA	CENTRAL CAB COMPANY	\$0	\$0	\$0	\$25,331	\$25,331
PA	ELITE COACH	\$25,700	\$0	\$0	\$0	\$25,700
PA	O.D. ANDERSON INC/DBA = ANDERSON COACH & TRAVEL	\$67,250	\$0	\$0	\$0	\$67,250
PA	TRANS-BRIDGE LINES, INC.	\$123,649	\$0	\$0	\$0	\$123,649
PA	TRANSP MGT SERVICES, INC. D/B/A LENZNER COACH LINES	\$0	\$0	\$0	\$87,585	\$87,585
TX	EVERGREEN TRAILS INC DBA HORIZON COACH LINES	\$389,283	\$0	\$0	\$0	\$389,283
TX	STAR SHUTTLE INC - DBA: STAR SHUTTLE & CHARTER	\$61,650	\$0	\$0	\$0	\$61,650
VA	VENTURE TOURS INC	\$41,832	\$0	\$2,250	\$0	\$44,082
WV	MOUNTAINEER COACH, INC	\$52,160	\$0	\$2,250	\$0	\$54,410
Total		\$2,961,006	\$0	\$26,000	\$295,037	\$3,282,043

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 formulas: 80% apportioned according to an urbanized area population-based formula and 20% 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 have either reaffirmed or developed in consultation with their MPOs allocation formulas that are used to distribute the funding.

The MTPP provides financial assistance through the states to MPOs to support the cost of preparing Long Range Transportation Plans (LRTPs) and financially-feasible Transportation improvement Plans (TIPs) that are required as a condition of obtaining Federal transit funding.

In FY 2014, FTA obligated more than \$116 million for metropolitan/consolidated transportation planning.

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

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

In FY 2014, FTA obligated more than \$54 million for statewide transportation planning.

Table 44 *FY 2014 Metropolitan/Statewide, Planning and Research Obligations*

STATE	METROPOLITAN PLANNING PROGRAM	STATEWIDE PLANNING PROGRAM	CONSOLIDATED PLANNING PROGRAM	TOTAL
AL	\$0	\$0	\$0	\$0
AK	\$209,506	\$791,901	\$0	\$1,001,407
AMER SAMOA	\$0	\$0	\$0	\$0
AZ	\$0	\$2,447,192	\$0	\$2,447,192
AK	\$0	\$0	\$2,171,106	\$2,171,106
CA	\$0	\$0	\$66,431,071	\$66,431,071
CO	\$746,938	\$0	\$0	\$746,938
CT	\$0	\$0	\$0	\$0
CE	\$0	\$0	\$0	\$0
DC	\$98,570	\$374,538	\$0	\$473,108
FL	\$3,176,741	\$15,199,399	\$0	\$18,376,140
GA	\$0	\$1,607,850	\$0	\$1,607,850
GUAM	\$0	\$0	\$0	\$0
HI	\$33,190	\$417,363	\$0	\$450,553
ID	\$110,903	\$0	\$0	\$110,903
IL	\$6,322,672	\$0	\$0	\$6,322,672
IN	\$0	\$0	\$0	\$0
IA	\$0	\$0	\$3,798,077	\$3,798,077
KS	\$0	\$0	\$2,384,501	\$2,384,501
KY	\$0	\$0	\$0	\$0
LA	\$272,926	\$1,015,756	\$0	\$1,288,682
ME	\$114,547	\$0	\$0	\$114,547
MD	\$0	\$0	\$9,322,409	\$9,322,409
MS	\$580,394	\$2,851,996	\$0	\$3,432,390
MI	\$1,213,979	\$0	\$0	\$1,213,979
MN	\$0	\$0	\$4,600,847	\$4,600,847
MS	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$6,340,361	\$6,340,361
MT	\$36,063	\$395,432	\$0	\$431,495
N MARIANA ISL	\$110,936	\$417,363	\$0	\$528,299
NE	\$0	\$0	\$0	\$0
NV	\$0	\$0	\$0	\$0
NH	\$0	\$0	\$0	\$0
NJ	\$225,483	\$843,647	\$0	\$1,069,130
NM	\$0	\$18,516,213	\$0	\$18,516,213
NY	\$513,648	\$3,054,584	\$0	\$3,568,232
NC	\$0	\$0	\$0	\$0
ND	\$0	\$0	\$0	\$0

Table 44 cont'd. *FY 2014 Metropolitan/Statewide, Planning and Research Obligations*

