



Transportation
for America

Making the

MOST

of MAP-21

A Guide to the 2012 Federal Transportation Law —
And How to Use it for Positive Change in Your Community

A background image showing construction workers on a wooden structure, possibly a bridge or a large building. One worker in the foreground is wearing a blue shirt and an orange hard hat, leaning over a wooden beam. Another worker in the background is also wearing a blue shirt and an orange hard hat, standing near a window. The scene is brightly lit, suggesting a sunny day.

Making the Most of MAP-21

A Guide to the 2012 Federal Transportation Law

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for America**

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About this Handbook

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- Rails-to-Trails Conservancy
- The Surface Transportation Policy Partnership
- Transit for Livable Communities (Minn.)
- U.S. Public Interest Research Group

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A GUIDE TO THE 2012 TRANSPORTATION LAW

Introduction

After a delay of more than 1,000 days from the expiration of the previous law, Congress in summer of 2012 adopted an update to the federal transportation program known as Moving Ahead for Progress in the 21st century, or MAP-21.

While it stopped short of providing more robust funding or a sweeping vision for infrastructure in the 21st century, MAP-21 makes significant changes to federal transportation policy that are critical to understand. There are key provisions that allow for engaged stakeholders, local officials and citizens to push for genuine progress. By the same token, other provisions are cause for concern and will require vigilant monitoring.

Much more will depend now upon how well state departments of transportation manage affairs and attend to the needs of all their constituencies. Federal law no longer sets aside a minimum amount of money for repairing our roads and bridges, leaving it to states to decide whether to repair or replace what we have, or to build new facilities that will themselves need to be maintained. More types of projects now compete for the money allocated to metropolitan areas. The law cuts by a third the money dedicated to make our roads and neighborhoods safer for walking or biking, but it gives localities more direct control over what remains.

Though the bill stopped short of the reforms our coalition was working for, there were notable positive changes made in MAP-21:

- A major increase in federally backed loans, known as TIFIA, could help regions that raise their own transportation funds stretch those dollars farther and build out ambitious transit plans faster. (See Chapter Six: Tools and Financing.)
- The bill provides a new framework for measuring and improving transportation performance. Accountability under this structure will largely need to come from the public to ensure that the U.S. Department of Transportation sets the right performance measures and that states, metro regions, and transit authorities all set aggressive targets that guide investment decisions. (See Chapter Two: Performance Measures.)
- The Cardin-Cochran provision will provide grants to local communities to make their streets safer for people walking or biking. Dedicated funding for this grant program was retained, though at a far lower dollar level. About half the money will be given directly to metro areas, with the remainder used at state discretion. (See Chapter One: Funding Your Project and the explainer on Transportation Alternatives in the Appendix.)

- A new grant program will fund community-led planning for neighborhood revitalization around transit lines. (See Chapter Four: Public Transportation.)

With federal gas tax revenues remaining flat even as population grows and the existing system shows its age, it is clear that bolder reforms will be necessary within the next few years.

Other factors also argue for a more forward-looking approach: Gas prices are trending ever upward. Demand for public transportation is booming like never before. Demographic shifts show a more diverse America with fewer young people driving and significant increases in demand for more walkable towns and suburbs. More and more people are clamoring for safer streets and healthier communities.

For the next two years, the debate over transportation spending has moved to the states where many decisions will be made about how to spend the billions of dollars distributed under MAP-21.

This is why we've written this handbook: Your voice will be needed more than ever to urge your state to make sure that money reflects the priorities of local people — seniors trying to get to the doctor, families struggling to make ends meet and people trying to get to their job, kids simply trying to cross the street to get to school.

You have numerous opportunities for the next two years to guide these decisions at the state and local level. Our hope is that this handbook will help.

HOW TO FUND YOUR PROJECT

In 2012, Congress finally enacted a surface transportation law known as Moving Ahead for Progress in the 21st Century (MAP-21), providing federal transportation funding for two years.

While federal lawmakers had considered a one-third cut in funding, the final bill essentially holds spending levels flat at \$52.5 billion a year.

At first glance, MAP-21 may look and feel the same as its predecessor, SAFETEA-LU. However, there are significant changes to many programs and the path to obtaining funding for projects can be confusing.

This chapter will explain how these changes will impact your community and the projects you seek.

The money maze and program flexibility

The authors of MAP-21 declared it a central goal to reverse the proliferation of smaller and more specialized programs to help increase “flexibility” at the state level. (The degree to which that flexibility flows down from states to metropolitan areas is a question for later in this handbook.)

To that end, MAP-21 consolidates 90 highway and transit programs into roughly 30 and expands states’ ability in many cases to shift money from one program to another. Whether this flexibility yields a positive or negative outcome, however, will depend on the priorities states choose to follow.

As an example, states are **generally no longer required to spend money to repair deficient bridges**, though they might choose to do so. Communities waiting on money to fix a critical bridge will find that there is no longer a dedicated fund they can count on.

MAP-21 also ended the practice of Congressional earmarks for specific projects and eliminated most of the U.S. Department of Transportation’s (USDOT) capacity for discretionary and competitive programs. Nearly all the money, in other words, is apportioned to the states under the remaining overarching programs outlined here.

On the highway side, nearly **\$38 billion** will be distributed to states in 2013 under **five** primary programs. The chart below summarizes those programs and their funding levels:

Program	MAP-21 Funding (billions)	Major Focus of Program	Difference between MAP-21 and funding for SAFETEA-LU responsibilities in new program*
National Highway Performance Program (NHPP)	\$21.8	Improving the condition and performance of the National Highway System	+\$3.7
Surface Transportation Program (STP)	\$10.0	Flexible, multimodal program with aspects of local control	-\$4.0
Highway Safety Improvement Program (HSIP)	\$2.4	Improving safety for all road users	+\$0.7
Congestion Mitigation and Air Quality (CMAQ)	\$2.2	Improving air quality in areas with high levels of air pollution	-\$0.1
Transportation Alternatives (TA)	\$0.8	State and regional competitive grants for safe streets, walkable communities, and community-based transportation “enhancement” projects.	-\$0.3

* This represents the difference between a) funding provided for the MAP-21 program compared to b) the amount of money SAFETEA-LU allocated for the responsibilities consolidated into that MAP-21 program. This is why STP is shown as a decrease in MAP-21: While STP increased in MAP-21 in dollar terms, it took on far more in new responsibilities from SAFETEA without a commensurate increase in funding.

What is the National Highway System?

The National Highway System (NHS) is a 220,000-mile network of Interstates, freeways, and major highways — many of which serve as a town's Main Street. It was expanded from 160,000 miles to 220,000 miles by MAP-21.

These programs generally guide how a state may spend its federal money.

Funds received from any certain program can only be used for eligible purposes unless a state department of transportation (DOT) chooses to “flex” (transfer) the funds to

another program. For example, National Highway Performance Program (NHPP) funds for the most part may only be used for projects on the **National Highway System (NHS)** — a 220,000-mile network of Interstates and major roadways. Along these same lines, funds in the Transportation Alternatives (TA) program can only be used for projects that promote complete streets, walking and biking, and community-based transportation “enhancement” projects. The Surface Transportation Program is the only one of the five programs whose funds may be used for almost any project — safety, transit, road, vanpooling, etc.

MAP-21 shifts funds around to focus more funding on the expanded NHS. Although the NHS represents only **five percent** of all American roads, fully **58 percent** of the highway program is committed to its upkeep, amounting to \$21.8 billion of the \$37.7 billion allocated to states in 2013.

While it may appear that these funds are dedicated to programs with a specific purpose, in reality a state can transfer up to **50 percent** of funds from any one program to another. For metropolitan areas and local communities, flexibility could be either an opportunity or a threat.

Some state DOTs may be willing to transfer funds in support of local and regional projects. However, other states may prefer not to transfer funds to support projects that are not part of the state highway network, and could choose to treat the funding categories as less flexible than they are. In addition, states now have greater latitude to transfer money out of the programs that have primarily benefited localities, such as TA and the Congestion Mitigation and Air Quality Program.

For example, some states may seek to transfer funds from the limited dollars available to improve air quality or pedestrian safety to projects on the state roadway network. The temptation to do so is likely to grow, because MAP-21 did not increase overall funding levels, even as costs for major projects continue to escalate.

When talking with your state DOT, it is important to ask the right questions, including how much money is available in all highway and transit programs, not just those expressly designed to fund the kind of projects you are advocating for. Even though states have significant flexibility, a solid understanding of the rules will help you make the strongest possible case for the projects that you want.

More projects competing for limited flexible funding

As noted above, the Surface Transportation Program (STP) is the only expressly multimodal program which can pay for transit, highways, safer streets, infrastructure to foster transit-oriented development, travel demand management, and intelligent transportation systems without special dispensation.

It also is the program that provides funding to Metropolitan Planning Organizations (MPOs), the regional entities responsible for transportation planning, giving local communities the opportunity to access

More competition for flexible funds

Though the flexible Surface Transportation Program increased in total funding by \$1 billion, **\$5 billion** in new responsibilities were added to the program, which will result in much more competition for the limited portion of the most flexible and sought after funds.

dollars allocated for their needs.

Under MAP-21, **many more projects will be competing for funds from the Surface Transportation Program** (STP). The new law broadens the STP to incorporate programs encompassing **\$5 billion** of added responsibilities under the last transportation law

(SAFETEA-LU), but only increased STP's overall total by about **\$1 billion**.

This could result in situations where multiple local priorities are competing for a more constrained amount of available funding. In the end, states and many local communities will be forced to make difficult choices like continuing development of a network of complete streets, enhancing local transit service, or fixing an existing bridge that is in need of repair.

Avoiding such situations will require conscious, informed discussions among stakeholders, your state DOT and your MPO.

Understanding what programs may pay for your project

In this section we discuss various types of projects and the funds that may be used for them, as well as questions you may need to ask, tips for responding to potential push-back from transportation agencies, and sources of information to help make the case for your project.



Bridge repair

One of the most significant new responsibilities shifted to the STP is the repair of more than 460,000 bridges that are on key local and regional routes but are not on the NHS. In the past these bridges typically were fixed using dedicated repair funds from the Highway Bridge Program. But MAP-21 eliminated that repair program, shifted its funding to the National Highway Performance Program (NHPP) and divided responsibilities for bridge repair between the National Highway Program and the STP.

In principle, NHPP funds are restricted to fixing bridges only on the National Highway System, including Interstates. But only STP money is expressly available to fix local and regional bridges that are not on the National Highway System.

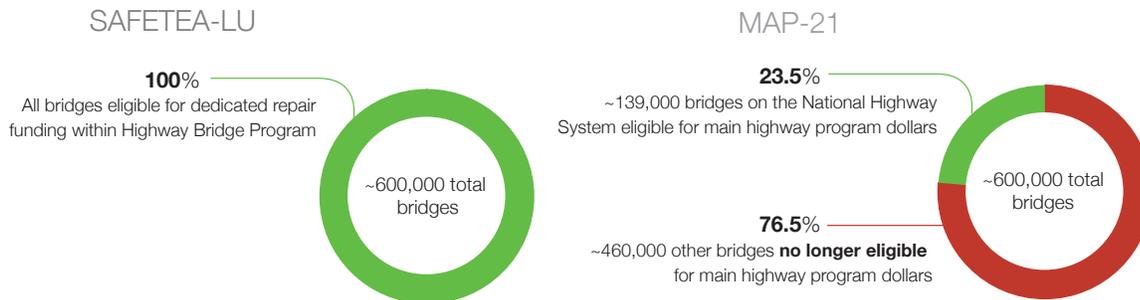
This could mean that your flexible STP dollars will be quickly consumed by bridge repair, unless your community can persuade the state to “flex” funds from the

Dedicated bridge repair funds are eliminated

Although there are almost 70,000 structurally deficient U.S. bridges, MAP-21 eliminated the dedicated program states could tap to repair all of them. Only time will tell if states prioritize investments in bridge repair.

MAP-21 eliminates bridge repair program

And forces three-quarters of all bridges to compete for flexible STP funding

**Making your case**

If you hear...

National Highway Performance Project funds can only be used on the National Highway System (NHS) and using them for other purposes would undermine our investment strategy.

We have always used these funds for this purpose – nothing is changing.

We cannot transfer these funds because we need to expand an NHS route to address congestion or growth.

Our projections show that using these funds on projects other than major highways will result in crippling gridlock.

**See Appendix B for information about bridges in your state. Additional information is available at <http://t4america.org/resources/bridges/>*

You can say...

My understanding is that for the past 20 years these bridges used to be fixed with money that is now in this program, so transferring funds out of the NHPP to fix them would not result in a change from current practice. In fact, **not** transferring funds would be a change from current policy.

How much STP money was used to fix non-NHS bridges last year? The year before that? Is that more or less than what is being proposed now?

Every day more than [number] of people use this bridge that was built in [year]. In addition, the American Association of State Highway and Transportation Officials (AASHTO) found that deferring \$1 in repairs today can cost \$6 to \$14 in the future. [Also see the first response above.]

Are the growth projections you are assuming still accurate? Vehicle miles traveled peaked in 2004 and many studies are showing that people 16 to 34 are driving much less than they did just 10 years ago. In fact compared to 2001, this age group is driving 23% less.

NHPP to fix these non-NHS bridges. **A state may flex up to 50 percent of its NHPP funds to other programs.** This would ensure that key bridges can be repaired or replaced without sacrificing the ability to build other innovative projects that help improve quality of life, provide alternatives to congestion, and promote economic development.

If a state does not agree with this request you should ask why this is not possible and use one or more of the responses on the opposite page, depending on the state's position.

Projects for safe walking and bicycling

The bottom line is all of the highway programs can be used to provide streets that are safe for everyone who uses them or to pay for facilities that provide a safer and more inviting environment for people on foot, waiting for transit, in a wheelchair or on a bicycle. However, each program has different rules regarding such projects.

The most obvious fund for safer streets is the **Transportation Alternatives** program. The Transportation Alternatives program consolidates the previous Transportation Enhancements, Safe Routes to Schools, and Recreational Trails programs, while cutting the overall amount available for these projects by a third.



However, a share of these funds now goes directly to MPOs that serve areas with a population over 200,000, with the remainder distributed by states to local governments, school districts, or other local agencies through a competitive grant process. Most states receive between \$10 million and \$25 million a year; see the appendix for a state by state breakdown for your state's total.

NHPP dollars are still transferrable

Though NHPP dollars can only be directly spent on the five percent of all U.S. roads that make up the National Highway System, up to 50 percent of NHPP funds can be transferred to other programs, like the flexible Surface Transportation Program.

It is critical to ensure that your state does not transfer these funds to other programs, except in the unlikely event that there are no qualifying projects.

Under MAP-21, states can reallocate up to 50 percent of all Transportation Alternatives funds, no questions asked. This may represent a major loss for local communities, even though for a state the benefit may only be a small contribution to the cost of a larger project.

States may also invest funds from the **Highway Safety Improvement Program** (HSIP) in safer street projects. Although states typically spend little or no HSIP money to protect people on foot or bicycle, there is a strong argument for doing so because 15 percent of all traffic fatalities nationally are bicyclists and pedestrians, with that percentage ranging much higher in many states.

If you hear...

We need to transfer Transportation Alternatives funds to focus on “core” transportation needs.

We are going to use all of our Highway Safety Improvement Program (HSIP) funds for roadway projects that improve driver safety.

We do not have a serious pedestrian and bicycle safety issue in our state.

We are using our Congestion Mitigation and Air Quality (CMAQ) funds to address specific air quality problems – we do not believe that biking and walking will help with this.

We do not have enough CMAQ funds to address existing air quality problems.

Bicycle and pedestrian projects cost too much compared to the benefits they yield.

Appendix C includes state-specific information related to bicycle and pedestrian fatalities as well as a sample one-pager to help advocate for funding. Additional information related to the location of pedestrian fatalities can be found on our website at <http://t4america.org/resources/dangerousbydesign2011/>.

You can say...

Over the last 10 years more than [number] of people have died walking and biking in our state. MAP-21 cut bike/ped funding by [number] in our state already – additional cuts are not necessary.

Over the last 10 years more than [number] of people have died walking and biking in our state – this represents more than [percent] of all traffic fatalities. Shouldn't we invest highway safety funds to fix this problem? At least an amount proportional to the percentage of fatalities?

While overall traffic fatalities are decreasing, pedestrian fatalities have been decreasing at a much slower rate. In fact, this year pedestrian fatalities have increased. Why are we not investing “safety” funds to improve safety for all road users?

Walking and biking are the only form of pollution-free transportation and are key components of successful transit service, which has long been funded out of the CMAQ program. In fact, many regions like Chicago, Seattle, and Washington, DC recognize the air quality benefits of bicycle and pedestrian projects.

Are we using all of our CMAQ funds this year? Did we last year? [This can help determine if a state is transferring CMAQ funds to other programs.]

That depends on how you define benefits. Projects that reduce injuries and deaths save millions in emergency medical costs, provide more people the opportunity to walk and bicycle, improve exercise rates and health, reduce health care costs, and improve quality of life. Why shouldn't these factors be part of the cost-benefit assessment?

Under MAP-21, states now are required to update their Strategic Highway Safety Plans to consider the safety needs of all “road users,” including bicyclists and pedestrians. In addition, states must consider crashes that include pedestrians and bicyclists as they develop the update to their strategic highway safety improvement plan.

These provisions create opportunities for you to work with your state to ensure that projects and strategies to improve the safety of people on foot or bicycle are included in the plan and receive funding under this chapter. Appendix C includes the average number of bicycle and pedestrian fatalities by state from 2008-2010.

Biking and walking projects can also be funded under other programs:

- **Surface Transportation Program**, without any restrictions;
- **Congestion Mitigation and Air Quality (CMAQ)** program, in qualifying areas with significant air pollution;
- **National Highway Performance Program**, only for projects adjacent to a roadway that is part of the National Highway System.

Improving existing transit service

Increasing the frequency of existing bus and rail service can be tough, particularly with stretched agency budgets. MAP-21 maintains most of the existing programs to improve service and makes a few changes that may help your community.

As is the case today, the largest federal source of funding for these improvements will be the transit formula grants that your region receives. For large systems – those in areas with a population over 200,000 – these

funds are restricted to capital investments, such as new buses and rail cars. The law makes an exception for smaller transit systems operating fewer than 100 buses during rush hour; those agencies may use funds for operating assistance as well. Systems in regions under 200,000 receive both capital grants and operating assistance that can be used to support both existing and new transit service.

Many qualifying areas with air pollution problems can use the CMAQ program to support the cost of running trains and buses, as well as improving the transit system’s state of repair. However, this startup assistance is limited to a period of three years.

To see if your community is one of the places eligible for CMAQ money, take a look at <http://www.epa.gov/airquality/greenbook/>.

For regions with a population over one million, the MPO will be required to develop a CMAQ performance plan and set targets for reductions in congestion and air pollution. If you live in one of these places it will be important to engage during the development of this plan as it can either help steer funding towards new transit service or away from it.

If your community’s existing rail or bus rapid transit (BRT) is at capacity along key lines and stops, the New Starts program may offer relief. Under new provisions communities can apply for New Starts grants to expand the capacity of an existing rail or BRT route. These projects, known as “core capacity,” must increase the passenger carrying capacity of an existing line by at least ten percent. This would not involve extending an existing line, rather improving the current line to allow for more frequent service or other changes that would move more people on the same line.

Building new transit service

A mixture of highway and transit programs can be used to build new transit lines such as streetcars, light rail and bus rapid transit. The main sources for new transit lines are the Urbanized Area Formula Grants and the New Starts/Small Starts program. These two programs are discussed in more detail in Chapter Four on transit. As noted earlier in this chapter, the CMAQ program might also be a source of funding for new service.

Another highway program that is often used for transit purposes is the Surface Transportation Program. STP is the multimodal, flexible program that goes to all states and communities and provides funds to metropolitan planning organizations for projects they directly select. From 2004 to 2008, an average of \$366 million in STP funds were used for transit projects each year.

As we discussed earlier, the Surface Transportation Program has taken on \$5 billion in additional responsibilities but only received \$1 billion in additional funding. This emphasizes the importance of ensuring that your state transfers NHPP funds to help pay for the repair of non-NHS bridges — a larger percentage of which are deficient. If not, it could become difficult to use STP funds for transit and other purposes as many

regions decide to use those funds for repairing non-NHS bridges.

MAP-21 also allows dollars from the National Highway Performance Program to be used for new transit projects under certain situations.

Some NHPP dollars can be spent on transit

To use NHPP funds on transit, the new transit line must be (i) adjacent to a freeway or Interstate, (ii) reduce delay on the adjacent highway, and (iii) be more cost-effective than an improvement to the highway. Difficult hurdles to clear, but worth consideration.

To use these funds, the new transit line must (i) be adjacent to a freeway or Interstate, (ii) reduce delay on the adjacent highway, and (iii) be more cost-effective than an improvement to the highway. These are significant hurdles to clear, but given that this is the largest formula program, it is worth considering as an option where possible.

In addition to these highway formula programs and the transit formula programs, transit projects can be financed through the TIFIA loan program. TIFIA can provide low-cost loans that cover up to 49 percent of a project's cost, provided the entity sponsoring the project provides a dedicated revenue source such as a property tax or sales tax. In addition, TIFIA has financing terms that allow a local government to help pay back a loan for a transit project with the economic development generated by the project. For more information, please see our report, *Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects*, on our website at <http://t4america.org/resources/transit-guidebook/>.



Thinking Outside the Farebox

Creative Approaches to Financing Transit Projects



There are also two competitive grant programs that may be options for funding your project – Projects of National and Regional Significance (PNRS) and the Transportation Investments Generating Economic Recovery program (TIGER.)

If you hear...

You can say...

These are highway funds and we cannot/should not use them for transit projects.

Transit projects will not reduce congestion, improve the region's economy or make it easier to get places. Transit projects are a local concern; the state has to prioritize highway projects, which have an economic pay-off in reduced congestion or new economic development.