STATE	METROPOLITAN PLANNING PROGRAM	STATEWIDE PLANNING PROGRAM	CONSOLIDATED PLANNING PROGRAM	TOTAL
OH	\$739,609	\$0	\$0	\$739,609
OK	\$168,598	\$627,474	\$0	\$796,072
OR	\$462,483	\$0	\$0	\$462,483
PA	\$0	\$0	\$0	\$0
PR	\$321,343	\$1,543,684	\$0	\$1,865,027
RI	\$0	\$0	\$0	\$0
SC	\$448,551	\$50,000	\$0	\$498,551
SD	\$0	\$0	\$0	\$0
TN	\$666,793	\$1,373,156	\$0	\$2,039,949
TX	\$1,929,867	\$0	\$0	\$1,929,867
UT	\$0	\$0	\$0	\$0
VT	\$0	\$0	\$0	\$0
VI	\$548,132	\$2,888,157	\$0	\$3,436,289
VA	\$0	\$0	\$0	\$0
WA	\$0	\$0	\$0	\$0
WV	\$324,053	\$0	\$0	\$324,053
WI	\$277,378	\$0	\$0	\$277,378
WY	\$0	\$0	\$1,580,227	\$1,580,227
Total	\$19,653,303	\$54,415,705	\$96,628,599	\$170,697,607
% of Total	11.5	31.9	56.6	100.0

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

Emergency Supplemental Obligations

Emergency supplemental appropriations passed by Congress since fiscal year 2001 have provided significant funding for transit system improvements. This includes projects or funding in response to the September 11, 2001, terrorist attacks, Hurricane Katrina disaster relief, Hurricane Sandy disaster relief, and other significant purposes. For the purposes of these statistical summaries, the Emergency Supplemental Obligations are combined with the Public Transportation Emergency Relief Program authorized under MAP-21.

In FY 2014, approximately \$1.8 billion was obligated for Emergency Supplemental and Emergency Relief Program 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 states, MPOs, and local government authorities to develop studies as part of the transportation planning process. These studies include an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea; sufficient information to enable the Secretary to make the findings of project justification and local financial commitment required; the selection of a locally preferred alternative; and the adoption of the locally preferred alternative as part of the state or regional long range transportation plan.

Unless otherwise specified in law, grants made under the Alternatives Analysis program must meet all other eligibility requirements outlined in Section 5309. Eligible projects include planning and corridor studies and the adoption of locally preferred alternatives within the fiscally-constrained Metropolitan Transportation Plan for that area. Funds awarded under the Alternatives Analysis Program must be shown in the Unified Planning Work Program (UPWP) for MPO(s) with responsibility for that area. The Federal share of the cost of an activity funded may not exceed 80% of the cost of the activity.

In 2014, approximately \$6.9 million was obligated for Alternative Analysis projects.

Under MAP-21, the Alternative Analysis Program was repealed. Once all funding for this program has been obligated, data will not be included in the statistical summaries.

Table 45 *FY 2014 Alternatives Analysis Program 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	\$760,000	10.9
CE	\$0	0.0
DC	\$0	0.0
FL	-\$303,229	(4.4)
GA	\$0	0.0
GUAM	\$0	0.0
HI	\$0	0.0
ID	\$0	0.0
IL	\$0	0.0
IN	\$0	0.0
IA	\$0	0.0
KS	\$0	0.0
KY	\$0	0.0
LA	\$0	0.0
ME	\$0	0.0
MD	\$0	0.0
MS	\$0	0.0
MI	\$6,493,563	93.4
MN	\$0	0.0
MS	\$0	0.0
MO	\$0	0.0
MT	\$0	0.0
N MARIANA ISL	\$0	0.0
NE	\$0	0.0
NV	\$0	0.0
NH	\$0	0.0
NJ	\$0	0.0
NM	\$0	0.0
NY	\$0	0.0
NC	\$0	0.0
ND	\$0	0.0

Table 45 cont'd. *FY 2014 Alternatives Analysis Program Obligations*

STATE	TOTAL OBLIGATION AMOUNT	% OF TOTAL
OH	\$0	0.0
OK	\$0	0.0
OR	\$0	0.0
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	\$0	0.0
UT	\$0	0.0
VT	\$0	0.0
VI	\$0	0.0
VA	\$0	0.0
WA	\$0	0.0
WV	\$0	0.0
WI	\$0	0.0
WY	\$0	0.0
Total	\$6,950,334	100.0

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

The program funds capital and planning expenses for alternative transportation systems such as buses and trams in federally-managed parks and public lands. 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 selected competitively and 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.

In FY 2014, \$ 2.3 million was obligated under this program.

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

Table 46 FY 2014 Paul S. Sarbanes Transit in Parks Program 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	\$0	\$0	\$0	0.0
AK	\$0	\$0	\$0	\$0	0.0
CA	\$0	\$0	\$0	\$0	0.0
CO	\$337,000	\$0	\$0	\$337,000	14.4
CT	\$0	\$0	\$0	\$0	0.0
CE	\$0	\$0	\$0	\$0	0.0
DC	\$0	\$0	\$0	\$0	0.0
FL	\$753,000	\$0	\$0	\$753,000	32.2
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
IA	\$0	\$0	\$0	\$0	0.0
KS	\$0	\$0	\$0	\$0	0.0
KY	\$0	\$0	\$0	\$0	0.0
LA	\$0	\$0	\$0	\$0	0.0
ME	\$800,000	\$0	\$0	\$800,000	34.2
MD	\$0	\$0	\$0	\$0	0.0
MS	\$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	\$0	\$0	0.0
N MARIANA ISL	\$0	\$0	\$0	\$0	0.0
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	\$0	\$0	\$0	0.0
NY	\$0	\$0	\$0	\$0	0.0
NC	\$0	\$0	\$0	\$0	0.0
ND	\$0	\$0	\$0	\$0	0.0

Table 46 cont'd. *FY 2014 Paul S. Sarbanes Transit in Parks Program Obligations*

STATE	PROGRAM			TOTAL OBLIGATION AMOUNT	% OF TOTAL
	CAPITAL	PLANNING	RESEARCH		
OH	\$0	\$0	\$0	\$0	0.0
OK	\$0	\$0	\$0	\$0	0.0
OR	\$0	\$0	\$0	\$0	0.0
PA	\$0	\$0	\$0	\$0	0.0
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	\$0	\$0	\$0	\$0	0.0
UT	\$0	\$0	\$0	\$0	0.0
VT	\$0	\$0	\$0	\$0	0.0
VI	\$0	\$449,000	\$0	\$449,000	19.2
VA	\$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
Total	\$1,890,000	\$449,000	\$0	\$2,339,000	100.0

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, providing formula funding for new public transportation services and public transportation alternatives beyond those required by ADA that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

By law, FTA allocates 60% of funds available to UZAs with populations of 200,000 or more (large UZAs), 20% to the states for urbanized areas with populations ranging from 50,000 to 200,000 (small UZAs), and 20% to the states for rural and small urban areas with populations of less than 50,000. FTA apportions funds based upon the number of persons with disabilities over the age of 5 who 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 US 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.

During FY 2014, funds totaling \$36,390,071 were obligated to grantees.

Table 47 FY 2014 New Freedom Program Obligations

STATE	PROGRAM						TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUSES	BUS OTHER	OPERATING	PLANNING	MAINTENANCE FACILITY	OTHER		
AL	\$116,000	\$31,318	\$1,292,291	\$0	\$790	\$0	\$1,440,399	4.0
AK	\$0	\$64,786	\$0	\$0	\$0	\$0	\$64,786	0.2
AMER SAMOA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
CA	-\$262,451	\$1,667,613	\$3,191,125	\$13,066	-\$50,000	\$0	\$4,559,353	12.5
CO	\$9,660	\$131,939	\$0	\$0	\$0	\$0	\$141,599	0.4
CT	\$0	\$505,831	\$43,130	\$0	\$0	\$0	\$548,961	1.5
CE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
DC	\$0	\$420,000	\$0	\$0	\$0	\$0	\$420,000	1.2
FL	\$250,139	\$40,529	\$2,200,593	\$0	\$0	\$0	\$2,491,261	6.8
GA	\$0	-\$650,078	\$1,687,843	\$0	-\$985,789	\$0	\$51,976	0.1
GUAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
HI	\$0	\$0	\$247,682	\$0	\$0	\$0	\$247,682	0.7
ID	\$0	\$88,053	\$0	\$0	\$63,212	\$0	\$151,265	0.4
IL	\$0	\$5,957	\$85,474	\$0	\$0	\$0	\$91,431	0.3
IN	\$0	\$52,273	\$610,264	\$0	\$0	\$0	\$662,537	1.8
IA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KS	\$45,920	\$441,392	-\$52,363	\$0	\$0	\$0	\$434,949	1.2
KY	\$52,012	\$303,322	\$66,907	\$0	\$0	\$0	\$422,241	1.2
LA	\$115,898	\$25,158	\$969,028	\$0	\$200,000	\$0	\$1,310,084	3.6
ME	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MD	\$0	\$384,662	\$0	\$0	\$0	\$0	\$384,662	1.1
MS	\$0	\$0	\$111,520	\$0	\$0	\$0	\$111,520	0.3
MI	-\$54,839	\$361,006	\$1,728,747	\$0	\$25,554	\$0	\$2,060,468	5.7
MN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MS	\$0	\$29,805	\$542,578	\$0	\$7,288	\$0	\$579,671	1.6
MO	\$185,034	\$434,638	\$551,683	\$0	\$0	\$0	\$1,171,355	3.2
MT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NV	\$0	\$110,991	-\$11,864	\$0	\$0	\$0	\$99,127	0.3
NH	\$260,000	\$1,327,355	\$1,422,941	\$0	\$0	\$0	\$3,010,296	8.3
NJ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NM	\$66,993	\$4,868,645	\$361,991	\$0	\$0	\$0	\$5,297,629	14.6
NY	\$425,920	\$416,784	\$476,494	\$0	\$8,000	\$0	\$1,327,198	3.6
NC	\$58,346	\$73,000	\$0	\$0	\$0	\$0	\$131,346	0.4
ND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$228,873	\$155,152	\$629,320	\$64,178	\$0	\$0	\$1,077,523	3.0