Most people drive to work and there isn't a demand for more public transportation – so we should not use limited transportation funds for transit projects.

See Appendices D and F for information on reduced congestion costs, economic benefits of transit and household transportation costs.

Transit reduced congestion costs in our community by [dollar figure] last year. Transit can often be a more cost-effective, long-term solution than adding new lanes – if that is even an option.

Transit can help promote economic development and jobs – in [city] they saw [benefits from transit investment]. And transit is increasingly an economic lifeline for low and moderate income workers and families who are struggling to make ends meet.

Actually, demand is surging. Gas costs [dollar figure] a gallon. This is only going to go up as the economy improves. People already are moving to transit as a result. Because of the lack of options, transportation costs eat up [percent] of household income in our area. In areas with better transit, households only spend nine percent of their income on transportation, on average.

Both programs are subject to annual appropriations so we will not know until Congress passes its yearly budget whether either program is funded.

Projects of National and Regional Significance – designed for high-cost but important projects that might not otherwise secure funding – was authorized for \$500 million and the TIGER program has been funded around that level for the past few years. The relatively low level of funding means these programs will be highly competitive and over-subscribed. (See Chapter 6 on Tools and Financing for more about the TIGER and PNRS programs.)

Transit-oriented development

High-capacity transit lines provide a framework that can accommodate new development, such as affordable housing, job centers and retail, providing an essential focal point for new economic activity. Frequently, the infrastructure in the area around stations needs to be retrofitted to realize the potential for transit-oriented development. These changes can include providing safer and more convenient access to the transit station, making the streets more pedestrian-friendly, managing the demand and supply of parking, and re-designing intersections in the area.

New pilot program to fund transit-oriented development

The Federal Transit Administration will be able to award grants totaling \$10 million each year to help improve station-area planning to foster walkable, transit-oriented neighborhoods around transit stops.

A new pilot program for transit-oriented development in MAP-21 can provide funds for planning these types of station area improvements. Regions planning or building new rail or bus rapid transit projects may apply for grants that will support planning the development of

walkable neighborhoods around transit stations.

This kind of transit-oriented development helps provide more opportunities for housing and jobs while increasing ridership on the transit line. However, it can be complex to create the local zoning and development codes that support it, and this program will help with that. The Federal Transit Administration is tasked with developing criteria for selecting applicants and may award up to \$10 million in grants a year.

Three other programs can provide funds for building these types of projects: the STP, Transportation Alternatives, and the CMAQ program.

Regions larger than 200,000 in population have control over a portion of the STP and Transportation Alternatives funds and often have some control over CMAQ funds. Some regions have already used these funds to develop grants to local governments to help implement regional growth strategies or transit-oriented development plans.

For instance, the Atlanta Regional Council's Livable Centers Initiative provides infrastructure improvement dollars that enhance main streets and transit station

areas throughout the Atlanta region. These are often small but extremely popular and cost-effective projects. MPOs in areas over 200,000 in population now have access to funds (the Transportation Alternatives program) under MAP-21 that can be used to promote transit-oriented development by improving bike and pedestrian access to transit and making areas around transit stations safer and more attractive for people arriving or leaving on foot or bike.

A limited focus for improving freight and goods movement

MAP-21 does not contain a program expressly designed to fund projects to improve the freight network.

Freight rail projects remain ineligible for funding out of the highway formula programs. Only the TIGER program – discretionary grants awarded by USDOT – can pay for freight rail projects, but that program is subject to a hotly contested appropriations process each year, and may or may not continue. However, other aspects of the bill will influence the types of freight projects that are built over the next two years.

Highway projects that improve the efficiency of freight movement are eligible for a higher federal share of project cost when they are included in state freight plans. For most projects, federal funds may cover a maximum of 80 percent of costs, but freight-efficiency projects may now have a federal share of 90-95 percent.

This includes efforts to reduce the environmental impacts of freight movement on communities. If your community has air pollution or other negative impacts from freight movement, **you should engage in the development of the state freight plan** to ensure environmentally friendly projects are eligible for the higher federal share of cost.

Transportation demand management and other innovative projects

Many communities are looking for ways to move more people on existing streets and improve information available to commuters. Projects like intelligent transportation systems, ramp metering, bike-sharing systems, carpooling, and other improvements are eligible for funding.

These types of projects can help improve the ability of the transportation network to move more people without costly expansions. As MAP-21 does not increase funding levels you should encourage your region and state to look at these cost-effective projects.

There are two main programs that can fund these types of projects – the STP and the CMAQ program.

In addition, the NHPP can fund motorist information signs, ramp metering and other operational improvements on roads that are on the NHS.

MAP-21 makes a key change related to expansion of private vanpooling services. Until now, private funds from vanpool operators were not able to serve as a match for federal funds to purchase new vans. MAP-21 modifies these provisions, which will help local communities provide these services.

What are Intelligent Transportation Systems?

Integrated information, telecommunications and computer-based technologies used to make infrastructure and vehicles safer, smarter, more efficient and connected. Examples include traffic light synchronization, real-time data in transit vehicles or stations, and many others.

Tips for requesting funding

When requesting funding for your project it is important to remember that state DOTs and MPOs may commit funds to projects years in advance under some of these programs. For example, when construction starts on multi-year project a state will commit future funds to help meet expenses incurred for the project in those future years. This happens more often with funds in the NHPP and the STP, which represent the vast majority of federal highway funding. It happens less frequently with CMAQ, HSIP, and Transportation Alternatives funds, because these programs are significantly smaller and tend to fund projects much smaller in scope and price tag.

Still, it never hurts to keep asking for money from the larger formula programs. Although a large share of formula dollars may already be spoken for, it is very rare that 100 percent of any program is completely committed, leaving relatively small amounts of available funding from the larger programs that can help you complete your smaller project.

In the event that all funds are committed for the current or upcoming year, seek to lock in funds for the following year.

What about ports and intercity rail?

You may be asking yourself – what about new passenger rail service? What about ports? Unfortunately, there are no dedicated formula program dollars for most intercity and high-speed rail projects and port projects.

However, there is an opportunity for some port-related projects to be funded out of the Projects of National and Regional Significance and TIGER programs. As we mentioned before, these programs are subject to annual

appropriations. Ports can take greater advantage of the TIGER program — they can apply directly for funds and can build both freight rail, roadway, and intermodal transfer projects.

Under the Projects of National and Regional Significance, a port must apply through a state and can only build roadway and intermodal transfer projects.

While intercity passenger rail projects are not eligible under MAP-21, projects that improve commuter rail service are eligible under the same programs that can fund transit projects. As many commuter rail systems operate on the same tracks as Amtrak service, these projects can help improve reliability for both commuter rail and Amtrak trains.

For more information on what's not in the bill, please see Chapter Seven: "Missed Opportunities."

Conclusion

Transportation money is as tight as it has ever been since the inception of the federal program in the 1950s. The authors of MAP-21 rejected calls to cut federal transportation funding by as much as a third, but managed only to hold it at 2012 levels, with a modest adjustment for inflation. The needs of maintaining an aging system are competing with equally compelling needs to accommodate a growing population that is concentrating in urban and suburban centers. And demographic shifts mean we need a different approach to address the transportation needs of a 21st century America.

Nevertheless, MAP-21 will allocate billions of dollars to every state and metro area. That money comes from, and belongs to, the citizens and stakeholders who pay into the system and elect or appoint the public stewards of that money. In other words, it's your money, and your

priorities matter. We hope that the information provided in this handbook, on our website, and through other venues will help you become a responsible, informed and effective advocate for your community's needs and priorities.

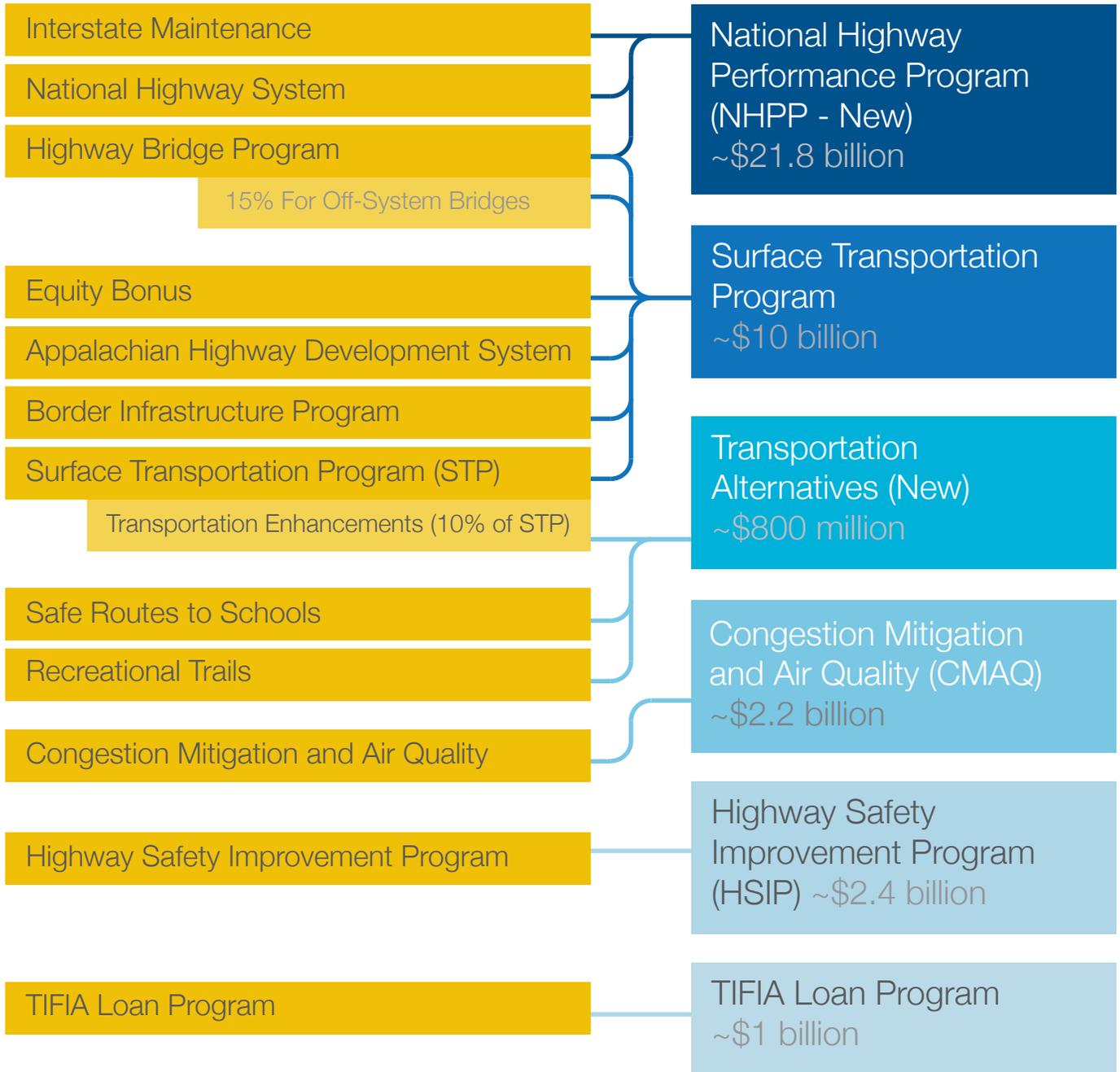
Highway Programs	Eligibility	Percentage of Highway Funds
Surface Transportation Program (STP)	Highway, bridge, transit, and safe streets projects on the National Highway System and other federal-aid highways; and repair work on off-system bridges	26.7%
National Highway Performance Program (NHPP)	Repair and new construction of highways and bridges on National Highway System	58%
Congestion Mitigation and Air Quality Improvement (CMAQ)	Highway, transit, and safe street projects that improve air quality, relieve congestion, and help meet national ambient air quality standards (NAAQS)	5.9%
Transportation Alternatives (TA)	Safe streets projects, including bike, pedestrian, and complete streets infrastructure	2.2%
Highway Safety Improvement Program (HSIP)	Projects consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement, and safe streets projects	6.4%
Metropolitan Planning (PL)	Activities to support metropolitan planning	0.83%
Transit Programs	Eligibility	Percentage of Transit Funds
New Starts (competitive)	Major new streetcar, light rail, bus-rapid transit and heavy rail transit projects, including extensions and capacity improvements to existing lines	18%
Urbanized Area Formula Grants (5307 - Formula)	New bus and rail capital projects and capital maintenance work on existing systems in urban areas over 50,000 in population; may be used to cover operating costs in urban areas under 200,000	41.6%
Formula Grants for Enhanced Mobility of Seniors and Persons with Disabilities (5310 - Formula)	Capital and operating expenses that support transportation to meet the special needs of older adults and persons with disabilities	2.4%
Formula Grants for Rural Areas (5311 - Formula)	Capital, operating, and planning expenses for public transportation projects that meet the needs of rural communities	5.7%
State of Good Repair Grants (5337 - Formula)	Maintenance projects for existing fixed-guideway rail and bus systems, including vehicles, track, structures, communications, etc.	20.2%
Bus and Bus Facilities (5339 - Formula)	Purchase, rehabilitation, and repair of buses and bus facilities	4.0%
Additional Programs	Eligibility	Funding
Projects of National and Regional Significance (Competitive)	Highway, bridge, transit, and certain types of freight projects with a total cost of at least \$500 million	FY13 \$500 million FY14 \$0
TIFIA Loan Program (first-come, first-serve)	Provides loans for highway, bridge, transit, intermodal, port access, and freight transfer facility projects	FY13 \$750 million FY14 \$1 billion
TIGER Program (not an authorized program)	Highway, bridge, transit, freight, port, walking and biking, and multimodal projects.	FY13 \$500 million FY14 \$0

Restructuring of Core Highway Programs Under the Final 2012 Transportation Bill (MAP-21)



Former Formula Programs

MAP-21 Core Program Structure



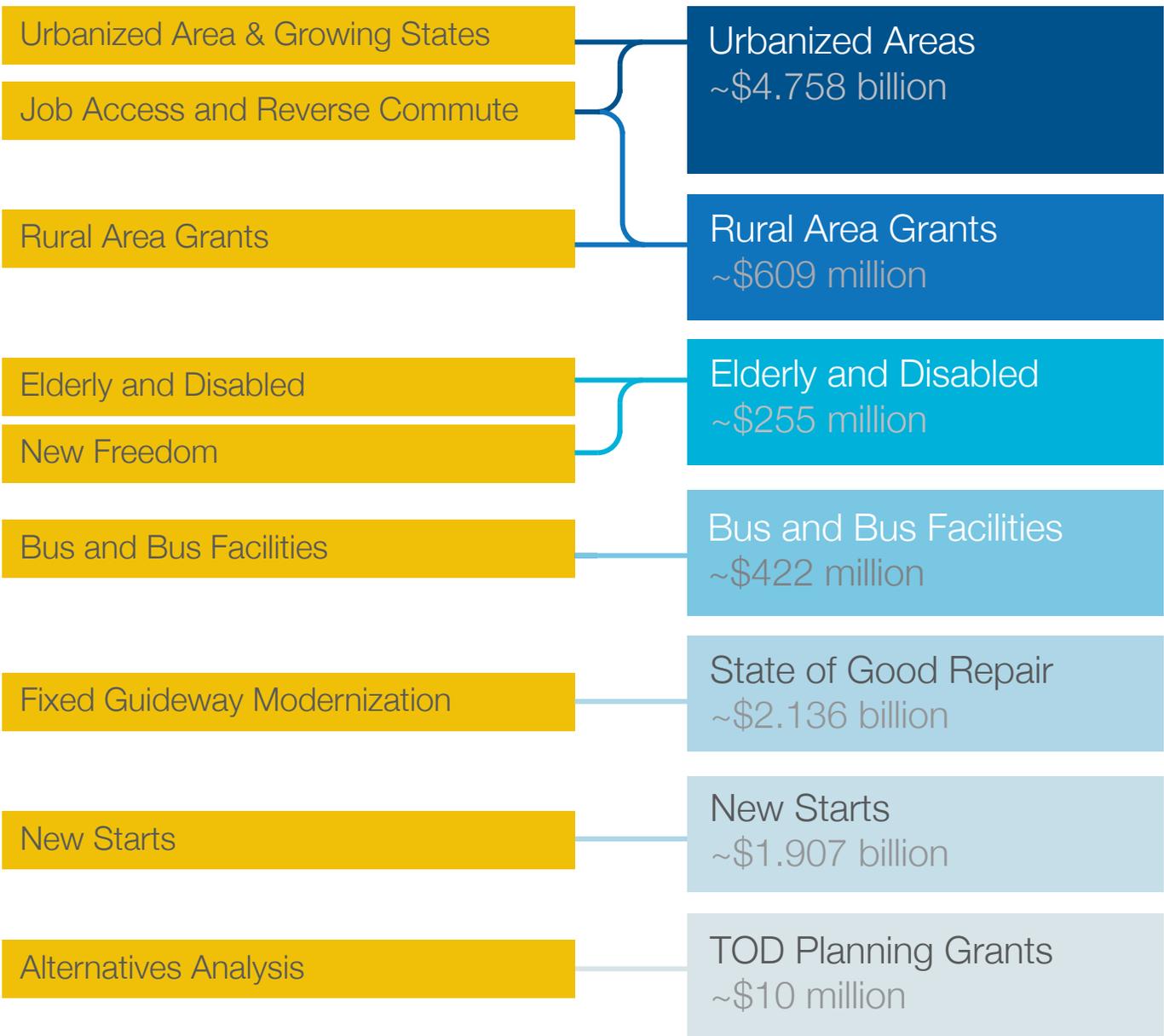
All above programs are eliminated or consolidated except Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ) and the TIFIA loan program.



Restructuring of Core Transit Programs Under The Final 2012 Transportation Bill (MAP-21)

Former Core Programs

MAP-21 Core Program Structure



PERFORMANCE MEASURES: What Are My Tax Dollars Buying?

The federal transportation law, MAP-21, breaks some new ground by improving accountability for how our tax dollars are used and establishing performance measures to guide future transportation investments.

When the federal program was set up to build the Interstate highway system in 1956, accountability could be measured simply by how many miles of highway were laid.

Today, the Interstate system has been built and the over-riding tasks are more complex, involving the maintenance and operations of existing highways and public transportation, while completing the transportation network to expand access and mitigate bottlenecks.

Despite escalating levels of investment, congestion worsened and was slowed recently only by the Great Recession. Money is tighter as gas tax receipts fall and construction costs rise.

The federal transportation program, in other words, must demonstrate performance on multiple fronts, with more accountability for progress on the part of implementing agencies – or we risk losing public support for continuing it.

During the 2009-2012 federal transportation authorization debate, Transportation for America was not alone in making the case for greater accountability. Two Congressionally chartered national commissions, filled with a wide range of transportation policy experts, reached similar conclusions.

Our coalition went a step further and outlined how such an approach might work. We argued that Congress should first establish critical national goals such as economic growth, national connectivity, metropolitan accessibility, social equity, energy security, public health, and safety. It should then require states and metro areas to establish a set of performance benchmarks – their own, not federally mandated – for meeting those goals and report regularly on progress in the most transparent way possible.

MAP-21 adopts some, but not all, of this approach. The law does begin to establish national goals and performance measures, and federal aid recipients are required to set targets for each performance measure and plan future spending to help meet their targets.

Why are performance measures necessary?

The federal transportation program **must** demonstrate performance with more accountability for progress at the federal, state, and local level – or risk losing public support for continuing the federal program.

Under MAP-21, the U.S. Department of Transportation must establish measures for:

- Interstate highway performance
- National Highway System (NHS) performance, excluding Interstates
- Interstate pavement condition
- NHS pavement condition
- NHS bridge condition
- Fatalities and injuries per vehicle mile traveled
- Number of fatalities and injuries
- Metropolitan congestion
- On-road “mobile source” emissions
- Freight movement on Interstate highways
- Transit safety
- Transit state of repair

While MAP-21 starts the transition to a performance-based system, it falls short on some of those concepts. For one, the scope of the performance measures is too narrow and ignores key transportation impacts.

A more comprehensive set of performance measures would have examined other important areas with implications for individuals, businesses, and the nation, such as household transportation costs, energy security, and access to jobs.

There are few enforcement teeth. In most cases, the program neither rewards nor penalizes states and regions for their progress toward the performance targets they set. Nor are there competitive grant programs that give preference to those that made significant progress meeting their performance targets.

The only penalty for failing to make progress toward a target is slightly reduced funding flexibility for safety and infrastructure conditions, and that does not kick in for several years — long after MAP-21 is set to expire.

What's the big deal?

Despite the shortcomings of the performance management system in MAP-21 it is critically important and the early implementation stages are vital. Eventually these measures and their targets will drive spending in states and regions. It's essential to get them right now so that we can begin to build a system that rewards states and regions for the outcomes that improve our lives.

At a national level, this will be the first time the performance of states and regions will be analyzed using uniform measures, allowing comparisons between states or regions on relative progress. Those not demonstrating adequate performance are given an incentive to change investments to improve performance.

How performance measures and accountability work in MAP-21

MAP-21 requires USDOT to establish, by March 2014, the factors that will be used to evaluate the measures listed on the previous page. It will then be up to state DOTs, metropolitan planning organizations, and transit agencies to set the targets they intend to hit for each of those measures over a certain period of time. For example, a state with 40 percent of its road miles in good condition might set a target that 45 percent will be in good condition at the end of a five-year plan. In order to set targets, agencies must first establish baseline conditions for each of the performance measures.

States will then establish targets for future conditions for each of the measures. Under MAP-21 they have until March 2015 to set targets. MPOs must establish targets by September 2015.