Table 47 cont'd. FY 2014 New Freedom Program Obligations

STATE	PROGRAM						TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUSES	BUS OTHER	OPERATING	PLANNING	MAINTENANCE FACILITY	OTHER		
OK	\$0	\$26,109	\$180,248	\$0	\$0	\$0	\$206,357	0.6
OR	\$0	\$78,524	\$0	\$0	\$0	\$0	\$78,524	0.2
PA	\$931,007	\$214,719	-\$23,673	\$0	\$0	\$1,129,850	\$2,251,903	6.2
PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
RI	\$0	\$51,040	\$0	\$0	\$0	\$0	\$51,040	0.1
SC	\$166,104	\$157,211	\$46,126	\$0	\$0	\$0	\$369,441	1.0
SD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TN	\$22,591	\$174,035	\$586,065	\$0	\$0	\$0	\$782,691	2.2
TX	\$126,000	\$703,948	\$525,270	\$0	\$325,698	\$240,000	\$1,920,916	5.3
UT	\$0	\$314,589	\$271,487	\$0	\$0	\$0	\$586,076	1.6
VT	\$0	\$67,623	\$29,500	\$0	\$0	\$0	\$97,123	0.3
VI	\$35,786	\$60,505	\$0	\$0	\$0	\$0	\$96,291	0.3
VA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	-\$75,145	\$97,719	\$934,618	\$0	\$20,000	\$0	\$977,192	2.7
WV	\$70,283	\$76,239	\$319,419	\$0	\$0	\$0	\$465,941	1.3
WI	-\$17,214	\$0	\$234,471	\$0	\$0	\$0	\$217,257	0.6
WY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
Total	\$2,756,917	\$13,312,392	\$19,258,915	\$77,244	-\$385,247	\$1,369,850	\$36,390,071	100.0

"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.

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, Section 117 of the 2005 Appropriations Act, and Section 112 of the 2006 Appropriations Act, similarly provided funding for surface transportation projects specified in the conference report.

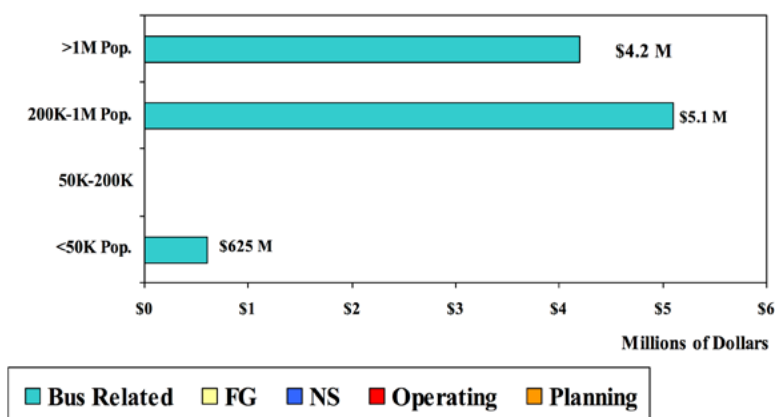
FHWA is responsible for managing the funds but has allotted FTA an amount sufficient to cover funds designated for surface transportation projects that have been determined to be transit in nature. Funds for these transit projects are in addition to the amounts guaranteed under Chapter 53 of Title 49, 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 2014, approximately \$10 million was obligated to grantees.

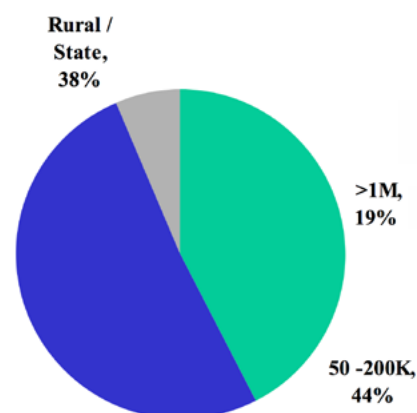
Table 48 FY 2014 Obligations of Misc. Federal Highway Administration Transfers

URBANIZED AREA / STATE	BUS RELATED	FIXED GUIDEWAY	NEW STARTS	OPERATING	PLANNING	TOTAL	% OF TOTAL
> 1,000,000							
Los Angeles-Long Beach-Anaheim, CA	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000	24.0
Seattle, WA	\$45,263	\$0	\$0	\$0	\$0	\$45,263	0.5
Virginia Beach, VA	\$1,797,600	\$0	\$0	\$0	\$0	\$1,797,600	18.0
Sub-total	\$4,242,863	\$0	\$0	\$0	\$0	\$4,242,863	42.5
200,000-1,000,000							
Davenport, IA-IL	\$36,961	\$0	\$0	\$0	\$0	\$36,961	0.4
New Orleans, LA	\$2,488,000	\$0	\$0	\$0	\$0	\$2,488,000	24.9
Portland, ME	\$198,008	\$0	\$0	\$0	\$0	\$198,008	2.0
Santa Rosa, CA	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000	24.0
Sub-total	\$5,122,969	\$0	\$0	\$0	\$0	\$5,122,969	51.3
RURAL/STATE							
ALASKA GOV APP	\$558,200	\$0	\$0	\$0	\$0	\$558,200	5.6
WASHINGTON GOV APP	\$67,732	\$0	\$0	\$0	\$0	\$67,732	0.7
Sub-total	\$625,932	\$0	\$0	\$0	\$0	\$625,932	6.3
Total	\$9,991,764	\$0	\$0	\$0	\$0	\$9,991,764	100.0

Obligations by Program



Obligations by Population



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.

- **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 49 FY 2014 Summary of Flex Fund Availability and Obligations

STATE	FLEX FUNDS TRANSFERRED IN FY 2014	% OF AVAIL. TRANSFERRED IN FY 2014	TOTAL FLEX FUNDS AVAIL. (TRF + CARRYOVER)	% OF TOTAL AVAIL. BY STATE	FLEX FUNDS OBLIGATED IN FY 2014	% OF TOTAL OBLIGATED BY STATE	OBLIGATION RATE	NUMBER OF FLEX GRANTS OBLIGATED IN FY 2014
AK	\$3,058,497	44.6	\$6,865,299	0.4	\$2,306,100	0.1	33.6	4
AL	\$9,852,241	98.4	\$10,016,574	0.6	\$5,080,000	0.3	50.7	2
AR	\$2,227,656	100.0	\$2,227,656	0.1	\$0	0.0	0.0	0
AZ	\$23,528,012	50.9	\$46,244,307	2.9	\$36,698,602	2.3	79.4	8
CA	\$349,976,347	76.5	\$457,211,629	29.0	\$561,042,037	35.5	122.7	61
CO	\$10,614,669	100.0	\$10,614,669	0.7	\$3,067,669	0.2	28.9	2
CT	\$15,237,200	99.4	\$15,325,991	1.0	\$10,716,600	0.7	69.9	3
DC	\$0	0.0	\$8,809,039	0.6	\$0	0.0	0.0	0
FL	\$26,822,350	82.0	\$32,717,196	2.1	\$43,956,747	2.8	134.4	18
GA	\$10,494,183	60.7	\$17,276,203	1.1	\$37,810,678	2.4	218.9	6
IA	\$9,084,659	99.1	\$9,168,722	0.6	\$4,674,730	0.3	51.0	6
ID	\$986,000	52.5	\$1,878,973	0.1	\$570,000	0.0	30.3	1
IL	\$60,717,000	96.9	\$62,663,781	4.0	\$64,496,250	4.1	102.9	5
IN	\$1,022,768	42.7	\$2,394,590	0.2	\$7,944,101	0.5	331.8	6
KS	\$3,724,894	100.0	\$3,724,897	0.2	\$1,040,000	0.1	27.9	2
KY	\$0	0.0	\$1,603,000	0.1	\$5,869,000	0.4	366.1	2
LA	\$4,632,480	72.0	\$6,432,480	0.4	\$2,675,000	0.2	41.6	2
MA	\$1,361,297	20.3	\$6,712,356	0.4	\$63,638,603	4.0	948.1	5
MD	\$51,527,024	97.9	\$52,615,650	3.3	\$44,800,000	2.8	85.1	1
ME	\$4,656,000	92.6	\$5,030,246	0.3	\$4,240,000	0.3	84.3	4
MI	\$18,404,358	98.3	\$18,722,683	1.2	\$20,370,634	1.3	108.8	14
MN	\$29,276,037	98.6	\$29,704,010	1.9	\$28,150,858	1.8	94.8	6
MO	\$12,982,167	100.0	\$12,982,262	0.8	\$31,691,570	2.0	244.1	6
MT	\$1,517,084	100.0	\$1,517,084	0.1	\$1,928,720	0.1	127.1	2
NC	\$18,846,000	74.8	\$25,196,615	1.6	\$12,117,982	0.8	48.1	8
ND	\$0	0.0	\$1	0.0	\$0	0.0	0.0	2
NE	\$200,000	21.4	\$935,980	0.1	\$0	0.0	0.0	0
NH	\$0	0.0	\$2,919,200	0.2	\$402,218	0.0	13.8	0
NJ	\$260,166,000	96.8	\$268,751,386	17.0	\$176,950,000	11.2	65.8	2
NM	\$9,779,061	64.3	\$15,219,062	1.0	\$442,113	0.0	2.9	2
NV	\$11,492,250	86.4	\$13,299,201	0.8	\$11,492,250	0.7	86.4	2
NY	\$17,666,371	84.0	\$21,040,121	1.3	\$88,704,935	5.6	421.6	7
OH	\$64,707,384	97.1	\$66,627,965	4.2	\$51,138,236	3.2	76.8	32
OK	\$190,000	100.0	\$190,001	0.0	\$920,000	0.1	484.2	2
OR	\$51,306,428	87.4	\$58,671,477	3.7	\$47,509,378	3.0	81.0	11
PA	\$50,663,472	94.4	\$53,640,652	3.4	\$38,731,786	2.5	72.2	19
RI	\$11,640,000	90.7	\$12,840,001	0.8	\$7,592,000	0.5	59.1	2
SC	\$800,000	100.0	\$800,000	0.1	\$0	0.0	0.0	0