Thought Exercise: Setting Targets and Performance Measures

When communities plan how to invest transportation dollars, they first have to envision the outcome they want to see. Suppose your community prioritized improving health and offering more affordable options to travel to work, school, health care and recreation centers. How might you measure progress in these areas? In the example below, we show some possible targets to meet these goals over the life of your plan, and the benchmarks you might use to mark progress.

Goals	Measure	Target
Healthier communities and affordable transportation options	Improve access to public transportation	Increase future availability of housing within a 1/2 mile of public transportation stops by 30 percent
	Improve safety and convenience of bicycling and walking	Double the number of walking and bicycling trips; reduce bicycle and pedestrian fatalities by 50 percent
	Improve affordability of transportation	Reduce average transportation costs per household by 25 percent
	Improve air quality	Reduce population exposed to harmful particulate matter by 20 percent

Will these measures guarantee a better transportation system?

Most of the requirements have to do with clearer reporting and transparency for project selection. One thing the measures certainly will provide to local officials and advocates is significantly better information to hold your state DOT or MPO accountable for their spending and project selection.

As agencies develop their required long-range plans they will analyze the degree to which proposed investments will meet or make progress toward their performance targets. From those long-range plans they will then develop short-term project lists that will also need to include an assessment of progress toward their performance targets.

As they implement their plans, agencies must report on whether the projections they made are being realized. States are required to make biennial reports, while MPOs must include system performance reports in their long-range plans.

The reporting requirements in MAP-21 will give you and other stakeholders the information you need to hold them accountable for what is working and what is not. Armed with this information, citizens and local officials will be able to advocate for new priorities and better outcomes.

Doesn't my state already track performance?

The concept of government reporting on how a system is operating is not new. Some states already report on the condition of their networks through annual reporting. Similar to a reading on a dashboard, however, these reports may tell you how fast you're going, but they don't say much about where you're headed or when

you expect to get there. Under MAP-21, agencies won't merely report on where they are today, but what they think future spending will do and – after the investment – whether it performed as expected or not.

Today, states report on an array of different factors using a variety of measuring tools. Alaska, for example, gauges pavement condition according to its own department's standards while North Carolina measures "infrastructure health," a combination of pavement condition and safety features. Virginia publishes a similar dashboard but adds reporting on congestion. The national performance measures USDOT will set should allow the public to more easily understand and compare performance within particular areas and across jurisdictions.

So how does this all work?

As they are today, states and MPOs are expected to create 20-year long-range plans. In the past, critics have described these as "stapling exercises," collections of wish lists submitted by various jurisdictions. MAP-21 attempts to change this by putting an emphasis on system performance across all modes.

Long-range plans will project future growth and lay out broad transportation investment strategies and development trends. Using measures established by USDOT, each plan must first establish a baseline of how things are working now, and then identify how well they will work in the future. This comprehensive plan will paint a picture of broad impacts to the whole system. If successful, the use of performance measures and targets will create pressure for more transparent, merit-based project selection.

National Goals

MAP-21 establishes goals intended to create a national vision for the transportation system. States and regions are encouraged to make their plans support progress toward these goals. These goals, identified below, are not otherwise incorporated into programs and progress towards achieving them is not measured.

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

From planning to action: transportation improvement programs (TIPs)

As mentioned above, after the long-range plan is set, the next step is to identify a four-year program of projects that will be funded and built during that time frame. This project list is known as the Transportation Improvement Program, or TIP for short. The long-range plan sets the vision while the TIP details the specific short term investments that will achieve the vision.

MAP-21 requires states and regions to describe how this short-term list of projects as a whole will make progress towards reaching all of the performance targets. This is very important as it ties the performance management system to the actual spending of funds. The long-range plan is important, but it covers a 20-year period, updated every five years. So the long-range plan could show improved performance that is never realized because the projects that provide the benefits come in later years of the plan and are never built.

MAP-21 also requires the development of several

Performance Plans	Who Creates the Plan?
Highway asset management plan	States
Transit asset management plans	Transit agencies and states
State strategic highway safety plan	States
Public transportation agency safety plan	Transit agencies and states for rural regions
CMAQ performance plan	Metropolitan areas over 1 million in population

What is an asset management plan? Maintaining infrastructure requires constant attention. This plan describes the monitoring, analysis, prioritization, repair, and long-term strategy an agency will undertake to maintain or improve the state of good repair of those assets.

program-specific “performance plans.” These are more detailed courses of action to achieve goals related to those programs (such as highway safety and the condition and performance of the National Highway System) using funding from core highway and transit programs. These plans will likely identify potential projects for inclusion in the TIP for a state or region.

When do I get involved?

Before states and regions can formally adopt their long-range plans, transportation improvement programs and program-specific performance plans, they need to vet the plans with citizens, local officials, and stakeholders and publish them for public review. They are required to hold a number of public meetings and post the plans on their website.

The development of the long-range plans with performance targets and the development of the transportation improvement program are your opportunities to engage in the performance management process. You should also engage during the development of the program-specific performance plans; some states may complete these plans as a part of their long-range plan process, while others may do it separately.

Done well, performance-based measures should allow citizens, local officials, and stakeholders to identify trade-offs between different investment proposals and priorities. As an example, suppose a state has a target to increase freight movement but lacks the cash both to fully maintain existing roads and build new highway

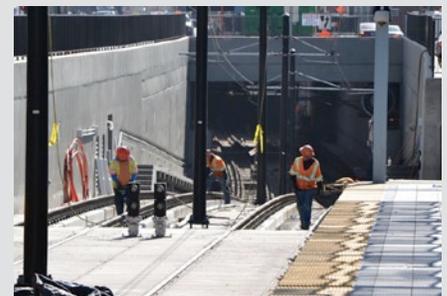
capacity. The long-range planning process would make clear that expanding major highways to hit the freight movement target could mean there is little projected progress toward improving road conditions. Past planning efforts have not always demonstrated an analysis of such trade-offs.

There is nothing that would prevent a region or state from measuring some of the other important transportation impacts we described earlier. In fact, the implementation of this system presents an opportunity to encourage your state or region to consider these other important factors as they implement the new performance measures required by MAP-21.

Performance measures and data collection requirements could be a potential boon for transit, walking and bicycling.

For many years, it has been possible to look up the condition of every lane-mile or bridge replacement cost for major highways. This ability to quantify need has provided a crucial rationale for investing in our National Highway System. However, until now, there were no comparable data available to gauge the needs for public transportation or safe walking and biking.

Public transportation: Under MAP-21, all transit agencies will need to provide data on their current condition and what it would take to keep their buses, trains, tracks, and other assets in a state of good repair. This is a significant opportunity to establish a data-driven argument for increased investment in public transportation. However, this data is only as useful as it is accessible. As the USDOT works with transit agencies that are reporting on their systems, you can help by pushing to ensure the data is published in an easily available and digestible manner.



Safe walking and biking: A similar opportunity exists with investing more to make it safer to walk or use a bicycle. Under a beefed-up Highway Safety Improvement Program, states are required to collect more extensive data on crashes for all road users, including bicyclists and pedestrians, and use the data to prioritize safety projects. Those safety projects should help them reach their performance targets. Better data on actual rates of bicycle and pedestrian crashes, as well as hard data about the reduction in crashes resulting from safety improvements, could help elevate the priority of such improvements. This is even more likely if a state is required to set safety targets by mode and there is a separate bicycle and pedestrian safety performance target.

Setting targets: states and regions

States and regions are not required to engage stakeholders as they enter the target-setting process, but there is ample opportunity to advocate for meaningful targets during the planning process discussed in Chapter Three.

Measuring the right things to avoid bad outcomes: Two examples

As we noted, USDOT has until March 2014 to establish which performance measures it will require. The following two examples help show how choosing a forward or backward looking approach to measuring progress can affect the outcome.

Highway safety: The right measure could encourage states to invest in safety improvements for everyone who uses the road, whether in cars and trucks or on foot or bicycle. A measure that looked exclusively at motorist safety could discourage spending on bicycle and pedestrian improvements and potentially make people less safe when they are outside of a car. As you now know, states will be required to report on whether or not they improved highway safety. If the highway safety performance measure specifically separates the safety measure by transportation mode, states would need to set a target to improve safety for drivers and a separate target to improve safety for bicyclists and pedestrians.

This may incentivize states that wish to show progress in reaching their performance targets to invest safety funds through a more comprehensive approach that improves conditions for all road users.

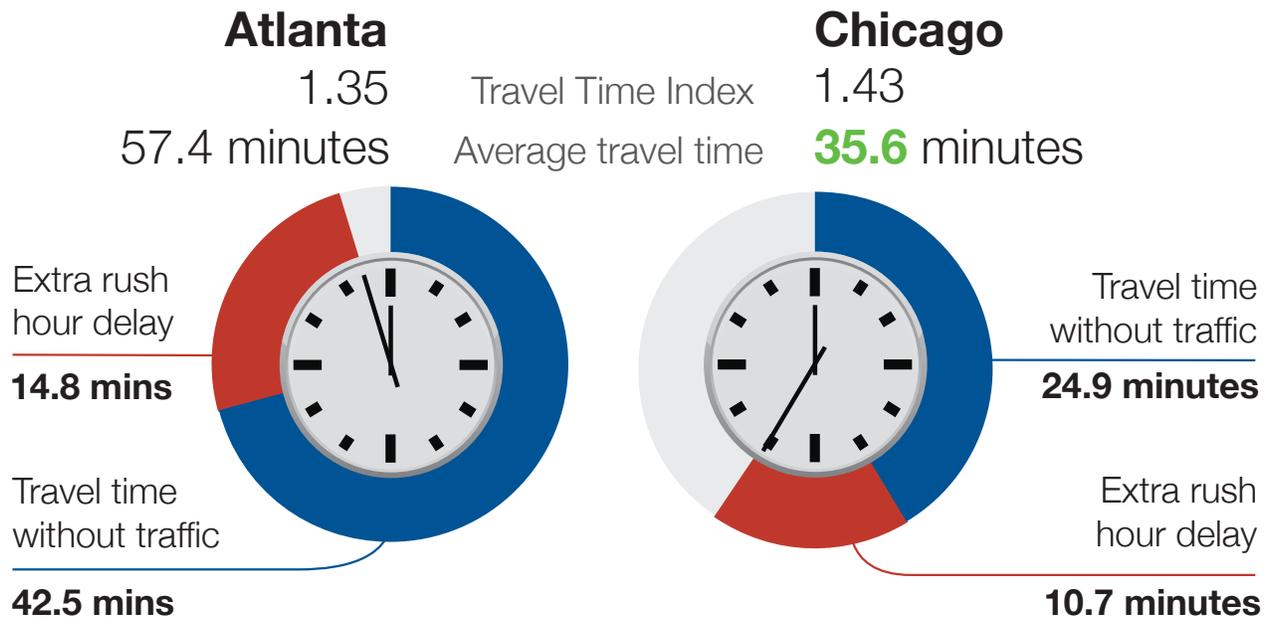
Safety Funding and Bicycle and Pedestrian Fatalities

	2008	2009	2010	2011
Percent of roadway fatalities that were bicyclists and pedestrians	12%	13%	14%	15%
Percent of HSIP funding spent on bicycling and walking projects	0.35%	0.14%	0.63%	0.37%

Highway performance: Good highway performance should mean that drivers spend less time getting to where they need to go. But if we do not measure performance correctly, then we cannot make transportation better and may waste money on projects that do not help us get places in less time over the long-term. So any national measure of highway performance should consider both of the factors that affect that time — how fast traffic is moving and how far you need to go to get to jobs and daily necessities.

Today, transportation planners typically consider speed of traffic to be the paramount factor in assessing their multi-year plans. However, measuring how fast vehicles are traveling may be less important than measuring how long people have to be in their cars, or how far they have to travel. (See graphic opposite page.)

It may be that providing a mix of travel options and focusing housing and jobs around such options would mean more people could reach those jobs faster and at less cost. After all, the outcome we're after is getting as many people as possible where they need to go as safely and quickly as possible, not simply moving vehicles around. A community might choose either approach, but the federal program should not put a thumb on the scale by solely measuring NHS performance based on traffic speed.



Though Atlanta has a much lower (better) Travel Time Index (TTI), Chicago commuters spend 20 minutes less per peak period trip.

Conclusion: Public engagement is the key to success

Under MAP-21, states received a substantial increase in money-spending latitude along with the promise that over time they would be required to demonstrate performance with those funds. MAP-21 provides a new framework for measuring and improving transportation performance. How these provisions are implemented and their overall impact on project selection and local communities are still up in the air.

Accountability under this structure will largely need to come from local officials and the public. Your voice and participation are needed to ensure that USDOT sets the right performance measures and that states, metro regions, and transit authorities all set aggressive targets that guide responsible and transparent investment decisions.

SHAPING PLANS AND PROJECTS IN YOUR COMMUNITY

If you're reading this, whether as a decision-maker or citizen, you already understand how important it is to make smart choices about investing the millions – even billions – of dollars associated with transportation in your community. Getting the outcome you want starts with sound planning. Twenty years ago, the federal transportation law known as ISTEA made major changes to increase the transparency and openness of the processes used to make plans and allocate dollars. Taken together with the requirements under the National Environmental Policy Act (NEPA), citizens and stakeholders have had a real – if imperfect – opportunity to weigh in to avert negative impacts while pushing for outcomes that improve their lives.

During the debate over MAP-21, some stakeholders argued that the planning and environmental review processes inordinately delay projects and increase costs. NEPA's rules allowing for citizens to raise challenges over health and environmental impacts came in for particular criticism, even though only a small percentage of projects receive a full environmental review. In fact, several studies have found that lack of funding, lukewarm political support or general bureaucratic red tape are more often the primary causes of project delays.

Alphabet soup: a handy guide to transportation acronyms

Only the military uses more acronyms than transportation planning. Here, for your quick reference, are some of the most common:

TIP – Transportation Improvement Program

STIP – State Transportation Improvement Program

LRTP – Long Range Transportation Plan

MPO – Metropolitan Planning Organization

NEPA – National Environmental Policy Act

EIS – Environmental Impact Statement

EA – Environmental Assessment

CE – Categorical Exclusion

MAP-21 did indeed result in some important changes that impact how transportation projects are planned and reviewed. Some offer the promise of greater accountability, while others limit stakeholder participation after the initial planning stages. With the new changes under MAP-21, the bottom line on shaping plans and projects is this: getting involved early and often in the planning of a project is the key to success. This chapter will take you through the planning and environmental processes so you know when and how to get engaged.

Transportation planning: Getting from long-range vision to project lists

In order to receive federal funding, every project must be included in a plan. Federal law requires states and metropolitan regions to develop long-range transportation plans – you might see the acronym LRTP — that cover at least a 20-year time horizon. The long-range plan establishes a vision for how transportation projects will accommodate population growth, support economic development, move goods, and provide all residents with access to jobs and other critical services.

Transportation agencies then pull from these long-range plans to make a list of near-term projects to be funded. This list is known as a transportation improvement program, or TIP. The TIP prioritizes projects to be built in four to five years. (More on TIPs to come.)

States and metropolitan planning organizations (MPOs) are in charge of developing transportation plans. Under federal law, every region over 50,000 in population must have a planning organization made up of local government officials, public transit officials and appropriate state officials to make plans allocating the federal investment. In the past many planning organizations did not include public transit officials. MAP-21 addressed this disparity by requiring that these officials be official members of the board for the planning organization.

MPOs must update their long-range plans every five years, unless they are in areas that are out of compliance with the Clean Air Act, in which case they update them every four years. There is no requirement for states to update their plans, but most do so about every five years. To find out if your region is out of compliance with the Clean Air Act please visit <http://www.epa.gov/airquality/greenbook/>.

The 20-year plan may seem far removed from your day-to-day life and the projects you care about, but make no mistake, planning matters, especially with the changes in MAP-21. The assumptions made in a long-range plan will affect the criteria by which projects are judged for selection.

For example, during the long-range plan a region makes assumptions about the amount, location and form of future growth. If the plan assumes development will push ever farther from the current fringe and that residents will endure ever-lengthening commutes, then the plan may call for expensive new infrastructure to try to play catch-up while under-investing in existing communities. If the call is made to focus growth by reinvesting in existing areas and focusing new development in walkable neighborhoods with access to job centers, retail and public transportation, then choices will likely lean toward repairing roads and transit systems in existing places, while providing safer travel options and shorter commutes.

Are the state and MPO plans the same? For those living in metropolitan regions, the MPO plans are critical, because states incorporate them into the overall state plan. Both plans are required to include identification of future transportation needs and outline policies and strategies that will be undertaken to address these needs. But it is the MPO plan that lists specific capital investments, operational and management strategies, strategies to address congestion and air quality

New under MAP-21: Rural changes

States take the lead in planning for more rural communities below 50,000 in population. MAP-21 now gives rural officials responsible for transportation an official seat at the table in the statewide planning process – similar to the role metropolitan officials have had for some time. It's thus critical that rural stakeholders proactively engage their state DOT to reassess roles and responsibilities in light of the changes in MAP-21.

concerns and other issues affecting the local economy and quality of life. MPO plans also must be “financially constrained.” This means MPOs can only include projects and activities for which they have some reasonable expectation of funding.

New under MAP-21

The new law requires states and MPOs to establish “performance targets” showing progress in several areas (see blue box on the following page for more on these.) Metropolitan long-range plans must include a “system performance report” detailing the degree to which a region is making progress toward the performance targets. It will also compare and analyze current and past conditions and performance of the regional transportation system. Similarly, states must report on progress to meeting their targets every two years starting in 2018. Over time these reports will be very helpful to hold transportation officials accountable, by demonstrating whether promised benefits from past plans have been realized.

In some places this will be the first time that long-range plans will be developed using performance measures, while in others it will build upon existing practices.

Newly required performance measures

MAP-21 requires states and metropolitan regions to make their plans based, in part, on specific performance targets they set. Plans must show progress on:

1. Interstate pavement condition and performance;
2. National Highway System pavement condition, bridge condition and performance;
3. Injuries and fatalities – both the overall number and the rate per vehicle mile traveled;
4. Air quality related to vehicle emissions;
5. Metropolitan congestion; and,
6. Freight movement on Interstate highways.

(For more information on performance and accountability in MAP-21, see Chapter Two on performance measures.)

States and regions may continue to use other performance measures. It will be critical to work with your MPO or DOT to also include a broader set of performance measures related to air quality, health, job access, or reducing household transportation costs.

Choosing the moment to engage the planning process

States and regions are required to provide the public and other stakeholders with the opportunity to engage in the development of their transportation plans. They must hold public meetings, provide information over the Internet and provide visuals to help demonstrate the needs and potential solutions in the plan.

What issues are decided during long-range planning?

Fixing existing infrastructure

The long-range plan will establish the percentage of funds that are invested in (i) repair activities like fixing roads and bridges and (ii) expanding existing highways and transit service.

With the new performance management requirements under MAP-21, transportation agencies will need to tell the public if the planned investments will improve conditions over the long run. It is important to ensure that adequate funding is provided to maintain existing infrastructure: Every dollar in preventive maintenance and early repair can avoid from \$6 to \$14 in future costs.

- In arguing for adequate repair, be prepared with information on the share of funding invested in the repair of existing infrastructure during the past several years and whether conditions have improved. If the performance measures show that conditions are not improving you should compare the proposed repair funding with past funding levels. In addition, if the proposed plan shows conditions worsening you should ask the state or region what the long-term cost of the deferred maintenance would be for the region over the next 10-20 years.

Future growth patterns

To help identify future transportation needs and problems, states and regions make assumptions about the location, and sometimes the form, of future growth. The assumptions made here are extremely important, as the location of future growth will determine the perceived needs and likely will constrain the types of investments that will address these needs.

- Be prepared to ask the transportation agency what they are basing their assumptions on. For example, if the assumptions show only spread out development at the edge of the region you could ask if the assumptions take into account demographic changes, housing affordability and market trends that are showing a preference for more walkable communities.

Transportation options

The long-range plan will also determine the amount of funding that will be spent on highways, local streets, transit, rail and biking/walking projects. The percentages applied to various modes of transportation will have a major impact as the short term spending plans must be consistent with the long-range plan. For example, if your state's long-range plan says that only 3 percent of funds will go to transit projects, that will essentially limit the number of transit projects that can receive funding.

- Be prepared to discuss trends in driving, changes in demographics and real estate market preferences to help determine if the split between highways, transit and biking/walking projects is appropriate for your state or region. Nationally, the miles we all drive has dropped or stayed flat over the last 5 years, even as the population has increased. And young adults are driving even less: According to a study by US PIRG and the Frontier group, driving among 16 to 34 year-olds has decreased by 23 percent since 2000.

Access to Opportunity

Perhaps even more important than the share of a long-range plan dedicated to different modes of transportation is what – and where – those investments get you. More travel lanes on a highway may not cut commute times but simply shift traffic congestion from a local street to a longer distance highway if not planned properly. A new transit line won't improve access to jobs

if it doesn't connect to the areas of a region targeted for employment growth.

- Ask to see the detailed assumptions about future employment growth that underpin the “travel forecasts” in the long-range plan. Be prepared to analyze both the location of employment as well as the types of jobs that are being assumed. How many jobs will be accessible to both low-wage and high-wage workers in the future and where will they be? Will different growth scenarios and mixes of transportation investments improve access to jobs?

What your tax dollars are buying

New provisions under MAP-21 require states and regions to tell the public how the proposed investments will impact several key areas of performance, including infrastructure condition, safety and congestion.

- Be prepared to ask questions about the trade-offs between various proposed investments and the impacts on future performance.

New under MAP-21

As a requirement under MAP-21, USDOT will evaluate the planning processes of states and MPOs. The evaluation, due to Congress by October 2017, will examine the effectiveness of the performance-based planning of states and regions, as well as the degree to which progress has been made towards the performance targets established by states and regions. The report also will evaluate the degree to which each state relies on public input and makes information about its performance available to the public. You should encourage your region and state to strive to be one of the best.

Transportation Improvement Programs: The projects that get funded

Once the long-range plan is finished, local officials prioritize a list of specific projects that will advance the plan during the next four years, or five in the case of those without air quality issues. At the regional level, the list is known as a transportation improvement program, or TIP. These are incorporated into statewide transportation improvement programs. A TIP may include scores of roadway, transit, rail, bicycle, pedestrian, transportation demand management and traffic safety projects – everything from a simple repaving to major new construction. The TIP provides basic information on each project, including location, cost, timeline to completion, and status.

For areas that do not meet the Clean Air Act health standards, the MPO must demonstrate that the TIP meets the emissions limits established in the state's air quality plan, known as the State Implementation Plan.

States and regions often prioritize spending for funds from different federal programs. The state typically develops priorities for projects funded out of the National Highway Performance Program, the Highway Safety Improvement Program and the portion of the Surface Transportation Program that is not allocated to MPOs. Regions typically pick projects that will be funded with Congestion Mitigation Air Quality Program and sub-allocated Surface Transportation Program. Under MAP-21, states and regions will share the responsibility for running competitive grant programs for the Transportation Alternatives program.

A key issue to watch is whether the Transportation Improvement Program is consistent with the long-range plan that the state or region developed.

Many states and metro regions update their TIPs on an annual basis. This means that you have a rolling opportunity to advocate for a specific project or to elevate a particular project to a higher position on the list. Some principles to keep in mind:

- **A matter of priorities:** Like the long-range plan, the TIP is resource constrained, meaning the state or MPO may only include projects for which resources are available or will likely become available in time to build the project. This means local leaders must prioritize certain projects over others. And, since the lists are updated frequently, certain projects may always remain toward the bottom of the list – there to appease certain constituencies, but with little prospect of advancing absent a concerted push.
- **Funds are more flexible than sometimes advertised:** Federal transportation funds are highly flexible. States are authorized to move up to 50 percent of funds from any one highway program to any other as they see fit. Nevertheless, transportation officials sometimes act as though this were not the case, leaving the impression there are no resources available for a public transit improvement or street safety project. The flexibility in federal funds means that it is a matter of priorities whether certain kinds of projects get built while others go begging.
- **Use performance measures to advocate for projects:** Under MAP-21, the transportation improvement program is intended to include an analysis of how the projects included will help a state or region make progress towards their performance targets. When advocating for specific projects during the development of the transportation improvement program it will be important to discuss the benefits of the projects towards the performance targets.

When are your projects getting funded?

While it is important to have projects included in a long-range plan, those that are included in the first five years of the plan are far more likely to advance. As most plans are updated every five years, projects beyond five years are subject to additional discussion and debate when the plan is updated. If you have a key project that is included in years six to 20 of a current plan, make sure that it is not pushed back in the update to the plan, but moved up to years one through five.

These plans will provide important opportunities to engage but you should not wait for the public meetings to engage with your state DOT or MPO, as successfully advocating for a particular project or policy takes time. Attending one public listening session or presentation will not be enough. **It is essential to meet with senior agency staff and key officials while draft plans are still being finalized.** Public meetings are an opportunity to rally larger community support.

Whether boon or bane, don't overlook planning studies

Metropolitan regions and states often carry out important transportation studies. These studies may forecast travel demand or look at how certain types of projects will affect the performance of the overall system. Regardless of the specific focus, studies serve two important purposes: First, they set the stage for future projects; second, the results may be incorporated into the National Environmental Policy Act (NEPA) review process.

Transportation study results form the analytical basis for pushing forward a particular project or series of projects. Pushing for a study or shaping the focus of a study are

important ways to engage in the planning process.

New under MAP-21

In addition, study results and decisions may now be incorporated into the NEPA review process. This new authority allows states and metro regions to streamline the NEPA review significantly, amplifying the importance of engaging with local leaders early in the planning and study process. (More on this below.)

- **By their studies shall ye know them:** States and MPOs have limited funding for transportation studies. Long-range plans may contain a section detailing priority studies for the future. When engaging on top-line issues like overall vision for a region, don't forget to pay close attention to studies. Studies often signal a great deal about what an agency intends to spend limited funds on in the future.
- **Translation, please:** Transportation studies are technical documents that inform the planning process – but their conclusions and methodology should be readily understandable by laypersons. Often, these studies are focused on addressing a particular need or corridor and they analyze the effectiveness of multiple investment options – and those investments are your money. Both the purpose and scope of the study should be clearly stated and accessible to a general audience.
- **Sharing benefits and burdens:** Transportation is vital for all segments of society, but for the millions of Americans who are low-income and struggling to make ends meet, transportation is literally a lifeline to a better future. By its nature, any single transportation project will provide benefits (say, quicker access to jobs) to some people and places, while it may have negative impacts (such as noise or

air pollution) borne by others. It is critical that planning agencies examine how a larger package of projects in a transportation plan benefits an entire region, and specifically how disadvantaged areas and minority populations fare against the region as a whole. To do this, transportation agencies increasingly are performing what is known as an “equity analysis.” It is an important tool to address Title VI of the Civil Rights Act or FHWA’s Executive Order on Environmental Justice (see box below.)

- **Beware the foregone conclusion:** Unfortunately, some studies are based on outdated assumptions. It

is important to engage in the process to ensure that a study is truly objective, considering a wide range of investments that include alternative land use scenarios and multiple travel modes.

Environmental review: project impacts and mitigation efforts

The NEPA environmental review process is another critical phase of project development during which you have an opportunity to shape a transportation project. MAP-21 makes several fundamental changes to the NEPA process that make it even more critical to engage and shape projects during the planning phase.

Environmental Justice

The 1964 Civil Rights Act required federal agencies “to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under, any program or activity receiving federal financial assistance on the basis of race, color, or national origin.” Age, sex, disability, and religion were addressed in subsequent legislation.

The USDOT Order on Environmental Justice directs federal actions for transportation purposes. All transportation agencies receiving federal funds must demonstrate compliance with Title VI of the Civil Rights Act and the Environmental Justice order. Environmental Justice is broadly applied to all planning, policies, programs, and project development activities, including the metropolitan and statewide long-range transportation plans, the transportation improvement plans, and all planning studies.

The core principles of Environmental Justice are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations. (Source: FHWA Environmental Justice Fact Sheet)

State and local actions on Environmental Justice extend to children, older citizens, and persons with disabilities as well as to minority and low-income communities under the federal order. Environmental Justice issues are intended to be addressed as part of the NEPA review process as well.

Adapted from “From the Margins to the Mainstream,” STPP, 2007



Once a project has emerged from the overall long-range plan and transportation improvement program, it must complete an environmental review if federal funds are going to be used to build the project. Under NEPA, environment includes both the natural environment (wetlands, forests, rivers, etc.) as well as the built environment (neighborhoods, businesses, park lands, etc.).

As such, NEPA is a critical tool to both preserve and enhance natural and man-made landscapes, while avoiding harmful impacts on health and quality of life, particularly on the most vulnerable segments of the population, including low-income and minority communities.

NEPA's purpose is to identify clearly all potential impacts from various alternatives to solve a transportation need, including the option not to build, as well as potential actions to mitigate negative impacts. In the past, many interested individuals and organizations have waited until the NEPA review process to engage or challenge a particular project, either because that was the first appropriate opportunity to raise those issues, or because concerned parties did not or could not foresee the potential impacts until that point.

These late challenges have frustrated transportation industry officials to the point they pushed successfully to limit the opportunity to pursue them under MAP-21. Waiting until that point has not always worked in challengers' favor either. By the time a project has advanced through planning and design to reach the review stage, it can be difficult to substantially alter the proposal.

The NEPA project review process is intended to be wholly independent and separate from project development. In reality, many of the over-arching

decisions made during the planning process influence the NEPA review. For instance, long-range plans make numerous assumptions regarding population growth and residential and commercial development patterns. These assumptions and analyses will factor into the NEPA process.

Significant changes in MAP-21

New under MAP-21

Prior to MAP-21, the NEPA review process required project sponsors to develop a comprehensive alternatives analysis – various options to solve the transportation need, as well as a “no build” option. **The new bill allows an analysis done earlier in the planning process to fulfill this requirement. As a result, a corridor study or other analysis conducted years prior to the NEPA review can now be accepted as satisfying NEPA.**

This makes engaging transportation officials and agency staff during the planning stage all the more important. Projects often are included in plans and TIPs with only the most cursory analysis of various options, including the mode, location, and scale of the project. Insisting on a more full and open discussion of project rationale and alternative approaches may help to improve the project and build stronger public support for it.

MAP-21 allows a project sponsor to submit previous analyses dealing with travel demand, regional development and growth, local land use, population and employment, natural and built environment conditions, environmental resources, potential equity impacts, and mitigation needs. These documents represent the very core of an environmental review. The methodology they use and the conclusions they draw can now be adopted during NEPA.

There is one key check on this authority: The local government where the project is located must approve the use of planning products in the NEPA review. For example, during the long-range planning process an MPO policy board may decide the best way to improve transportation along a particular corridor is to build a bypass around a town rather than improve the existing local street networks. If the MPO wants to use this analysis during the NEPA review, the local government where the project is located can essentially “veto” that request if they do not approve of the project.

New under MAP-21

Another significant change in MAP-21 is that many projects are now “categorically excluded” from the NEPA review. The types of projects now excluded include projects located within an existing transportation right-of-way. This can have mixed results. For example, a project to reconstruct an existing road can now be accelerated, which generally is a positive outcome.

MAP-21 also categorically excludes from environmental review all projects that receive less than \$5 million in federal funding or cost less than \$30 million with no more than 15 percent in federal funds.

Categorical Exclusion

Not all projects must complete a full environmental review, meaning they are not required to complete an Environmental Impact Statement (EIS). Certain types of projects are classified as a Categorical Exclusion (CE), meaning that they are expected to have so little impact they are automatically approved without environmental review.

Conclusion

Transportation planning and project implementation occur over a long horizon. At every stage in the process you have the opportunity to add your voice to shape projects and ensure that state and metropolitan leaders make sound investments that provide long-term benefits.

Timing is critical: The sooner you engage with local and state leaders the better. If your standard approach is to engage during the NEPA review, you may be too late. The changes to NEPA in MAP-21 make early engagement all the more critical as transportation plans, studies, and decisions may now be rolled into the environmental review.

With each detailed analysis and public hearing, momentum builds for a specific set of projects. By the time your local paper runs a story about upcoming construction, it's often too late to have any influence on the project.

PUBLIC TRANSPORTATION

Demand for public transportation has never been higher.

Several factors are driving the trend: Commuters looking to escape the high cost of gas; companies wanting to provide their employees a more reliable, less stressful way to work; lower-income workers depending on it to get to jobs just now returning; rural communities determined to connect growing populations of seniors and veterans to health care and critical services.

More communities than ever are also looking to build new transit systems or improve existing services as a means of improving their transportation systems and promoting long-term economic development.

Overall, MAP-21 slightly increases formula funds for transit agencies and slightly reduces funds for new construction while making several changes that should help to improve the condition of existing transit systems. The bill consolidates several smaller programs, expands the types of projects that can get funding from the New Starts program, and requires transit operators to report on the condition of their assets and set targets for improvement.

Core transit programs

Since the federal government began funding public transit in the 1960s, the majority of funding has been distributed through formula programs that address

ongoing needs of existing systems, while competitive programs have helped build new transit lines. Though the names of these programs have changed over time, this basic structure remains in place under MAP-21.

MAP-21 provides \$10.578 billion for transit in FY2013 and \$10.695 billion in FY2014, which represents about 20% of the new law's total funding.

Program	Description	Funding (FY13 / FY14)
Urbanized Area Formula Grants (Section 5307)	Distributed by formula to transit agencies in urban areas over 50,000 in population, for repair, rehabilitation, and construction of bus and rail vehicles, equipment, facilities, and infrastructure. Can cover operating costs in urban areas under 200,000 in population and for small bus systems operating in larger areas.	\$4.398 billion \$4.459 billion
New Starts/Small Starts Capital Investment Grants (Section 5309)	Competitive program for design, engineering, and construction of new fixed-guideway or Bus Rapid Transit (BRT) projects or extensions to existing systems.	\$1.9 billion \$1.9 billion
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Distributed by formula to states and transit agencies for capital and operating projects to meet needs of seniors and individuals with disabilities.	\$254.8 million \$258.3 million
Formula Grants for Rural Areas (Section 5311)	Distributed by formula to states for transit capital, operating, and planning expenses in rural areas (includes \$30 million per year for tribal transit.)	\$599.5 million \$607.8 million
State of Good Repair Grants (Section 5337)	Distributed by formula to transit agencies with fixed-guideway systems over seven years old, for maintenance of vehicles, facilities, and infrastructure.	\$2.136 billion \$2.166 billion
Growing States and High Density States Formula (Section 5340)	Distributed by formula to states and transit agencies according to population growth and density; same uses as Section 5307 (for urban areas) and Section 5311 (for rural areas.)	\$518.7 million \$525.9 million
Bus and Bus Facilities Grants (Section 5339)	Distributed by formula to states and transit agencies for purchase, construction, rehabilitation, and repair of buses and bus-related facilities.	\$422 million \$427.8 million
Metropolitan and Statewide Planning	Distributed by formula to states and Metropolitan Planning Organizations (MPOs) for transportation planning.	\$126.9 million \$128.8 million

The majority of transit funds flow directly to public transportation agencies in large urban areas over 200,000 in population and are not routed through state departments of transportation. In these larger areas, transit agencies make decisions on how to spend these funds, often working in cooperation with the regional Metropolitan Planning Organization (MPO). The transit agencies use these funds to maintain systems and to plan and build new transit lines. State DOTs are responsible for distributing funds for smaller metro areas (50,000-200,000 population) and rural areas.

Transit repair and maintenance



Transit systems experience substantial wear and tear. Operating agencies not only must keep buses, trains, and tracks in good condition, but they also are responsible for keeping farecard vending machines, escalators, and elevators working – not to mention behind-the-scenes facilities such as bus garages and vehicle maintenance shops. The responsibility to maintain existing systems is a hefty challenge for transit providers and requires a great deal of time and resources to address, particularly for older systems.

As a result, most federal transit funding is used for maintenance, repair, and replacement of vehicles, infrastructure, and facilities. This funding is distributed to transit agencies across the country based on formulas, to which MAP-21 made only modest adjustments. (Formulas allocate funding based on factors such as



Normal, Illinois, used Bus Facility Grants to build their new multimodal center that also includes Amtrak service.

population, density, and the amount of transit service provided.) Even without MAP-21's changes to formulas, the amount of money that any particular transit agency will receive in 2013 may change when the formula is updated with 2010 Census data. Regions that experienced a significant shift in population from 2000-2010 will likely see a shift in their transit formula dollars as a result. (See appendices for this data.)

The most significant change in formula funding involves buses. For many years, there has been a competitive program at the Federal Transit Administration (FTA) to give grants for bus-related needs called the Bus and Bus Facilities program. However, under MAP-21 that funding – which has been cut by approximately half – will go out to every state and transit agency in the country according to a formula.

While this has the benefit of making funding more predictable each year, spreading limited dollars around to every state and transit agency (rather than making larger targeted grants) also limits the amount any particular transit agency or state will receive in a single year. This will make it harder to use this program to fund large, one-time capital needs such as construction of a transit center or renovation of a bus garage, both of which were common uses of Bus and Bus Facilities program funds prior to MAP-21.

It is also important to note that MAP-21 retains the ability to use funds from the Surface Transportation Program and the Congestion Mitigation and Air Quality Program (and highway program funds from the National Highway Performance Program in limited circumstances — see Chapter 1 on funding your project) for transit purposes, including repair and maintenance. The decision whether or not to spend those funds on transit is made by MPOs and the states.

State of good repair

The new law requires the Federal Transit Administration to establish formal standards for “state of good repair” and “asset management” for transit agencies and requires transit agencies to develop plans for keeping their vehicles, facilities, and infrastructure well-maintained.

The FTA also will develop performance measures for “state of good repair.” These standards and measures are to be developed by October 2013. Transit agencies will be required to establish performance targets and report annually to FTA on their progress in meeting those targets. The accounting required in MAP-21 should improve our understanding of the actual condition of transit infrastructure. MAP-21 also gave FTA new authority to oversee the safety of rail transit systems, including the establishment of safety performance criteria.

This is a significant step toward putting highways and

transit on a more equal footing. For years, USDOT has collected detailed information on the condition of pavement on every mile of major highways – sometimes even smaller increments – and every bridge in the country. This allows USDOT to say exactly how much money is needed, for example, to fix all of the structurally deficient bridges in the country.

This type of information is not currently available for transit systems in any standardized format. Each transit agency measures the condition of their system differently; some do not measure it at all. This puts transit at a disadvantage in arguing for federal funding equal to its need.

Transit operations

Overall, MAP-21 does not provide relief for the financial challenges currently being experienced by larger regions in funding the operation of their systems – leaving citizens in these areas subject to draconian service cuts and fare hikes.

As every automobile driver knows, the cost of owning a car rises whenever gas prices go up. Transit agencies, many of which use diesel fuel, are also affected when gas prices go up. Paying for fuel and other types of power such as electricity to run trains, as well as paying the drivers, station managers, cleaning staff, and other employees makes up a significant percentage of every transit agency’s operating budget.

Capital versus operating expenses

Transit agencies’ capital expenses are those that add or replace vehicles, equipment, and facilities; or that extend the useful life of vehicles, equipment, and facilities through major repairs and rehabilitation. Transit agencies’ operating expenses are those that keep the system running on a daily basis, such as fuel and drivers. Except for the planning programs, all federal transit programs can support capital expenses. However, federal transit law does not allow funding to be used for operating expenses, except for the Rural Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program. In addition, the Urban Formula program is available for operating expenses under limited circumstances, discussed in the transit operations section above.

Local match requirements

Federal transit funds must be matched with “local” dollars (which can include local, regional, or state funds). In general, every \$4 in federal capital funds requires \$1 in local matching dollars, although requirements are higher for certain programs: **New Starts projects generally must provide at least a dollar-for-dollar match.** No community can use federal transit funds without committing some local funds – a longstanding policy retained under MAP-21.

Regions with a population under 200,000 have authority to use their federal transit formula dollars for either capital or operating purposes. In regions with a population over 200,000, federal transit funding can generally only be used for capital needs. All operational costs must instead be supported by passenger fares and state and local funding sources. In recent years, state and local budget crises have reduced the ability to support transit operations, causing many transit agencies to cut service and/or raise fares.

Two modest new provisions will support transit

operations but fail to address this issue for most urban areas. One provision would allow transit agencies in larger regions operating fewer than 100 buses to use up to 75 percent of their federal formula funds for operations (those operating 76-100 buses may use up to half.) In addition, transit agencies can use the funds from the Enhanced Mobility for Seniors and Individuals with Disabilities program to fund transit operations that meet the needs of older Americans and people with disabilities.

While a modest improvement, these small changes will not do enough to provide relief for the transit agencies in larger urban areas facing funding crises at the same time ridership is booming and more people than ever depend on their local public transportation systems.

New transit projects

For many years, the federal government has supported efforts to build new rail or bus rapid transit (BRT) lines through the New Starts program. New Starts is a competitive grant program for which communities must submit detailed applications and undergo an extensive review process. The program is attractive because it provides large grant awards to qualified projects that make it through the review and evaluation process.

Historically, the New Starts program has funded new fixed-guideway transit lines or extensions to existing lines. (Fixed guideway means a track or other route that is separated from other traffic.) Projects costing less than \$250 million and seeking less than \$75 million in federal funding go through a streamlined evaluation process (Small Starts). Small Starts supports smaller transit projects like streetcars as well as upgraded and more frequent bus service – “BRT light” – in corridors where a separated right-of-way is not feasible.



Charlotte, North Carolina has used New Starts grants for their Blue Line light rail — including an upcoming expansion that received funding in October 2012.

New core capacity eligibility

For the first time, New Starts grants can be given to improve core capacity in existing systems. Though a welcome development for aging systems dealing with capacity issues, these new projects will be competing for the same limited pot of New Starts transit funds.

MAP-21 retained the basic structure of the New Starts/Small Starts program, but made several important changes that will affect the development and funding of these projects. MAP-21 streamlined the project development process to allow projects to move through FTA's evaluation more quickly. MAP-21 also opens New Starts for BRT projects that are too large to qualify for Small Starts, as long as the vehicles run in a dedicated travel lane

for the majority of the route (previously the entire route must have been in a dedicated travel lane in order to qualify for New Starts funding.)

MAP-21 adds a new type of project called "core capacity" to the New Starts/Small Starts program. Core capacity projects are improvements to existing transit lines that address overcrowding at core stations or along major segments by adding station entrances, lengthening platforms, double-tracking, upgrading power systems to run longer trains, etc. These projects will be evaluated according to a new set of criteria, but will compete for the same pot of funding as traditional New Starts/Small Starts projects.

Finally, it is important to note that New Starts program funding levels remained flat at about \$1.9 billion per year, even as new eligibilities for core capacity and BRT were added. With more projects competing for the same amount of funds, this program is likely to become even more competitive than it is today.

As in the previous law, the New Starts/Small Starts program is funded out of general funds each year rather than the Highway Trust Fund, so it is subject annually to cuts in the appropriations process.

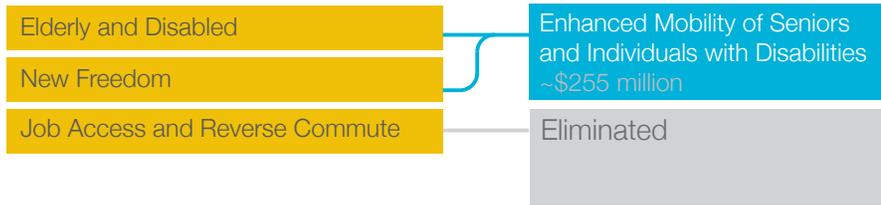
Specialized transit services

Over the years, the federal government has established small programs to help transit agencies provide service targeted to the needs of older Americans, people with disabilities, and low-income individuals. MAP-21 eliminates one of these programs and combines the other two.