Table 49 cont'd. *FY 2014 Summary of Flex Fund Availability and Obligations*

STATE	FLEX FUNDS TRANSFERRED IN FY 2014	% OF AVAIL. TRANSFERRED IN FY 2014	TOTAL FLEX FUNDS AVAIL. (TRF + CARRYOVER)	% OF TOTAL AVAIL. BY STATE	FLEX FUNDS OBLIGATED IN FY 2014	% OF TOTAL OBLIGATED BY STATE	OBLIGATION RATE	NUMBER OF FLEX GRANTS OBLIGATED IN FY 2014
TN	\$5,432,800	85.0	\$6,390,953	0.4	\$5,535,476	0.4	86.6	9
TX	\$90,968,973	81.4	\$111,751,399	7.1	\$61,984,276	3.9	55.5	14
UT	\$0	0.0	\$1,228,180	0.1	\$10,439,579	0.7	850.0	2
VA	\$37,708,446	69.1	\$54,549,649	3.5	\$46,827,011	3.0	85.8	19
VT	\$14,872,436	96.7	\$15,378,219	1.0	\$15,727,214	1.0	102.3	3
WA	\$12,973,001	91.0	\$14,251,085	0.9	\$19,874,472	1.3	139.5	19
WI	\$1,572,800	14.6	\$10,741,523	0.7	\$1,254,614	0.1	11.7	3
WV	\$956,117	97.5	\$980,773	0.1	\$386,290	0.0	39.4	3
WY	\$956,117	97.5	\$980,773	0.1	\$0	0.0	0.0	0
Total	\$1,314,600,579	83.3	\$1,578,843,513	100.0	\$1,580,797,729	100.0	100	327

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 2014, more than \$125,548,273 was obligated to grantees for this program.

Table 50 FY 2014 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	\$14,000,000	\$0	\$0	\$348,778	\$14,348,778	11.4
CO	\$0	\$0	\$0	\$0	\$575,000	\$575,000	0.5
CT	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	8.0
CE	\$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	\$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	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	8.0
IA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KS	\$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
ME	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MD	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MS	\$0	\$0	\$0	\$0	\$171,684	\$171,684	0.1
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	\$20,000,000	\$0	\$0	\$0	\$20,000,000	15.9
MT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	\$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	\$617,768	\$617,768	0.5
NJ	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NM	\$0	\$0	\$0	\$0	\$195,000	\$195,000	0.2
NY	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	8.0
NC	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ND	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	\$0	\$0	\$0	\$0	\$0	\$0	0.0

Table 50 cont'd. FY 2014 TIGER Program Obligations

STATE	PROGRAM					TOTAL OBLIGATION AMOUNT	% OF TOTAL
	BUS	FIXED GUIDEWAY	NEW STARTS	PLANNING	OTHER		
OK	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OR	\$0	\$0	\$0	\$0	\$0	\$0	0.0
PA	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	8.0
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	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	8.0
TX	\$10,302,054	\$11,337,989	\$0	\$0	\$0	\$21,640,043	17.2
UT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VT	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VA	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	8.0
WV	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WI	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WY	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	6.4
Total	\$48,302,054	\$75,337,989	\$0	\$0	\$1,908,230	\$125,548,273	100.0

Other includes Management Training and Research.