The eliminated Job Access and Reverse Commute (JARC) program was designed to help low-income individuals get to jobs in areas typically not well served by transit or at times when transit would not ordinarily run — such as low-income residents who live in the city but have a job in the suburbs that starts before or after rush hour, when they might have a hard time getting a convenient ride with most suburb-to-city focused transit systems.

While these services are still eligible for a transit agency's regular formula dollars, there is no guarantee that these projects will be funded without a specific source of funds dedicated to them any longer. It will be important to engage with your transit providers to ensure they continue to improve access to jobs for low-income individuals.

Under previous law, the Elderly and Disabled program funded transit projects to serve the needs of seniors or people with disabilities and the New Freedom program funded transit projects to provide service for people with disabilities beyond what the Americans with Disabilities Act required.



Given the overlapping purposes of these two programs, MAP-21 sensibly consolidated them into the new Enhanced Mobility of Seniors and Individuals with Disabilities program, retaining the purposes of both of the previous programs.

This program can fund vans, dial-a-ride, and other services to help provide critical lifeline service to older and disabled Americans. Lawmakers recognized the growing number of seniors and increased funding in the program by more than 10 percent, up to about \$255 million annually.

Under the new combined program, funds will be allocated by formula to states and transit agencies, which may use the funds themselves or run a competitive program to redistribute that money to other entities in the area. For nonprofits or human services agencies that have used funding from either of the two previous programs in the past, it will be important to engage your state or transit agency staff who will be determining the future use of these funds.

MAP-21 includes provisions designed to support vanpools and intercity bus service as well, particularly in rural areas. Vanpool operators — generally private companies — are for the first time allowed to count the cost of purchasing their vans as part of the local match, clearing the way for transit agencies and states to use federal transit funds for vanpools without having to find other money to count as their local matching portion.

In addition, MAP-21 retains the requirement that states must spend at least 15 percent of their rural formula

dollars on intercity bus service. It also includes a provision similar to the vanpool language that allows some of the private bus operators' costs to count as a local match, alleviating the burden on states to find other funds for the local match.

Competitive grant programs

Under the previous law, FTA ran a variety of competitive grant programs in addition to New Starts; most of which were eliminated or changed in MAP-21.

Previous Competitive Program	MAP-21
Bus and Bus Facilities (includes Bus Livability and Bus State of Good Repair)	Reduced funding, and now distributed by formula
Tribal Transit Program	Most funding distributed by formula
Paul S. Sarbanes Transit in Parks Program	Eliminated
Alternatives Analysis Program	Eliminated
Clean Fuels Program	Continued but now part of the research program and subject to annual appropriations

Despite the overall trend toward eliminating competitive programs or converting them into formulas, MAP-21 does include several new competitive programs:

- Transit-oriented development planning pilot program: \$10 million per year
- Passenger ferry program: \$30 million per year
- Workforce development program: up to \$5 million per year from general (appropriated) funds

Transit-oriented development (TOD) generally refers to mixed-use development within a half-mile of a transit station. The new TOD planning program supports planning for such development around new fixed-guideway and core capacity projects. FTA will run a competitive grant program to allocate the funds. The law specifies that applicants may include states or local governmental authorities, and FTA will issue guidance regarding the elements to be included in grant applications, what size grants they will award, and other aspects of the program.

MAP-21 also gives transit projects a shot at an expanded program of federally subsidized loans known as TIFIA. See Chapter 6: Tools and Financing for details.

Conclusion

Overall, MAP-21 makes fewer changes to the transit program than to the highway program. Among the most significant changes are:

- The new standards and reporting for state of good repair and safety should increase our understanding of the condition of transit systems and could lead to larger and more stable funding to prevent decline in our transit infrastructure.
- The conversion of the competitive Bus and Bus Facilities program into a formula program will make it more difficult for transit agencies to undertake major bus-related projects like construction of intermodal facilities.
- The addition of new eligible projects into the New Starts program will create an even longer pipeline of projects competing for that program's limited funding, further demonstrating the need for a major increase in funds expressly for transit expansion and construction.

Given the escalating demand for transit service nationwide and local pleas for funding to meet that demand, MAP-21 falls far short of the need for a robust transit program just as previous transportation bills have done. Yet knowing that the initial House version of the transportation bill eliminated dedicated federal funding for transit, the preservation of the program can be seen as a positive sign.

Local communities increasingly are voting for tax increases to pay for rail, rapid bus, and regular bus service, but this is almost always intended to leverage federal support that is increasingly difficult to obtain.

The federal government is right to condition receipt of support on maintenance and preservation of existing assets, and to evaluate projects based on whether land use plans and other local policies will make maximum use of the investment.

But without expanded federal resources for transit, the metro regions that drive our economy will be hard pressed to keep people and goods moving and rural communities with growing populations of seniors and lower-income residents will find it harder to keep up.

LONG-TERM FUNDING

Everyone has probably waited in traffic on a congested Interstate, been crammed on an overcrowded bus, or driven over a pothole-ridden road; experiencing firsthand our nation's great surface transportation infrastructure needs. According to a 2007 report from the National Surface Transportation Policy and Revenue Commission, our nation would need to invest \$225 billion every year for the next 50 years in order to bring the current network into a state of good repair and build the new facilities needed to provide for a well-functioning, multimodal 21st century transportation network.

At the same time, the primary source of federal transportation revenues — the federal gas tax — cannot keep up with current levels of spending, because of reduced driving and increased fuel efficiency. Relying on the gas tax alone, at the current rate of 18.4 cents per gallon that was established in 1993, will effectively mean a declining investment in the upkeep and expansion of our transportation network, even as population grows.

Congress has already transferred nearly \$35 billion in general revenues from 2008-2010 to cover the shortfall in gas tax revenues flowing to the Highway Trust Fund. Similar transfers totaling \$21.2 billion were necessary to keep the Trust Fund solvent through the two-year life of MAP-21.

MAP-21 doesn't solve the long-term funding problem

It is widely recognized that the current method of funding transportation is not fiscally sustainable. But in the years that MAP-21 was being drafted, there was no political will to address this issue head on. Instead, the bill froze spending at current levels — the first time an authorization has not increased significant spending in the last 20 years. Instead, the new law relies on borrowing and using financing tools such as TIFIA loans to stretch existing dollars.

By the end of MAP-21, there will only be a small emergency balance left over in the Trust Fund. At that point, the funding issue will need to be addressed within months or the Highway Trust Fund will go bankrupt. (See graphic on following page.) Spending cuts could come even sooner if Congress and the President do not reach a deal to avert the automatic budget cuts known as sequestration. Without a deal we will see a \$471 million reduction in 2013 and steeper cuts in 2014.

The funding problem has gone unsolved, not for a lack of available solutions, but because none of those solutions have been politically viable. Over the last five years, experts in transportation and financing have offered a number of suggestions. The most referenced proposal for the near-term solution is raising the gas tax. But an amendment to MAP-21 that would have indexed the gas tax to account for inflation could not muster enough support to be reported out of the Senate Finance Committee and was withdrawn before a vote was taken on the measure.

Other proposals include instituting a fee based on vehicle miles traveled (VMT), fees on imported oil and introducing freight-based fees, to name a few. These have fared no better. In 2012, a bill passed in the House that would prohibit even researching a VMT fee; it was not taken up by the Senate. In addition, the Senate passed a bill to eliminate some oil tax breaks, but that died in the House.

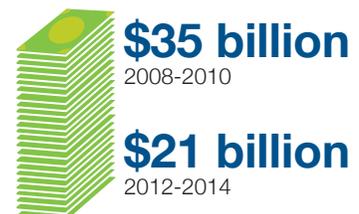
Suggestions to expand various tolling and financing tools like loans, bonding, infrastructure banks, public private partnerships, etc. have been better received. As detailed in Chapter Six, MAP-21 included a significant expansion of the TIFIA loan program.

The myth of the “highway user-fee”

Highway industry advocates sometimes argue that gas taxes are a “user fee” that should only be spent on the highways and bridges on which the gas is used to drive. But embedded in this idea is the notion that the gas tax covers all of the costs associated with roads — which hasn't been the case for a long time. In recent years the Highway Trust Fund increasingly has been subsidized by the general fund of the federal budget, to the tune of more than \$35 billion from 2008 to 2010. (See graphic on the next page.)

And to fully fund MAP-21, more than \$21 billion was transferred to the Highway Trust Fund from general revenues to keep it solvent for the two year duration of the bill.

Transferred from general fund
To keep trust fund solvent

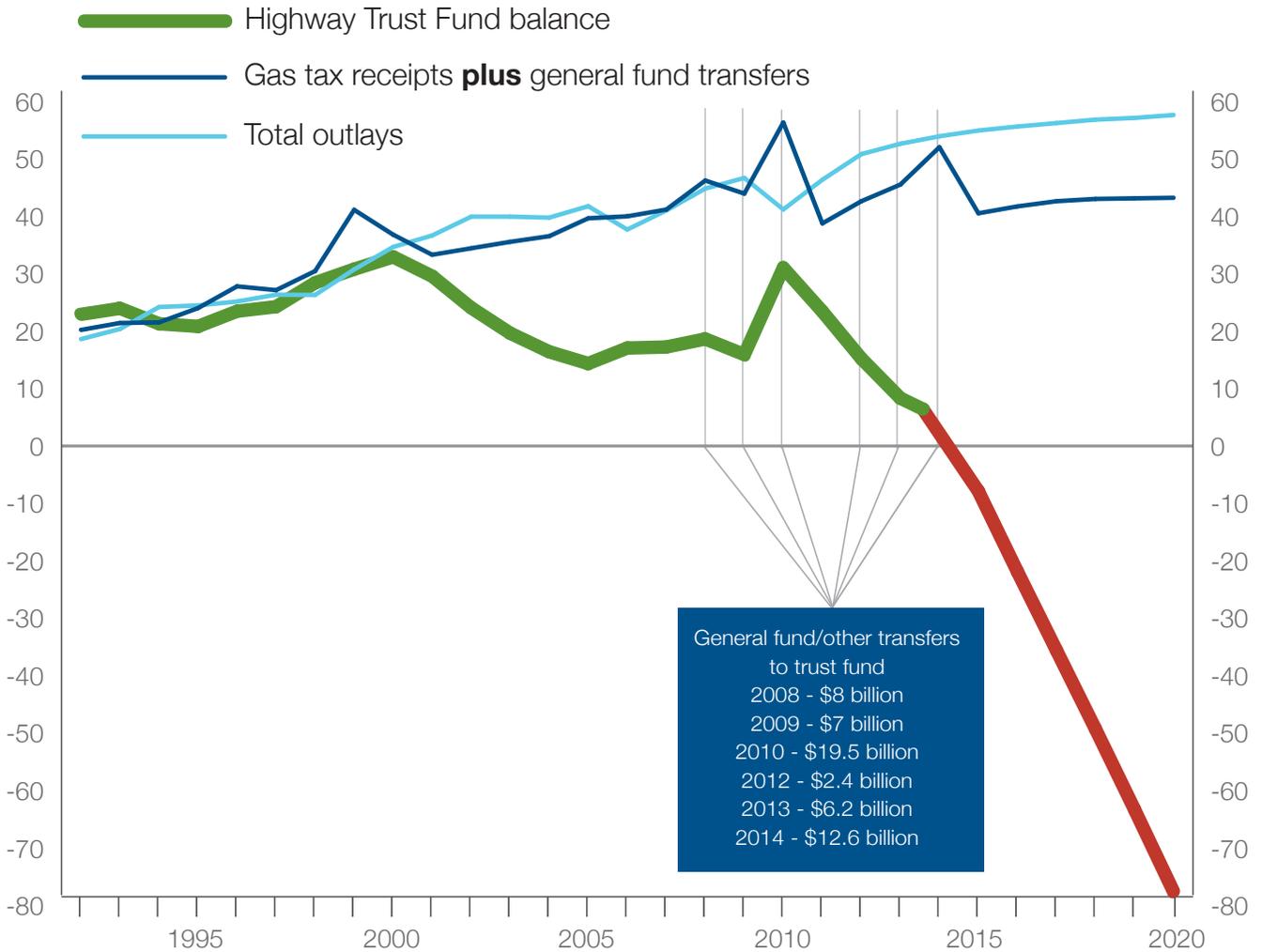


Highway Trust Fund headed for insolvency

Outlays exceeding gas tax receipts since the turn of the century

Only general fund transfers have kept the trust fund solvent

In billions



*2012-2020 numbers are based on most recent CBO projections- August 27th, 2012

**DOT requires a minimum \$6 billion cushion, hence the HTF hits the red before crossing zero.

<http://www.fhwa.dot.gov/policyinformation/statistics/2010/fe210.cfm>

These tools above may be used to complement, but not replace, a primary long-term funding source. The alternative is to slash spending.

But with 69,000 structurally deficient bridges and a near \$80 billion backlog for public transit investment, that option is not a smart one. When dramatic spending cuts were proposed in 2011, there was an outcry from state and local governments, industry, and the public; across party lines.

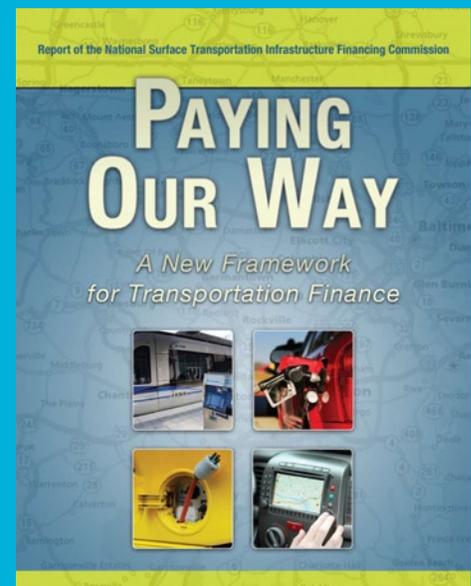
The federal government is a key partner in most regionally significant transportation investments. Federal support accounts for 25 percent of all highway and approximately 18 percent of transit spending. The impact of reducing this federal support by one-third for just one year would have been a massive hit to the economy, costing over 600,000 jobs. Similarly, a proposal to eliminate dedicated funding for public transportation received immediate backlash from the U.S. Chamber of Commerce, the American Association of State Highway and Transportation Officials, and the American Society of Civil Engineers, as well as many others.

Conclusion

It is abundantly clear that the transportation revenue question will need to be addressed before the next authorization. Whatever the mechanism, the long-term solution must support a multimodal system—one that addresses that nation's future transportation needs. Changing demographics, high fuel prices, and overburdened highways are causing many Americans to look for more affordable and convenient ways to get around. They are demanding more transit options, safer streets for bicycling and walking, and better-maintained roads. We need a revenue source that reliably finances a safer, cleaner and smarter transportation system that works for all Americans.

“The funding and finance framework must support the overall goal of enhancing mobility of all users of the transportation system. The range of mobility needs throughout the nation requires an intermodal transportation network that ensures easy access, allows personal and business travel as well as goods movement without significant delays, and permits seamless transfers and choices among complementary transportation systems and services.”

Excerpt from the National Surface Transportation Infrastructure Financing Commission



TOOLS AND FINANCING: New Places to Find Needed Dollars

Finding the money for major infrastructure projects has become increasingly difficult as government budgets tighten, gas tax yields flatten, and costs continue to rise. Building major infrastructure projects today often means cobbling together both grants and a growing array of financing methods. This is especially true for rail, bus rapid transit and other innovative projects beyond conventional highway construction.

With MAP-21, there are now two grant programs and at least one new avenue for borrowing money for more complex projects. The TIGER program and Projects of National and Regional Significance (PNRS) offer competitive grants, while the Transportation Infrastructure Financing and Innovation Act (TIFIA) offers federally subsidized loans.

MAP-21 also provides incentives and guidelines designed to spur and support more public-private partnerships.

This chapter discusses how these programs work to help you understand if they may benefit innovative or larger projects in your community.

TIGER and Projects of National and Regional Significance

The TIGER and Projects of National and Regional Significance (PNRS) programs are multimodal, nationally competitive grant programs funded by general appropriations dollars rather than the gas-tax supported Highway Trust Fund. As a result Congress will have to appropriate money in the annual budget-writing process for these programs to be funded

The popular **TIGER** program – short for **Transportation Investments Generating Economic Recovery** – was created by the 2009 American Recovery and Reinvestment Act as a competitive, merit-based fund for innovative transportation projects that address economic, environmental and travel issues. It has been highly competitive. In its first four rounds of TIGER, USDOT has received almost 4,000 applications totaling ~\$100 billion in projects for approximately \$3 billion in



This map shows places that have received TIGER grants through the first three rounds of funding. Visit t4america.org/resources/tigermap for more.

available funding. It is unclear if this program will continue to be funded in future years as Congress will choose whether to appropriate funds in subsequent budget years.

Projects of National and Regional Significance is a national, competitive grant program that can fund highway, bridge, transit, and freight rail projects. The program is authorized for funding at \$500 million in 2013, subject to the annual appropriations process. No funding is authorized for 2014.

There are several very significant differences between the two programs. TIGER is open to a broad range of applicants, from local governments and metropolitan planning organizations to public-private consortiums and state DOTs. PNRS, on the other hand, is open only to state departments of transportation and transit agencies.

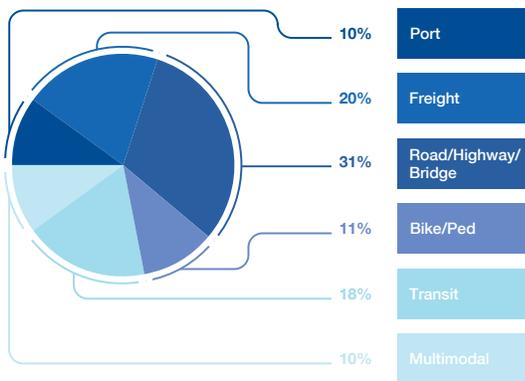
There also are differences in the types of eligible projects. TIGER focuses on innovative, cost-effective projects that can't easily be funded through the current formula program. The PNRS program, in contrast, is focused on funding very large projects eligible for traditional formula funds that often require significantly more funding than those formulas can support.

To be eligible for PNRS a project must cost at least \$500 million, or in smaller states at least 50 percent of the amount they receive in highway formula funds. In contrast, the largest project the TIGER program has funded is the Crescent Corridor Intermodal Freight Rail project between Louisiana and New Jersey, which has a total cost of \$224 million and received a TIGER grant of \$105 million.

	PNRS Program	TIGER Program
Purpose	To provide grants to eligible projects that provide benefits at the national or regional level	To provide grants to eligible projects that will have a significant impact to the nation, a metropolitan area, or a region.
Eligible Projects	<ul style="list-style-type: none"> • Highway • Bridge • Transit • Intermodal freight facilities/port access 	<ul style="list-style-type: none"> • Highway • Bridge • Transit • Intermodal facilities • Port infrastructure • Rail, both freight and passenger • Bicycle and pedestrian facilities
Cost Threshold	Project must have a total cost of \$500 million or be greater than 50 percent of a state's annual highway formula funding	Grants must be at least \$10 million, except in rural areas where it is \$1 million, and cannot be more than \$200 million. In addition, no state may receive more than 25% of total funding available in a given year.
Authorized Funding	2013 - \$500 million 2014 - \$0	Not authorized
Federal Share	Up to 80% federal share of project costs	Up to 80% federal share of project costs
Project Selection Criteria	<p>The Secretary must evaluate the following criteria and rate a project as highly recommended, recommended, or not recommended:</p> <ul style="list-style-type: none"> • Creates economic benefits – jobs, business opportunity, gross domestic product • Reduce congestion • Improve safety • Enhance the national transportation system • Long-term financial stability, including maintenance and operations 	<p>The Secretary has evaluated applications using the following primary evaluation criteria:</p> <ul style="list-style-type: none"> • State of good repair • Economic competitiveness • Livability • Environmental sustainability • Safety • Job creation and economic stimulus
Additional Considerations	<p>The Secretary must also consider the extent to which a project:</p> <ul style="list-style-type: none"> • Leverages federal investment • Improves roadways vital to national energy security • Maintains or protects the environment 	<p>The Secretary has also evaluated applications using the following primary evaluation criteria:</p> <ul style="list-style-type: none"> • Innovation • Partnership
Eligible Applicants	<ul style="list-style-type: none"> • State departments of transportation • Transit agency • Tribal government • Multi-state authority 	<ul style="list-style-type: none"> • State departments of transportation • Transit agency • Local government • Metropolitan planning organization • Tribal government

In recent years, the average size of TIGER grant awards has gone down. For the most recent round, the average award was between \$10-20 million.

TIGER Grants: 2009-2011
by Mode



PNRS provides additional funding to the largest and most expensive transportation projects, filling the gaps left by traditional federal transportation funding programs. The PNRS program allows a federal share of 80 percent. This is especially attractive for new fixed-guideway transit capital projects since the federal share under the New Starts program is substantially lower – typically below 50 percent of the total project cost.

In addition, the PNRS program provides funding more quickly than the New Starts program. On average, the New Starts process takes between 8-12 years from initial application to a completed project. By comparison, PNRS grants will be awarded the same year the project sponsors apply.

Bottom Line: If PNRS is funded in place of TIGER you will need to work closely with your state DOT or transit agency to have them submit an application for your project. The other thing you need to do is prepare your application early and be ready to submit as soon as USDOT publishes the Notice of Funding Availability (NOFA). Given the limited funds in this program, the high project cost requirements, and budget crunches at the state and local level, PNRS will be very competitive.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Large transportation projects often involve financing (loans/debt) as well as funding (grants.) The TIFIA program provides loans, loan guarantees, and standby lines of credit for highway, bridge, transit, and intermodal projects.

New Transit-Oriented Development Planning Grants Program

MAP-21 authorizes \$10 million annually to support station-area planning for new and expanded rail and bus rapid transit lines.

Careful land-use planning around stations is an essential element of successful public transportation projects. Building walkable neighborhoods with a mix of housing, offices, and shopping makes maximum use of the investment, focusing more destinations on the line and ensuring strong ridership. Good planning takes time and resources. MAP-21 includes a pilot program to provide states and local governments with funding to plan such “transit-oriented development.” In order to be eligible, planning must be related to a new “fixed-guideway” project, such as rail or bus rapid transit, or the expansion of “core capacity,” increasing the number of trains or buses that can move on an existing line.

Planning grants are intended to enhance economic development, ridership, accessibility, pedestrian and bicycle access, the connection between modes of travel, and mixed-use development around stations.



TIFIA

Purpose	TIFIA provides credit assistance: loans, loan guarantees, or lines of credit	
Authorization	MAP-21 authorizes \$750 million in FY2013 and \$1 billion in FY2014. Taken together, this authorization can support more than \$17 billion in direct loans to eligible projects.	
Eligible Projects	<ul style="list-style-type: none"> • Highway and bridge • Transit • Railroad 	<ul style="list-style-type: none"> • Intermodal freight • Port access • Additional costs
Eligible Recipients	<ul style="list-style-type: none"> • State and local governments • Transit agencies • Railroad companies 	<ul style="list-style-type: none"> • Special authorities • Special districts • Private entities
Repayment	TIFIA projects must have a dedicated revenue stream: <ul style="list-style-type: none"> • User Fees: Tolling, parking fees, rental car fees • Local Option Taxes: Fuel, sales, property, vehicle registration, income/payroll • Value Capture: Impact fees, special assessment, tax increment financing, joint development • Availability Payment: Pledged by project sponsor 	
Federal Share	TIFIA credit assistance cannot exceed 49 percent of the total project cost. For projects taking advantage of the modified springing lien provision, TIFIA assistance cannot exceed 33 percent.	
Project Selection	TIFIA credit assistance is first-come-first-serve with applications accepted on a rolling basis. USDOT has the authority to obligate all loan authority within the first year.	
Independent Rating Agency Review	Before USDOT may provide TIFIA credit assistance, the sponsor must have the financial soundness of the project evaluated by an independent rating agency. Only projects that receive an investment grade rating on their senior debt obligations may receive assistance.	

MAP-21 increased the TIFIA program nearly tenfold from an annual authorization of \$122 million to \$750 million in FY13 and \$1 billion in FY14. The TIFIA program can typically offer around \$10 in loans to applicants for each \$1 in program funding which means this increased funding level can support more than \$17 billion in low-cost loans over the next two years.

The TIFIA program has been the subject of much discussion and excitement, particularly among transit-project advocates who had been crowded out of the smaller program. Over the last several years requests for

loans have vastly exceeded available resources.

Why TIFIA instead of bonds?

It's fair to ask: why would a community want to spend time figuring out complex TIFIA rules when they can just sell municipal bonds? TIFIA financing is attractive for three reasons: low interest rates (which are often lower than what is available through traditional bond markets), the ability to delay repayment during construction and up to five years following completion, and an interest rate that does not change even when the

TIFIA loan is subordinate to other debts or when the project receives a credit rating below AAA. For instance, the TIFIA program provides financing to any project for which the senior debt receives an “investment grade rating” – defined as BBB (low) or higher. A traditional bond offering with a similar credit rating would have a much higher interest rate than the TIFIA program.

The benefit of this second reason cannot be overstated. Often large projects such as toll roads or rail lines suffer from the “chicken and egg” problem, where a community does not have the funding to build a project, but if the project were built it would provide the revenue to pay for itself. TIFIA solves this problem by providing the funds to build a project and then allowing time for the benefits to ramp up before repayment is required. This can be the difference between a successful project and just another plan collecting dust.

In order to take advantage of TIFIA financing, project sponsors must have a reliable source of local revenue to pledge as repayment. For highway and bridge projects, this typically involves using tolls.

Transit projects, on the other hand, are typically supported by various revenue sources. The two most common sources are sales and property taxes. These broad-based taxes can produce substantial revenue, but they are often pledged to support multiple projects and programs. Prior to MAP-21, a project sponsor could not access the TIFIA program if the pledged revenue source also supported other debts from pre-existing projects. Fortunately, the bill includes important revisions that will waive these provisions for transit projects supported by broad-based tax.

These changes are complicated, but they are critical to make TIFIA work for transit projects. Under federal law, a TIFIA loan may be subordinate to pre-existing debts in a repayment structure, except in the case of bankruptcy. If a borrowing entity goes into bankruptcy, the federal government “springs” to parity with other investors (often referred to as the “springing lien provision”). This helps protect the government’s financial interests and reduces potential losses if revenues fall short and the borrower fails to meet their loan commitments.

Typically, debt for transit projects comes from the same pot of local tax revenues used to run buses and trains and repay bonds for past projects. MAP-21 allows the U.S. Secretary of Transportation to waive the “springing lien” requirement for a project sponsor that has pledged to repay using a revenue stream such as sales or property taxes.

In other words, if a transit project goes bankrupt, the Federal Government will not seek to recoup its loan by going after sales tax receipts at the expense of lenders or bond holders for past projects. This allows transit agencies relying on sales and property taxes to access TIFIA loans without having to re-structure all existing debt – a costly and time consuming proposition.

This change means that now both transit and highway projects can use TIFIA loans to solve the “chicken and egg” problem. For example, a community could use a TIFIA loan to build a new streetcar line, allow for redevelopment and increased property values along the corridor to generate new property tax revenue and then begin to pay back the TIFIA loan five years after completion of the streetcar line.

Benefits: TIFIA loans offer three benefits: 1) a low interest rate (typically lower than what is available through bond markets); 2) the ability to defer repayment during construction and up to five years after completion; and 3) the same low interest rate even when the TIFIA loan is subordinate to other project debts or has received a credit rating below AAA.

Drawbacks: Like all financing, TIFIA loans must be repaid. Before you can obtain a TIFIA loan, you must secure a reliable source of revenue to pledge as repayment. This may come from user fees such as tolls or other broad-based tax revenues such as sales, property, or income taxes.

Resources for regions considering public-private partnerships

These days it seems you can't have a conversation about big transportation projects without the topic of public-private partnerships (P3) coming up.

Recognizing the increasing interest in P3s, MAP-21 includes provisions that will help local communities sort out whether or not a P3 agreement is the best method for delivering their major projects.

Often, project sponsors struggle when analyzing whether or not a public-private partnership is the most cost-beneficial method for implementing large projects. In addition, the complexity of P3 contracts and the closed-door nature of the negotiation process also create challenges for local officials and the public.

Under MAP-21, USDOT will provide local leaders with a number of valuable resources, including:

1. **Standardized P3 Contract Provisions:** A principal benefit of P3 contracts is the ability to transfer project development and construction risks and other risks to the private partner. USDOT model contract provisions will help you negotiate or better understand how well your state has negotiated an agreement, including the degree to which the contract provides the public benefit in return for the additional costs associated with a P3 agreement.
2. **Best Practices:** Implementing a project through a public-private partnership involves many steps and many choices. USDOT best practices research will serve as a guide from initial consideration to contract closeout. These will be helpful “lessons learned” from the experiences of other regions and states that have implemented P3 agreements.
3. **Technical Assistance:** MAP-21 provides project sponsors the ability to request technical assistance from USDOT when evaluating the costs and benefits of a proposed P3 agreement. This is a significant resource – especially for states and regions using P3 methods. You may want to ask your state or region to ask USDOT for assistance to ensure they get the best deal possible.
4. **Centers for Surface Transportation Excellence:** The diversity and complexity of project implementation approaches – including P3 agreements – will receive a boost in research funding under MAP-21. The U.S. Secretary of Transportation will be awarding grants to establish multiple centers of excellence.

Conclusion

Building major transportation projects has never been easy. While MAP-21 provides needed funding stability over the next two years, the future size and strength of federal surface transportation programs is uncertain.

Three things are clear: First, strong leadership in Washington is essential to delivering 21st century infrastructure that will help our communities thrive and provide benefits to all residents. Second, communities

that help themselves by raising local revenues will be the most competitive when applying for limited grant dollars or low-cost financing through the TIFIA program. Third, and finally, innovation matters: The most competitive projects have both a high local funding match combined with approaches to design, procurement, and financing.

The TIGER, PNRS, and TIFIA programs all represent major opportunities to advance projects in your community.

Expanded Tolling Authority on Interstate Highways

Expanding an Interstate, especially in an urban environment, is an expensive undertaking. Interstate projects often run into the billions of dollars. As a result, many state plans for expansion have remained on the shelf for lack of funds. MAP-21 provides states with additional authority to toll newly constructed Interstate lanes, which may bring more projects within fiscal reach.

Specifically, the bill allows states to charge a toll to pay for the construction of new Interstate lanes, provided the number of free-of-charge travel lanes – excluding shoulders and HOV lanes – remains the same as before. For instance, a three-lane Interstate could be expanded to five lanes provided at least three of the lanes remained toll-free. Unlike before, states do not have to request permission from U.S. DOT to exercise this authority.

Prior to MAP-21, states had to choose between using federal highway funds and tolling to expand existing roads. This often meant that many other projects were delayed or never built. The increased authority to toll Interstates in MAP-21 may change that calculus.

MAP-21 requires that toll revenues first go toward paying down any construction debts and then ongoing maintenance. States are still permitted to use excess toll revenues to support other projects, including public transportation capital projects. In urban areas, transit projects not only provide benefits to riders, but also improve the performance on the highway network and help provide an alternative for low-income individuals disproportionately impacted by tolls. In Northern Virginia, for example, excess revenues from the Dulles Toll Road are helping to build an extension of the Metrorail system to Tysons Corner and the Dulles International Airport (pictured.) The Metro expansion project is anticipated to increase travel capacity within the corridor by 60 percent, helping to maintain a high level of service on the Dulles Toll Road.

A caveat: Merely making the financing easier does not necessarily make a project a smart investment. Interstate expansion projects should fit within the overall vision for a region and a state as part of a balanced program of projects that provide residents with robust travel options and access to opportunity.



MISSED OPPORTUNITIES

Prior to enactment of MAP-21, many public officials, community advocates, planners and members of the transportation reform movement believed that reauthorization presented a unique opportunity to achieve transformative change at the federal level.

While MAP-21 did contain some forward-looking provisions, it stopped short of incorporating the broader and bolder reforms that many had pushed for.

The bill significantly consolidates highway and transit programs and requires USDOT to develop many new rulemakings that will shape transportation policy for years to come. At the same time, the bill contains only two years of funding.

For Congress, the reauthorization debate will begin soon. For these reasons, we must make the most of the current law while making a strong case for a much more comprehensive set of innovations and reforms in the next transportation bill.

Battles over funding and an uncertain future

In February of 2009, the National Surface Transportation Infrastructure Financing Commission released its comprehensive report on transportation needs and possible revenue models entitled “Paying Our Way.” The Commission estimated that the gap between federal revenues and need would exceed \$70 billion annually by 2035.¹

This conclusion echoes many similar reports about growing investment shortfall – even with this information, the House of Representatives initially proposed to cut highway and transit funding by a third. After backing away from these cuts, the House attempted to eliminate dedicated funding for transit. Luckily both of those proposals were met with vocal opposition from the Senate, state and local elected officials, community organizations and citizens.

The final bill maintains current funding levels over the next two fiscal years. Increased fuel efficiency, reduced driving levels, and a younger generation less focused on car ownership, all mean the future of the Highway Trust Fund is precarious at best. The next reauthorization must provide for long-term, stable funding for surface transportation.

¹ National Surface Transportation Infrastructure Financing Commission (February 2009) http://financecommission.dot.gov/Documents/NSTIF_Commission_Final_Report_Mar09FNL.pdf

Broader set of performance measures

MAP-21 made several positive changes to move towards a performance-based transportation system. The bill establishes performance measures for the Interstate system, the expanded National Highway System, safety, and congestion. States and metropolitan regions are required to use the uniform measures established by USDOT and then set specific performance targets. Both long-term transportation plans and project lists (known as transportation improvement programs or TIPs) should make progress towards these targets.

While a positive first step towards a performance-based federal program, these measures have a narrow focus that ignore many of the broader social, environmental, economic development, and equity impacts of transportation investment decisions.

The next bill should include a much broader set of performance measures. The political support for more comprehensive measures is growing. In fact, the Senate-passed version of MAP-21 would have required states to consider the impacts of proposed investments on household transportation costs and energy consumption. Finally, it is important to note that states and regions are free to establish additional performance measures.

Dedicated repair funding

After decades of building, our highways and bridges are showing their age. However, MAP-21 actually eliminates dedicated funding for repair.

Under SAFETEA, approximately 30 cents of each highway dollar was dedicated for repair purposes; now that minimum has been removed.

As part of program consolidation, the money previously dedicated to bridge repair has been rolled into the new National Highway Performance Program (NHPP), leaving local officials scrambling for money to fix thousands of structurally deficient bridges located on roadways not on the National Highway System. We have nearly 70,000 structurally deficient bridges and Americans take 210 million trips each day on deficient bridges. The Federal Highway Administration estimates we would need an investment of \$70.9 billion to fix the backlog in structurally deficient bridges across the country.

The elimination of dedicated funding for repair of existing roads and bridges is a major cause for concern. Congress gambled that the new performance management systems would eliminate the need to mandate certain funds only for bridge repair. Time will tell whether or not this was the right decision.

Increased local control

Many of the most important transportation challenges facing local communities are not sufficiently addressed by state DOTs, which tend to focus on state highway networks and long-distance mobility.

For many years, metropolitan regions have received a share of Surface Transportation Program (and in some states CMAQ program) funds through a process known as suballocation. In essence, suballocation allows for a direct federal-local partnership. This partnership allows regions to pursue priority projects without having to work through the state as an intermediary.

The Congressionally-chartered National Surface

Transportation Policy and Revenue Commission recommended the creation of a competitive program focused at addressing the transportation needs of metropolitan areas. MAP-21 did not increase suballocated funding or create a separate metro program. Instead, suballocation was kept the same nationally – though in some states it increased and in others it went down.

Complete streets

As states build and repair their roads with federal funding, it is only prudent and fair to ensure that they provide for the safety and access of everyone who uses the roadway, whether in a car or on foot or bike. This policy change will help address the unfortunate neglect of pedestrian safety in the design and use of our streets that resulted in more than 47,700 pedestrian deaths between 2000 and 2009 – the equivalent of a jumbo jet crashing about every month.

The version of MAP-21 passed by the Senate included provisions that would have required states to ensure all road users were fairly accommodated in federally funded transportation projects. Unfortunately this provision was cut during the conference committee and not included in the bill that was signed into law.

Coordinated transit planning for rural areas

Small towns and rural communities have a number of unique transportation needs. A number of small programs have been charged with funding public transportation service for certain constituencies (i.e., low income, elderly, and persons with disabilities), but they've often operated in isolation from each other with minimal coordination. This results both in gaps and redundancy in service, like one van picking up a

disabled veteran who lives on the west side of town while another van funded under a different program picks up patients from right down the street.

Current law directs states to develop coordinated human services transit plans aimed at reducing service redundancies for certain types of transit service. However, this requirement applies to only a limited subset of special transit providers. MAP-21 missed an opportunity to expand the scope of the coordinated planning to encompass all forms of fixed route and other transit service in both urban and rural areas.

In fact, the Government Accountability Office has recommended that within a state, all purchasers and providers of transit service collaborate and coordinate. This recommendation was not included in MAP-21. A number of small public transportation programs were consolidated in order to improve efficiency and address funding silos. However it did not take the next step to drastically improve the efficiency of rural transit service by strengthening existing coordinated human services transit plans.

Emergency assistance to prevent transit service cuts and fare hikes

We have made the argument *ad infinitum* that local communities know their transportation needs best. This extends to transit agencies as well.

Transit agencies across the country are being forced to cut service at a time of record high ridership because of shortfalls in local revenue in part as a result of the economic downturn. Local communities should be given the flexibility to use federal transit dollars to avoid cutting public transportation service and keep buses running during times of high unemployment and high gas prices. Without this flexibility transit systems across the country may find themselves in a position where

they can use federal funding to purchase new buses and trains but wouldn't be able to buy the fuel or pay the driver to run them.

Transit benefit parity

With the passage of the American Recovery and Reinvestment Act in 2009, the transit commuter tax benefit was increased to the same level as the parking benefit — a common-sense provision that allowed commuters to receive the same tax deduction whether they drove or took transit to work. Unfortunately, the parity was allowed to expire in December 2011. Since first establishing parity with the parking commuter benefit, Congress has passed a number of extensions, the most recent of which expired on January 1, 2012.

After expiration, the transit portion of the commuter benefit was reduced from \$230 to \$125 per month. In the meantime, the monthly limit for the parking portion of the commuter benefit increased from \$230 per month to \$240 month thanks to an automatic cost of living increase. As a result, for many Americans this has resulted in an increase in their commuting costs and their annual payroll taxes of up to \$500 per year. While the Senate version of MAP-21 would have extended parity for a year the provision was cut during the last-minute negotiations between the House and Senate.

TIGER grant program

The multimodal Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program has funded a wide range of innovative projects. Because these projects were multi-modal and/or multi-jurisdictional they were challenging to fund through existing programs. Starting with the American Recovery and Reinvestment Act and continuing through the fiscal years 2010, 2011 and 2012, Congress has provided DOT with further rounds of funding for TIGER grants.

The program has been extremely popular and successful at meeting the intended goal of supporting innovative projects. For example, the August 2012 ribbon-cutting for the first completed TIGER project in Normal, Illinois, featured Uptown Station, a multimodal transportation hub housing service for the Bloomington-Normal Public Transit System, Amtrak, regional bus services along with Normal government offices. This is a great example of a project that would have been very hard to fund through other traditional federal programs because of its multimodal nature.

While MAP-21 did not authorize a grant program similar to TIGER, many stakeholders and local officials are hoping future appropriations bills include funding for the tremendously popular TIGER grant program.

MAP-21 did authorize the Projects of National and Regional Significance (PNRS) discretionary competitive multimodal grant program at \$500 million in general fund appropriations in fiscal year 2013. PNRS is designed to fund significant highway, transit and intermodal projects. Specifically, states, tribal governments and transit agencies may apply to fund projects with a total cost greater than \$500 million or 50 percent of a state's highway apportionment. Unfortunately, local governments and metropolitan planning organizations cannot apply for funding under PNRS.

Workforce development and construction careers

The jobs created by transportation projects often bypass low-income individuals in the communities where projects are constructed; individuals that could gain access to well-paying construction careers with proper training.

Two ideas that were offered during the reauthorization debates would have helped address this issue. The first would have eliminated the prohibition on local hiring provisions in construction contracts and the second would have established pre-apprenticeship programs to help lower-income individuals successfully gain entry into the construction labor force. Unfortunately, neither was included in the final bill.

Multimodal freight program

Our national investment in freight infrastructure continues to be insufficient and lacking a coherent set of national goals and objectives. There is a need to think strategically about developing a multimodal freight policy and network to meet the freight needs of our country for the years to come.

MAP-21 does call for a national freight plan, however, it does not provide flexible funding to invest in all modes of transportation to facilitate freight movement. To truly develop a national freight policy we must be able to invest in all modes of transportation that carry freight – highways, waterways, rail, and ports.

A national competitive freight program that provides grants for multimodal freight projects would spur innovation and help build critical links. In addition, the U.S. Department of Transportation should establish a national freight policy built on clear objectives that guide strategic investments in our surface transportation network. That policy should inform a national strategic plan that identifies best practices for addressing our freight needs, reducing the impact on communities and alleviating freight bottlenecks.

Intercity passenger rail

Cities and towns across the country have demonstrated their interest in building high-speed and conventional intercity passenger rail to connect communities and economic centers across the country. Well-chosen high-speed rail corridors would complement our highway, aviation and public transit systems to build a truly multimodal network. MAP-21 did not include authorization for a discretionary grant program to fund the construction of high-speed and intercity passenger rail. Its inclusion would have been a breakthrough in establishing a fully coordinated federal program, as the surface transportation authorization traditionally has been limited only to highways and transit, ignoring intercity rail as a component of a complete system. The reauthorization of Amtrak and other rail provisions in 2013 or 2014 offer the next opportunity to include grants to improve passenger rail service.

Local street networks

A long-standing tenant of national surface transportation policy is that federal funds should only support projects that have a clear “federal nexus,” meaning the project must serve national policy goals. As a result, federal funds cannot support projects located on local roads or rural minor collectors (with the exception of purely safety projects).

This presents many local communities with a significant challenge: improving and expanding the local road network is often a far cheaper and more effective means of dealing with main street congestion when compared to the expense of building a new bypass. MAP-21 continues the prohibition against projects on local roads. This is a missed opportunity to provide small towns and other communities with the flexibility to pursue projects that make the most sense – both fiscally

and from a context sensitive design and traffic flow perspective.

The more narrow conception of “federal nexus” obscures the diversity of different communities and prescribes a limited set of transportation options for solving local needs. The result is a tendency to over build, pushing limited pools of dollars toward large projects at the expense of a more targeted and cost-effective approach to traffic management. The next reauthorization bill should include greater flexibility to ensure communities are not saddled with a one-size-fits-all federal program.



Final conclusion – and caveats

The early days after the adoption of a new federal transportation bill can be fraught with both uncertainty and opportunity. New policy changes must be interpreted by the USDOT, which must craft the rules for implementation with input from informed stakeholders.

In this handbook, we have done our best to provide an early read on the changing landscape, even as it is emerging. We made a conscious decision to err on the side of quick action over waiting for absolute certainty, in the hope that engaged stakeholders like you will have the information you need to provide input, as well as to help set precedents in the early implementation of MAP-21.