Grants for Buses 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, Grants for Buses 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 \$1,250,000 and to each territory \$500,000. 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.

Table 51 FY 2014 Grants for Buses and Bus Facilities Program Obligations by State

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	TOTAL	% OF TOTAL
AL	26	\$1,265,451	\$0	\$0	\$1,265,451	0.4
AK	12	\$543,658	\$0	\$0	\$543,658	0.2
AMER SAMOA	0	\$0	\$0	\$0	\$0	0.0
AZ	26	\$10,542,570	\$828,762	\$4,562,302	\$15,933,634	5.5
AK	77	\$4,391,642	\$0	\$346,244	\$4,737,886	1.6
CA	195	\$26,093,270	\$15,633,299	\$12,860,908	\$54,587,477	18.7
CO	21	\$2,198,902	\$47,520	\$82,520	\$2,328,942	0.8
CT	0	\$0	\$0	\$0	\$0	0.0
CE	0	\$0	\$0	\$0	\$0	0.0
DC	0	\$0	\$0	\$0	\$0	0.0
FL	28	\$5,218,097	\$250,819	\$5,495,074	\$10,963,990	3.8
GA	19	\$7,242,310	\$5,392	\$0	\$7,247,702	2.5
GUAM	0	\$0	\$0	\$0	\$0	0.0
HI	4	\$400,000	\$0	\$415,833	\$815,833	0.3
ID	0	\$0	\$0	\$0	\$0	0.0
IL	76	\$17,121,973	\$605,559	\$100,000	\$17,827,532	6.1
IN	30	\$6,253,639	\$264,790	\$417,031	\$6,935,460	2.4
IA	23	\$2,237,814	\$0	\$706,374	\$2,944,188	1.0
KS	18	\$1,077,070	\$0	\$0	\$1,077,070	0.4
KY	15	\$961,314	\$199,504	\$482,793	\$1,643,611	0.6
LA	2	\$593,519	\$1,000,080	\$729,020	\$2,322,619	0.8
ME	2	\$160,973	\$0	\$0	\$160,973	0.1
MD	0	\$0	\$0	\$6,759,027	\$6,759,027	2.3
MS	32	\$1,700,009	\$1,600,000	\$1,514,230	\$4,814,239	1.7
MI	89	\$8,702,914	\$2,423,959	\$2,007,356	\$13,134,229	4.5
MN	11	\$4,661,755	\$0	\$0	\$4,661,755	1.6
MS	28	\$783,500	\$0	\$464,000	\$1,247,500	0.4
MO	21	\$7,779,820	\$282,372	\$0	\$8,062,192	2.8
MT	6	\$957,888	\$0	\$4,800	\$962,688	0.3
N MARIANA ISL	2	\$868,778	\$0	\$0	\$868,778	0.3
NE	13	\$1,158,967	\$210,892	\$74,200	\$1,444,059	0.5
NV	0	\$0	\$0	\$0	\$0	0.0
NH	0	\$0	\$0	\$0	\$0	0.0
NJ	18	\$1,429,853	\$187,975	\$99,680	\$1,717,508	0.6
NM	14	\$1,853,837	\$0	\$538,498	\$2,392,335	0.8
NY	2	\$576,288	\$163,485	\$311,227	\$1,051,000	0.4
NC	12	\$1,409,576	\$0	\$292,500	\$1,702,076	0.6
ND	0	\$0	\$0	\$0	\$0	0.0

Table 51 cont'd. *FY 2014 Grants for Buses and Bus Facilities Program
Obligations by State*

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	TOTAL	% OF TOTAL
OH	73	\$7,219,208	\$1,200	\$4,813,357	\$12,033,765	4.1
OK	7	\$2,272,916	\$0	\$0	\$2,272,916	0.8
OR	0	\$0	\$2,767,904	\$41,640	\$2,809,544	1.0
PA	33	\$13,345,189	\$863,407	\$2,054,646	\$16,263,242	5.6
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	6	\$131,497	\$0	\$0	\$131,497	0.0
TN	0	\$0	\$0	\$0	\$0	0.0
TX	228	\$22,445,622	\$8,415,275	\$5,171,615	\$36,032,512	12.4
UT	9	\$3,088,814	\$0	\$0	\$3,088,814	1.1
VT	0	\$0	\$0	\$0	\$0	0.0
VI	0	\$0	\$0	\$0	\$0	0.0
VA	0	\$0	\$1,666,838	\$2,343,371	\$4,010,209	1.4
WA	76	\$18,339,774	\$3,660,344	\$2,075,093	\$24,075,211	8.3
WV	14	\$1,238,476	\$8,778	\$0	\$1,247,254	0.4
WI	30	\$7,578,568	\$104,000	\$78,589	\$7,761,157	2.7
WY	7	\$767,865	\$352,000	\$696,000	\$1,815,865	0.6
Total	1,305	\$194,613,316	\$41,544,154	\$55,537,928	\$291,695,398	100.0

Spare Parts / Assoc Capital Maintenance not included in the # of buses but included in the overall Bus Purchases Total.
Does not include \$88,000 for Fixed Guideway.