We invite your feedback as we continue to produce materials and updates, based on new developments and the experiences of our coalition members and allies. Please let us know if we have missed something important, or if more detail would help in your efforts to craft the best possible transportation solutions for your community.

Working together, we truly can “move ahead for progress in the 21st century.” §



PROGRAM EXPLAINERS and APPENDICES

68 MAP-21 Programs Explained

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- 78** Transportation Infrastructure Financing and Innovation Act (TIFIA)

These two-page explainers above cover the major changes to six important programs. They are designed to be easily pulled out and printed separately, to be used in meetings or as handouts. Individual PDFs for each explainer are also available on our website with the rest of our MAP-21 resources.

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Surface Transportation Program (STP)

The Surface Transportation Program is the most flexible of all the highway programs and historically one of the largest single programs. States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Under MAP-21, new responsibilities were added to the program though funding was not increased proportionally. **About \$5 billion in new responsibilities were added to the STP, but the program was only increased by \$1 billion.**

Each year, states must suballocate a portion of STP funds to metropolitan areas over 200,000 in population. This provides regional leaders the opportunity to direct these funds toward local priority projects. Under MAP-21, metro regions will receive approximately the same level of suballocated STP funds as before.

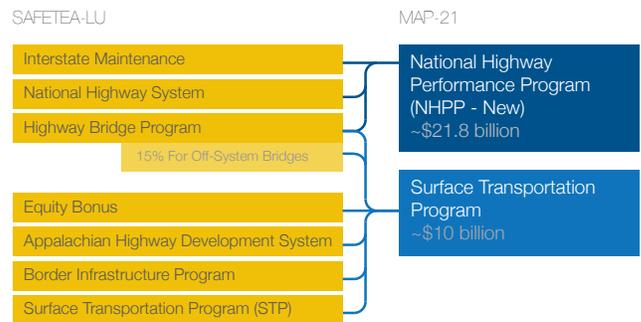
Funding

SAFETEA-LU	MAP-21
\$8.8B	\$10B

STP can cover 80 percent of the total cost of a project, with the rest covered by states or localities. States must dedicate an amount equal to 15 percent of their FY2009 Highway Bridge Program apportionment out of the STP program to fix off-system bridges (i.e., bridges not located on a federal-aid highway; generally local streets.) The bridge set-aside totaled \$776 million in 2009. This bridge set-aside may not come from the money that states are required to suballocate to metro areas for local priorities.

Eligible projects

Highway and bridge construction and rehabilitation	De-icing of bridges and tunnels
Federal-aid bridge repair	Congestion pricing and travel demand management
Off-system bridge repair	Development of state asset management plan
Transit capital projects	Carpool projects and fringe and corridor parking
Bicycle, pedestrian, and recreational trails	Electric and natural gas vehicle infrastructure
Construction of ferry boats and terminals	Intelligent transportation systems
Environmental mitigation	Border infrastructure projects



How the program works

Under MAP-21, STP continues to provide flexible funding to states and metro regions to implement local and state priorities. Metropolitan regions over 200,000 in population will continue to receive a portion of these funds to direct toward local priorities. Though the share that has to be given directly to metro areas decreases from 62.5 to 50 percent of the program, because the STP grew in size, the overall dollar amount that metro regions receive will remain consistent.

The big difference relates to addressing structurally deficient bridges: For the first time, the STP is responsible for the **460,000** federal-aid bridges not located on the National Highway System. Previously, any structurally deficient bridge could be fixed with funds from the Highway Bridge program, which was eliminated under MAP-21 with virtually all of the money rolled into the new National Highway Performance Program (NHPP).



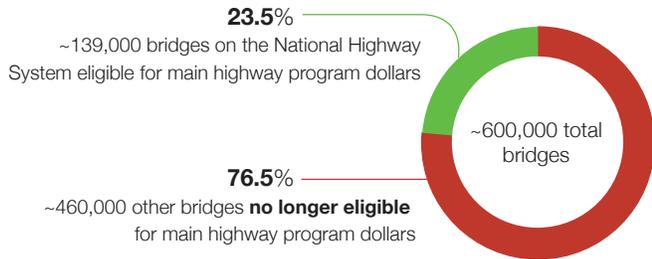
MAP-21 eliminates bridge repair program

And forces three-quarters of all bridges to compete for flexible STP funding

SAFETEA-LU



MAP-21



The problem with this structure is that NHPP dollars can only be spent on the 23 percent of federal-aid bridges located on the National Highway System, ignoring the needs of the over **460,000** bridges not on the NHS.

Thus, the NHPP received all the money for repairing bridges while STP received the responsibility for fixing more than **123,000** structurally deficient bridges not on the National Highway System.

The new responsibility to repair non-NHS bridges is estimated to cost approximately \$5 billion. However, STP funding only increased by \$1.2 billion. The new burden to repair and rehabilitate deficient bridges will likely make it harder to use STP dollars to fund local priorities — forcing them to compete with the needs of deficient bridges.



The National Highway Performance Program (NHPP - New)

The new National Highway Performance Program provides funding for construction and maintenance projects located on the newly expanded National Highway System (NHS) – which includes the entire Interstate system and all other highways classified as principal arterials.

The NHS used to be composed mostly of roads for traveling across a state or from region to region. MAP-21 expands the NHS to include many other roads that are important for travel **within** a region, adding about 60,000 new lane miles to the NHS.¹

MAP-21 eliminates the programs with dedicated funding for repair by consolidating the Interstate Maintenance and Highway Bridge Repair programs and shifting these funds to the new NHPP. The new NHPP is now the largest highway program, receiving **58 percent** of all highway formula dollars. States are permitted to transfer up to 50 percent of the NHPP dollars to other programs, including the Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and the Congestion Mitigation and Air Quality Improvement program (CMAQ).

NHPP does require what's known as an "asset management plan" to prioritize spending to reach performance targets for the National Highway System.

Funding

SAFETEA-LU funds focused on the NHS ²	Percentage of total highway formula funding
\$18 billion	40 percent
MAP-21 NHPP	Percentage of total highway formula funding
\$21.75 billion	58 percent

¹ MAP-21 expands the National Highway System (NHS) from 160,000 to approximately 220,000 miles. The expanded NHS includes the Interstate System, principal arterials, designated intermodal connectors (roadways that link to ports, freight transfer stations, and other facilities), and the strategic highway network (roadways that connect to military installations). The expanded NHS will now cover most lane miles of the state highway system.

² This figure includes funding from the Interstate Maintenance, National Highway System, and one-half of the Highway Bridge Program

Eligible projects

The following table presents the most common NHPP project categories. **Unless otherwise noted, all eligible projects must be located on the Interstate or NHS.** Federal-aid and off system bridge repair is not eligible under the NHPP program.

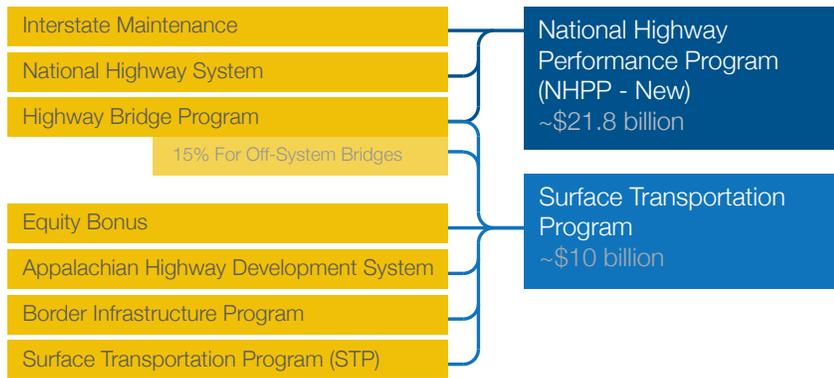
Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges	Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments
Bridge and tunnel inspection and evaluation as well as the training of bridge and tunnel inspectors	Safety projects
Transit capital projects (only under certain conditions)	Federal aid highway improvements (only under certain conditions)
Environmental restoration and mitigation	Intelligent transportation systems (ITS)
Bicycle and pedestrian infrastructure	

The NHPP will cover 90 percent of an eligible project's cost for Interstate projects and 80 percent for other projects on the NHS. If the project is part of a State Freight Plan and located on the Interstate system, the federal share may rise to 95 percent. If the project is part of the State Freight Plan and on the NHS (excluding the Interstate), then the federal share may rise to 90 percent. Certain safety projects may have a federal cost share of up to 100 percent.



SAFETEA-LU

MAP-21



hard performance targets on the National Highway System.

The performance system set up by MAP-21 has two stages. First, the Secretary of Transportation must develop uniform ways to measure performance of the National Highway System. Second, states must set specific, quantifiable targets for each of the performance measures and then chart performance over time. The first report is due within four years and then every two years thereafter.

How the program works

MAP-21 dramatically expands the funding for the NHPP program (previously called the National Highway System program) and consolidates the other programs intended for bridge repair and Interstate maintenance. Only projects located on the expanded National Highway System are eligible.

In other words, the largest pot of money in the bill can now only be spent on a very limited set of roadways, which includes the Interstate system and all of the principal arterials in a state. This increases the likelihood that NHPP dollars may be spent on major roadway projects while local roads and bridges struggle to find funding for safety or other improvements.

In addition, the program eliminates dedicated funding for bridge repair. As a result, there are more than 123,000 structurally deficient bridges located on non-NHS roadways that will have to be repaired with funds from other programs – which also means those bridge needs will be competing with other needs for limited pots of flexible money.

It's important to note that states are allowed to transfer up to half of the NHPP dollars to the much more flexible Surface Transportation Program (or other programs), which may be used to fix non-NHS bridges and other projects without having to clear these hurdles.

Performance and Accountability

MAP-21 requires a new focus on performance and accountability that will help prioritize NHPP spending to reach

MAP-21 requires states to develop a risk-based asset management plan for the National Highway System. States take an inventory of their assets and determine the highest priorities for repair and then craft a strategy to best address those issues. The Secretary must recertify the plan and process every 4 years.

To help prioritize spending, the bill also establishes penalties for failure to perform. If a state fails by 2014 to develop a risk-based asset management plan, the federal share of eligible project costs drops down to 65 percent. Also, if a state fails in 2018 to meet minimum Interstate pavement condition standards, they must set aside an amount of NHPP funds equal to their FY09 Interstate Maintenance program apportionment - plus an additional 2 percent for every reporting cycle thereafter. In addition, states must transfer an amount from the Surface Transportation Program to NHPP equal to 10 percent of their FY09 Interstate Maintenance program apportionment.

If the total structurally deficient deck area of NHS bridges exceeds 10 percent of all NHS bridge deck area, then a state must set aside NHPP funds equal to 50 percent of the FY09 Highway Bridge Program apportionment until the standard is met.

Taken together, these steps are intended to ensure that states make progress towards improving the condition of NHS highways and bridges.



Highway Safety Improvement Program (HSIP)

MAP-21 retains the Highway Safety Improvement Program (HSIP) as one of the core highway programs intended to reduce injuries and fatalities on all public roads, pathways or trails. There is a new emphasis on enhanced data collection and performance. And for the first time a "road user" is defined as both a motorized and non-motorized user (i.e., someone walking or biking). These two shifts lay the framework for more effective spending of safety dollars on projects that make roads safer for all users.

Funding

SAFETEA-LU	MAP-21
\$1.7B	\$2.4B

Eligible projects

Any project on a public road, trail or path that is included in a state's Strategic Highway Safety Plan and corrects a safety problem such as an unsafe roadway element or fixes a hazardous location is eligible for HSIP funding. Eligible projects include, but are not limited to the following: intersection improvements, construction of shoulders, high risk rural roads improvements, traffic calming, data collection, and improvements for bicyclists, pedestrians, and individuals with disabilities.

MAP-21 does not eliminate any eligible project categories that were previously eligible under SAFETEA-LU. In addition, the bill clarifies that retroreflectivity upgrades, truck parking facilities, safety audits, older driver improvements and systemic safety improvements are eligible expenses. Other non-infrastructure safety projects are eligible for HSIP funding, including safety education, training, and workforce development.

How the program works

The HSIP is guided by a data-driven state strategic highway safety plan that defines state safety goals, ranks dangerous locations, and includes a list of projects.

Under MAP-21, the safety plan is required to improve data collection on crashes and updates to more accurately identify

dangerous locations. One important change is the move to use crash rate in addition to the total number of crashes to determine the relative danger of a roadway, intersection, or bike/pedestrian facility. For instance, a particular roadway may not have the highest number of total crashes, but a high number relative to daily traffic counts or total vehicle miles traveled.

Finally, states are required to reassess which design elements make roadways unsafe and they are required to use this updated list as a guide when identifying hazardous locations. These updates should help states prioritize safety spending on fixing the elements that make those roads dangerous for all road users.

Performance and Accountability

For the first time, USDOT will establish performance measures¹ to assess serious injuries and fatalities. States and regions will set targets using these measures, and incorporate those targets into their safety plan as well as into their statewide and regional planning processes.



¹ USDOT will establish uniform measures so that all states and territories apply the same methodology. This will ensure that data is comparable across states and over time. In addition, states are required to set a performance target using the uniform measure.



MAP-21 replaces the former reporting structure, which focused primarily on cost needs, with a more comprehensive reporting process. The bill requires states to report on progress made implementing highway safety improvements and the extent to which they have made progress toward their safety targets.

Penalty: If a state has not met or made significant progress toward meeting its safety targets within two years, it must submit a report detailing how it will make progress in meeting performance targets. In addition, the state loses the flexibility to spend safety funding on other non-infrastructure safety projects such as safety education.

High Risk Rural Roads (HRRR): MAP-21 eliminates the \$90 million annual set-aside for safety spending on high risk rural roads, or any public road in a rural area identified in the safety plan as having significant safety risks. But these roads won't be neglected. If fatalities on these rural roads increase under MAP-21, states must spend a minimum amount of safety funds on those roads (equal to 200% of the FY 2009 HRRR set-aside).

Older drivers: If serious injuries and fatalities increase for older drivers and pedestrians, a state must specifically incorporate strategies to address the increases in the next safety plan update.



Congestion Mitigation and Air Quality Improvement (CMAQ)

The CMAQ program provides funding for projects that will relieve congestion and reduce pollution levels to help states and metro regions meet federal air quality standards. CMAQ funds may support many different types of projects. However, this program may not fund projects that lead to increased travel by single-occupant vehicles (SOVs). For instance, CMAQ funds may not support construction or expansion of general travel lanes. Instead, CMAQ funds are directed toward projects, programs, and operational strategies that provide residents with transportation options, make the most effective use of existing facilities, and lead to lower pollution levels.

Funding

SAFETEA-LU	MAP-21
\$2.3 billion	\$2.2 billion

MAP-21 made a significant change, allowing states to transfer up to 50 percent of CMAQ program funds into other programs for other uses. Under SAFETEA-LU, only 20 percent of CMAQ funds could be transferred to other programs. For this reason, it has become more important to communicate to local and state leaders the need to prioritize CMAQ dollars for congestion mitigation and air quality improvement projects.

Eligible projects

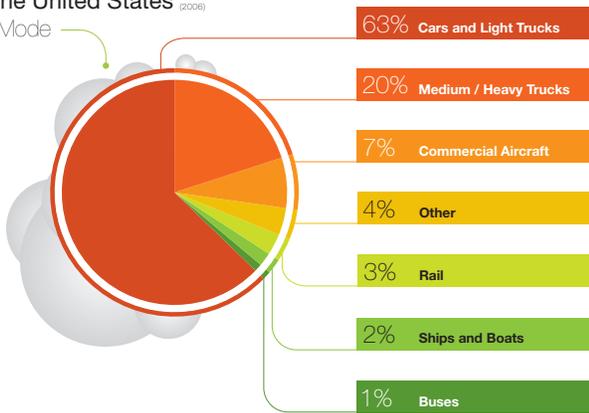
The following table presents some of the most common CMAQ project categories, though it is not an exhaustive list. Additional details are available through the CMAQ program guidance: www.fta.dot.gov/documents/cmaq08gd.pdf

Establishment or operation of a traffic monitoring, management, and control facility	Transit capital projects and improved transit services, including operational assistance for new or expanded service for up to 3 years
Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes	Bicycle and pedestrian facilities
Diesel retrofits of older engines	Variable roadway pricing
Construction of facilities serving electric or natural gas-fueled vehicles	Fringe and corridor parking facilities
Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.	Carpool and vanpool services
Intelligent transportation systems (ITS)	Intermodal freight capital projects

In addition, MAP-21 requires states and metropolitan regions that are labeled as “nonattainment” or “maintenance” areas for PM 2.5 (tiny particulate matter that results from the combustion of fuel) to spend a certain percentage of CMAQ funds on projects that will reduce this harmful pollution.



Transportation Emissions in the United States (2008) by Mode



How the program works

In 1990, Congress enacted a series of amendments that strengthened the Clean Air Act. The following year, Congress passed ISTEA, the transportation law that first established the CMAQ program to provide states with flexible funding for projects that reduce congestion and improve air quality, along with meeting the more aggressive clean air standards of the amended Clean Air Act.

CMAQ funds are disbursed to and within a state based on levels of pollution within an area, and then the state or the region uses that money to implement projects that reduce congestion or improve air quality by investing in the types of eligible projects listed above.

Performance and Accountability

MAP-21 establishes several national goals, including to “enhance the performance of the transportation system while protecting the natural environment.”

Within 18 months, the Secretary of Transportation must establish a uniform standard for how states are to measure traffic congestion and transportation emissions. Then, states and metropolitan planning organizations serving regions with a population over 1 million must set performance targets for congestion and air quality. Presumably, these targets will reinforce ongoing efforts to meet Clean Air Act standards (also called National Ambient Air Quality Standards or NAAQS).

To meet those targets, metropolitan planning organizations representing over 1 million in population must develop a “performance plan” that includes a baseline measure of

congestion and transportation emissions as well as a description of progress towards goals and projects to achieve those goals. These plans must be updated every 2 years.



Washington, DC used CMAQ funds (in part) to help launch Capital Bikeshare, providing a transportation option other than solo driving for short trips.



Transportation Alternatives (TA)

For years, federal transportation law has provided dedicated funding to make biking and walking safer and more convenient through three main programs: (1) Transportation Enhancements (TE), (2) Safe Routes to School (SRTS) and (3) Recreational Trails (Rec Trails) — with the majority of annual funding coming through the Transportation Enhancements program. Under the old law (SAFETEA-LU) states were required to spend around two percent of their total transportation funds on these programs. With bike and pedestrian projects comprising some of the eligible uses, this was the single biggest source of funds for safe walking and biking.

MAP-21 consolidates these three programs into the new **Transportation Alternatives (TA)** program. Instead of a state requirement to spend a percentage of funds, local applicants will compete for grants to fund a broad range of activities that provide transportation options, improve safety and enhance economic vitality.

The inclusion of the Cardin-Cochran provision (see <http://t4america.org/tag/cardin-cochran>) was instrumental in retaining some amount of dedicated funding through the creation of the grant program for local communities to make their streets safer for walking or biking.

Funding

SAFETEA-LU (TE, SRTS, and Rec. Trails)	MAP-21 Transportation Alternatives
\$1.12 billion	\$0.808 billion

Funding for this new consolidated TA program is unfortunately much lower than the dedicated funding levels under SAFETEA-LU. In addition, MAP-21 provides states with the authority to transfer up to half of the TA money out of the program to fund other unrelated projects. **This combination of reduced funding and increased flexibility could have a substantial negative impact on local community efforts to make their streets safer and improve quality of life.**

Eligible projects

Most projects eligible under the former programs remain eligible for TA funding: (Projects newly eligible are bolded.)

Bicycle and pedestrian facilities, safe routes projects for non-drivers, construction of turnouts and overlooks, community improvement activities including vegetation management, historic preservation, rails to trails, control of outdoor advertising, archeological activities related to transportation project, **boulevard construction, any environmental mitigation activity including NEPA compliance.**

This last addition could be damaging, as environmental mitigation projects can be extremely expensive and consume the entire TA program for a state, leaving little or no money for bike and pedestrian, safe routes, and other trail projects. Old TE uses of “scenic easements” and “transportation museums” are no longer eligible under the TA program.

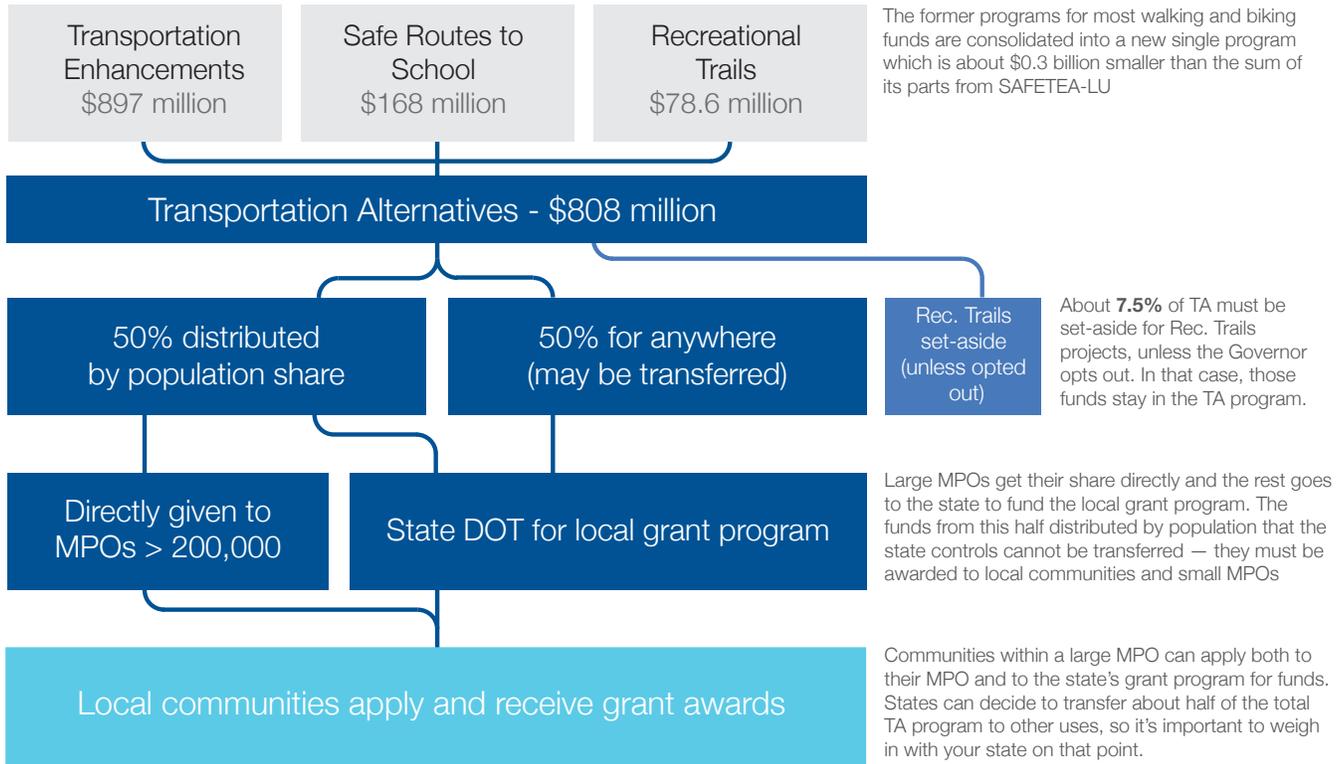
How the program works

In short, states will administer the funds through a grant program for most of the state, with large metro areas in control of awarding their relative share.