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 2014, the SGR program obligated approximately \$1,884,500,582.

Table 52 FY 2014 State of Good Repair Program Obligations by State

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	FIXED GUIDEWAY	PLANNING	TOTAL	% OF TOTAL
AL	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AK	0	\$0	\$0	\$0	\$18,426,377	\$0	\$18,426,377	1.0
AMER SAMOA	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
AZ	2	\$1,467,452	\$1,186,707	\$0	\$671,688	\$0	\$3,325,847	0.2
AK	0	\$0	\$0	\$0	\$355,562	\$0	\$355,562	0.0
CA	8	\$12,677,488	\$26,374,076	\$0	\$385,736,148	\$0	\$424,787,712	22.5
CO	0	\$0	\$0	\$0	\$8,700,325	\$0	\$8,700,325	0.5
CT	0	\$0	\$0	\$0	\$47,558,532	\$0	\$47,558,532	2.5
CE	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
DC	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
FL	0	\$0	\$426,112	\$0	\$36,548,781	\$650,000	\$37,624,893	2.0
GA	1	\$360,000	\$109,216	\$160,000	\$32,000,000	\$0	\$32,629,216	1.7
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	0	\$0	\$0	\$0	\$207,379,757	\$0	\$207,379,757	11.0
IN	0	\$0	\$0	\$0	\$15,078,820	\$0	\$15,078,820	0.8
IA	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KS	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
KY	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
LA	0	\$0	\$509,903	\$0	\$6,971,810	\$0	\$7,481,713	0.4
ME	0	\$0	\$530,419	\$0	\$8,841,561	\$0	\$9,371,980	0.5
MD	0	\$0	\$0	\$0	\$69,638,374	\$0	\$69,638,374	3.7
MS	0	\$0	\$0	\$0	\$63,395,832	\$0	\$63,395,832	3.4
MI	0	\$0	\$0	\$0	\$1,056,425	\$0	\$1,056,425	0.1
MN	9	\$4,544,131	\$1,910,364	\$360,000	\$6,404,000	\$0	\$13,218,495	0.7
MS	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
MO	0	\$0	\$0	\$0	\$16,175,611	\$0	\$16,175,611	0.9
MT	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
N MARIANA ISL	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NE	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NV	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
NH	0	\$0	\$0	\$0	\$166,477,236	\$0	\$166,477,236	8.8
NJ	0	\$0	\$0	\$0	\$3,853,579	\$0	\$3,853,579	0.2
NM	0	\$0	\$0	\$0	\$461,665,715	\$0	\$461,665,715	24.5
NY	2	\$733,019	\$146,108	\$0	\$0	\$0	\$879,127	0.0
NC	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
ND	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
OH	0	\$0	\$10,447,350	\$100,000	\$11,153,819	\$0	\$21,701,169	1.2
OK	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0

Table 52 cont'd. *FY 2014 State of Good Repair Program Obligations by State*

STATE	# OF BUSES	BUS PURCHASE	BUS OTHER	BUS FACILITY	FIXED GUIDEWAY	PLANNING	TOTAL	% OF TOTAL
OR	0	\$0	\$11,387	\$0	\$17,633,729	\$0	\$17,645,116	0.9
PA	0	\$0	\$0	\$0	\$118,682,163	\$0	\$118,682,163	6.3
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	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
TN	0	\$0	\$0	\$0	\$1,380,385	\$0	\$1,380,385	0.1
TX	0	\$0	\$6,364,458	\$0	\$23,740,006	\$0	\$30,104,464	1.6
UT	0	\$0	\$0	\$0	\$15,077,854	\$0	\$15,077,854	0.8
VT	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VI	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
VA	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WA	56	\$44,747,536	\$14,084,082	\$0	\$10,919,958	\$0	\$69,751,576	3.7
WV	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
WI	4	\$917,742	\$158,985	\$0	\$0	\$0	\$1,076,727	0.1
WY	0	\$0	\$0	\$0	\$0	\$0	\$0	0.0
Total	82	\$65,447,368	\$62,259,167	\$620,000	\$1,755,524,047	\$650,000	\$1,884,500,582	100.0



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