TA funding will be awarded through a competitive grant process established and run by states along with Metropolitan Planning Organizations (MPOs) that represent over 200,000 in population. Local and regional entities, including governments, transit agencies, transportation authorities, schools and natural resource agencies may apply for these grants. State departments of transportation may not apply, but if there is no local demand for these projects and a state doesn't receive any applications, that state may either use that funding for TA projects or opt out of the program for that year.



MAP-21 Transportation Alternatives Funding Process



A portion of funding equal to the former Recreational Trails program (\$84 million total in 2009 — or about 7.5% of the total TA program) will be set aside for recreational trail projects, which would further reduce the available funding for states and MPOs to disburse as grants, unless a state opts out of this provision entirely and keeps that slice of funding in the TA program

the state may apply. (See above under “How this program works” to see who can apply.)

States may transfer all of this half of the funding to projects outside the scope of TA, such as road widening or reconstruction.

Program Funding Mechanics

Within each state, the total TA funding is split in half. One half is guaranteed to be awarded to local communities based on population; for the second half, the state has wide discretion and the freedom to ignore grant requests and transfer money away from TA uses entirely.

That first 50 percent of TA funding will be distributed across a state to local communities according to population share with metro areas over 200,000 people receiving their share directly to fund their own regional grant competition. States will run the grant program for all the areas under 200,000 in population. None of these funds may be transferred. For the other 50 percent, states will award this money through their competitive grant program. Eligible entities in any area of





Transportation Infrastructure Financing and Innovation Act (TIFIA)

The TIFIA program provides loans, loan guarantees, and standby lines of credit to highway, bridge, transit, and intermodal freight projects that have a dedicated source of revenue pledged toward repayment.

TIFIA loans are an attractive financing option because 1) the government offers a lower interest rate than is typically available to project sponsors through traditional bond markets and 2) the repayment terms are flexible, including the ability to defer repayment so a project can get underway and/or begin generating user fees or other revenues before repayment begins.

With the passage of MAP-21, the TIFIA program changed in three major ways: first, the amount of money available for loans multiplied eight-fold; second, TIFIA projects will no longer be chosen through a competitive process, instead awarded on a first come, first served basis; and third, technical changes will make TIFIA financing more accessible for transit projects supported by sales, property, or income taxes.

Funding

SAFETEA-LU	MAP-21
\$122 million per year	\$750 million in FY13 \$1 billion in FY14

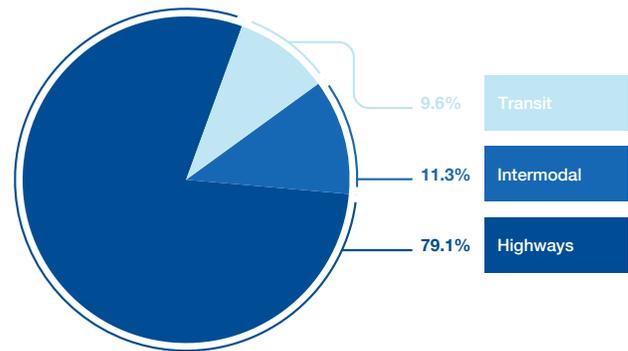
The TIFIA program authorization is a form of credit subsidy. The actual direct loan comes from the Treasury Department. Every TIFIA program dollar can leverage approximately ten dollars in direct loans. Over the next two years of MAP-21, the TIFIA program will be able to support more than **\$17 billion in direct loans to eligible surface transportation projects.**

Eligible projects

TIFIA may finance construction of highways, bridges, transit, intermodal freight facilities and projects related to intercity rail and bus service. Moreover, multiple projects may be bundled together under one loan application as long as they are to be

repaid by a common revenue source.

Share of TIFIA Loans: 1998-2011 by Mode



In order to take advantage of TIFIA financing, project sponsors must have a reliable source of local revenue to pledge as repayment. For highway and bridge projects, this typically involves charging roadway users a toll. Transit projects are often supported by sales and property taxes.

How the program works

All TIFIA loans will now be provided on a first-come, first-served basis. If a project is eligible and meets the cost threshold below, a project sponsor will receive a TIFIA loan that can cover up to 49 percent of total project costs.¹ Moreover, USDOT may commit all \$1.75 billion in TIFIA financing — including the entire second year of funding for FY14 — during the first year.

In order to be eligible to receive a loan, a project must have a total cost of more than \$50 million or exceed 33 percent of what a state receives in federal highway dollars for a year. Project sponsors are permitted to bundle related projects together in order to meet that total cost threshold, provided they are all secured by a common repayment source.

¹ For projects taking advantage of the modified springing lien provision, a TIFIA loan may not exceed 33 percent of total cost. In order to qualify for the modified springing lien provision, the project sponsor must be a public agency with a broad-based tax such as sales, property, or income.



The Crenshaw line in Los Angeles received a \$545 million TIFIA loan for construction

In rural areas, project costs must exceed \$25 million. Also, rural projects are eligible for a loan with an interest rate at half of the rate offered to projects in urban areas. (As of this writing, the current TIFIA rate is 2.97 percent. For rural projects, this would drop to 1.41 percent.) Intelligent transportation system (ITS) projects must exceed \$15 million.

Prior to MAP-21, many transit projects were unable to compete for TIFIA financing due to technical provisions. MAP-21 includes important provisions that will allow transit projects supported by broad-based tax revenues such as sales and property taxes to more easily qualify for TIFIA loans.

**Appendix A-1: Funding by program by state in dollars (NHPP, STP, and HSIP)**

State	National Highway Performance Program	STP total	Surface Transportation Program				Highway Safety Improvement Program
			Suballocated		Non-Suballocated		
			MPOs	Other Areas	Flexible	Off-System Bridges	
Alabama	448,583,042	206,334,115	36,764,403	66,402,655	91,346,758	11,820,300	49,294,840
Alaska	272,092,302	125,153,916	22,136,492	40,440,466	58,446,792	4,130,166	29,900,253
Arizona	405,470,434	186,503,669	65,245,212	28,006,623	89,131,527	4,120,308	44,557,191
Arkansas	303,976,340	139,819,573	17,417,305	52,492,482	59,376,028	10,533,758	33,403,993
California	1,897,402,894	872,745,758	352,756,584	83,616,295	361,463,928	74,908,951	208,505,813
Colorado	293,412,256	134,960,425	42,910,818	24,569,394	61,852,681	5,627,532	32,243,105
Connecticut	274,430,415	126,229,375	36,974,385	26,140,303	38,880,120	24,234,567	30,157,189
Delaware	93,874,793	43,179,457	11,580,303	10,009,426	19,742,762	1,846,967	10,315,911
Dist. of Col.	89,187,466	41,023,434	20,511,717	-	16,598,875	3,912,842	9,800,820
Florida	1,116,917,809	513,747,124	198,369,752	58,503,810	235,771,969	21,101,593	122,738,221
Georgia	729,254,436	335,434,144	93,915,957	73,801,115	155,183,399	12,533,673	80,137,850
Hawaii	94,671,280	43,545,816	12,844,118	8,928,790	17,300,758	4,472,150	10,403,437
Idaho	164,181,553	75,518,360	8,423,024	29,336,156	33,974,175	3,785,005	18,041,929
Illinois	780,812,488	359,149,229	130,868,652	48,705,962	157,682,526	21,892,089	85,803,570
Indiana	541,865,881	249,241,292	57,339,991	67,280,655	111,717,373	12,903,273	59,545,701
Iowa	280,409,241	128,979,447	14,002,081	50,487,643	55,204,373	9,285,350	30,814,202
Kansas	219,648,357	101,031,348	20,118,305	30,397,369	43,864,930	6,650,744	24,137,182
Kentucky	391,819,968	180,224,883	31,879,268	58,233,173	78,487,614	11,624,828	43,057,139
Louisiana	415,906,373	191,303,873	43,149,536	52,502,401	65,363,639	30,288,298	45,703,997
Maine	104,332,834	47,989,828	3,683,411	20,311,503	19,733,123	4,261,791	11,465,147
Maryland	325,128,137	149,548,735	51,820,534	22,953,834	57,190,121	17,584,247	35,728,367
Massachusetts	322,999,805	148,569,769	58,389,753	15,895,132	45,828,047	28,456,838	35,494,484
Michigan	581,671,181	267,550,480	71,031,460	62,743,780	115,406,253	18,368,987	63,919,910
Minnesota	365,389,784	168,067,828	41,967,216	42,066,698	78,175,054	5,858,860	40,152,723
Mississippi	283,855,184	130,564,472	15,150,475	50,131,761	56,441,134	8,841,102	31,192,877
Missouri	550,626,708	253,270,998	61,441,379	65,194,120	105,417,512	21,217,987	60,508,429
Montana	229,679,398	105,645,312	-	52,822,656	50,140,324	2,682,332	25,239,494
Nebraska	166,803,603	76,724,420	19,213,043	19,149,167	34,584,953	3,777,257	18,330,066
Nevada	198,103,783	91,121,520	38,434,503	7,126,257	43,491,811	2,068,949	21,769,646
New Hampshire	92,263,437	42,438,284	3,537,899	17,681,243	17,546,300	3,672,842	10,138,839
New Jersey	530,716,014	244,112,703	109,161,426	12,894,926	89,559,184	32,497,168	58,320,441
New Mexico	214,011,859	98,438,736	18,453,388	30,765,980	46,900,221	2,319,147	23,517,787
New York	889,926,698	409,338,340	161,805,558	42,863,612	132,962,145	71,707,025	97,794,143
North Carolina	591,736,190	272,180,069	63,409,948	72,680,086	114,146,147	21,943,887	65,025,955
North Dakota	142,997,782	65,774,490	-	32,887,245	31,118,904	1,768,341	15,714,042
Ohio	743,787,447	342,118,873	101,716,815	69,342,621	142,144,050	28,915,386	81,734,884

State	National Highway Performance Program	STP total	Surface Transportation Program				Highway Safety Improvement Program
			Suballocated		Non-Suballocated		
			MPOs	Other Areas	Flexible	Off-System Bridges	
Oklahoma	373,597,461	171,843,102	34,745,247	51,176,304	73,639,461	12,282,090	41,054,666
Oregon	288,011,418	132,476,209	34,126,782	32,111,322	53,537,981	12,700,124	31,649,606
Pennsylvania	922,872,241	424,492,255	131,666,136	80,579,991	138,449,434	73,796,694	101,414,532
Rhode Island	125,382,905	57,672,200	26,036,505	2,799,595	18,327,227	10,508,873	13,778,341
South Carolina	368,183,784	169,352,980	34,154,398	50,522,092	75,073,026	9,603,464	40,459,756
South Dakota	162,058,244	74,541,704	-	37,270,852	35,311,786	1,959,066	17,808,598
Tennessee	483,993,455	222,621,794	47,744,358	63,566,539	101,716,797	9,594,100	53,186,094
Texas	1,792,222,471	824,366,066	260,843,045	151,339,988	382,702,259	29,480,774	196,947,524
Utah	185,525,553	85,335,929	31,648,597	11,019,368	40,714,175	1,953,790	20,387,423
Vermont	114,677,252	52,747,935	-	26,373,968	22,032,425	4,341,543	12,601,896
Virginia	575,925,533	264,907,663	80,113,618	52,340,214	113,567,657	18,886,174	63,288,520
Washington	380,508,919	175,022,156	52,285,232	35,225,846	64,580,915	22,930,163	41,814,167
West Virginia	255,430,498	117,490,009	3,527,343	55,217,662	47,758,085	10,986,920	28,069,286
Wisconsin	427,051,757	196,430,400	38,008,374	60,206,826	94,190,454	4,024,746	46,928,765
Wyoming	148,390,385	68,254,918	-	34,127,459	32,267,344	1,860,115	16,306,636
Apportioned Total	21,751,779,050	10,005,135,419	2,811,324,347	2,191,243,363		5,002,567,709	2,390,305,390

Appendix A-2: Funding by program by state in dollars (CMAQ, MP, TA and totals)

State	Congestion Mitigation Air Quality	Metropolitan Planning	TA program total	Transportation Alternatives			Total
				Suballocated		Non-Suballocated	
				MPOs	Other Areas		
Alabama	10,953,027	2,922,380	16,797,235	2,992,914	5,405,703	8,398,617	734,884,638
Alaska	25,304,300	2,063,965	6,454,239	1,141,588	2,085,531	3,227,119	460,968,975
Arizona	49,761,109	5,556,382	16,855,672	5,896,677	2,531,159	8,427,836	708,704,457
Arkansas	11,838,189	1,635,099	10,835,135	1,349,731	4,067,836	5,417,567	501,508,329
California	445,253,227	47,520,287	72,311,960	29,227,893	6,928,087	36,155,980	3,543,739,939
Colorado	40,621,101	5,028,201	11,698,429	3,719,529	2,129,686	5,849,214	517,963,517
Connecticut	42,704,595	4,409,933	8,576,285	2,512,116	1,776,026	4,288,143	486,507,792
Delaware	11,208,340	1,695,391	3,581,034	960,398	830,119	1,790,517	163,854,927
Dist. of Col.	9,725,084	1,691,489	3,127,996	1,563,998	-	1,563,998	154,556,290
Florida	13,002,282	19,599,096	49,223,461	19,006,327	5,605,404	24,611,730	1,835,227,993
Georgia	64,973,910	7,354,585	32,608,184	9,129,747	7,174,345	16,304,092	1,249,763,108
Hawaii	9,955,280	1,663,831	3,591,034	1,059,199	736,319	1,795,517	163,830,679
Idaho	12,344,291	1,544,052	5,420,037	604,530	2,105,489	2,710,019	277,050,222
Illinois	105,878,818	16,244,500	28,340,786	10,326,962	3,843,431	14,170,393	1,376,229,392
Indiana	45,183,445	4,968,896	22,152,019	5,096,252	5,979,757	11,076,009	922,957,233



State	Congestion Mitigation Air Quality	Metropolitan Planning	TA program total	Transportation Alternatives			Total
				Suballocated		Non-Suballocated	
				MPOs	Other Areas		
Iowa	10,551,629	1,834,310	10,241,972	1,111,874	4,009,112	5,120,986	462,830,801
Kansas	9,087,456	1,841,325	10,298,554	2,050,744	3,098,533	5,149,277	366,044,222
Kentucky	13,191,338	2,414,758	12,882,145	2,278,672	4,162,401	6,441,072	643,590,231
Louisiana	11,052,399	4,109,474	11,768,480	2,654,439	3,229,801	5,884,240	679,844,596
Maine	9,929,418	1,758,479	3,331,124	255,677	1,409,885	1,665,562	178,806,830
Maryland	51,531,127	6,587,976	11,939,521	4,137,195	1,832,565	5,969,760	580,463,863
Massachusetts	61,090,663	8,571,678	11,564,595	4,545,028	1,237,269	5,782,297	588,290,994
Michigan	70,860,673	9,815,590	26,027,041	6,909,869	6,103,652	13,013,521	1,019,844,875
Minnesota	30,499,886	4,283,880	16,469,181	4,112,421	4,122,170	8,234,591	624,863,283
Mississippi	10,777,315	1,617,097	10,472,229	1,215,179	4,020,935	5,236,114	468,479,174
Missouri	22,525,705	4,917,248	19,314,760	4,685,596	4,971,784	9,657,380	911,163,848
Montana	13,841,580	1,654,709	5,811,893	-	2,905,946	2,905,946	381,872,385
Nebraska	9,867,722	1,573,700	6,677,429	1,672,137	1,666,578	3,338,715	279,976,941
Nevada	31,442,304	3,137,189	6,162,394	2,599,260	481,937	3,081,197	351,736,836
New Hampshire	9,929,403	1,501,460	3,769,144	314,218	1,570,355	1,884,572	160,040,568
New Jersey	99,929,621	11,830,828	17,557,243	7,851,184	927,438	8,778,621	962,466,850
New Mexico	10,986,656	1,533,838	7,220,122	1,353,489	2,256,572	3,610,061	355,708,997
New York	176,895,488	23,871,729	28,066,018	11,094,093	2,938,916	14,033,009	1,625,892,416
North Carolina	49,025,413	5,508,060	23,014,899	5,361,794	6,145,655	11,507,449	1,006,490,585
North Dakota	10,155,049	1,604,367	4,235,665	-	2,117,832	2,117,832	240,481,394
Ohio	92,087,596	11,028,128	27,613,886	8,210,002	5,596,941	13,806,943	1,298,370,814
Oklahoma	11,285,710	2,457,362	14,088,956	2,848,670	4,195,808	7,044,478	614,327,257
Oregon	18,673,150	3,449,054	8,966,950	2,309,948	2,173,527	4,483,475	483,226,388
Pennsylvania	100,925,293	12,401,019	27,166,829	8,426,423	5,156,991	13,583,415	1,589,272,169
Rhode Island	10,097,364	1,779,652	3,131,418	1,413,700	152,009	1,565,709	211,841,880
South Carolina	11,758,881	2,798,990	15,574,228	3,140,945	4,646,169	7,787,114	608,128,620
South Dakota	11,821,612	1,685,837	5,253,074	-	2,626,537	2,626,537	273,169,069
Tennessee	35,570,454	4,569,739	18,119,645	3,886,011	5,173,811	9,059,823	818,061,181
Texas	144,120,899	21,210,687	77,848,685	24,632,610	14,291,732	38,924,342	3,056,716,332
Utah	11,536,029	2,864,349	6,421,900	2,381,695	829,255	3,210,950	312,071,184
Vermont	11,456,187	2,006,944	3,104,603	-	1,552,302	1,552,302	196,594,817
Virginia	52,779,964	7,192,602	21,603,840	6,533,453	4,268,467	10,801,920	985,698,122
Washington	35,368,899	6,937,912	12,334,077	3,684,620	2,482,419	6,167,038	651,986,130
West Virginia	13,845,750	1,628,975	6,846,915	205,561	3,217,896	3,423,457	423,311,434
Wisconsin	25,876,282	4,274,619	18,697,724	3,617,923	5,730,939	9,348,862	719,259,547
Wyoming	10,090,704	1,515,547	3,589,359	-	1,794,680	1,794,680	248,147,550
Apportioned Total	2,209,172,618	311,667,197	808,760,000	230,082,291	174,297,709	404,380,000	37,476,819,674

Appendix B: Bridge data by state, by NHS, other federal-aid, off-system bridges

State	Total structurally deficient bridges	Deficient bridges on Interstate	Deficient bridges on NHS*	Deficient bridges on Federal-Aid Highway (Non-NHS)	Deficient off-system bridges
Alabama	1518	22	86	500	932
Alaska	131	18	26	45	60
Arizona	259	47	56	123	80
Arkansas	886	15	61	403	422
California	2925	335	1142	907	876
Colorado	582	66	135	207	240
Connecticut	390	54	110	87	193
Delaware	50	1	7	10	33
Dist. of Col.	32	13	23	3	6
Florida	273	8	31	86	156
Georgia	901	11	39	309	553
Hawaii	144	10	34	59	51
Idaho	371	11	34	102	235
Illinois	2319	126	302	584	1433
Indiana	2043	124	229	614	1200
Iowa	5408	41	101	1440	3867
Kansas	2742	8	40	637	2065
Kentucky	1282	59	103	417	762
Louisiana	1637	27	93	478	1066
Maine	342	19	40	122	180
Maryland	354	29	62	88	204
Massachusetts	517	46	207	167	143
Michigan	1288	64	164	511	613
Minnesota	1082	16	44	425	613
Mississippi	2480	5	43	606	1831
Missouri	3783	47	181	1287	2315
Montana	386	29	49	76	261
Nebraska	2757	4	45	458	2254
Nevada	40	6	8	14	18
New Hampshire	364	31	58	75	231
New Jersey	656	41	222	185	249
New Mexico	322	37	72	162	88
New York	2090	150	355	635	1100
North Carolina	2334	42	203	596	1535
North Dakota	719	8	16	50	653



State	Total structurally deficient bridges	Deficient bridges on Interstate	Deficient bridges on NHS*	Deficient bridges on Federal-Aid Highway (Non-NHS)	Deficient off-system bridges
Ohio	2654	114	271	736	1647
Oklahoma	5244	113	283	1476	3485
Oregon	448	17	61	183	204
Pennsylvania	5563	187	720	1931	2912
Rhode Island	158	12	70	43	45
South Carolina	1155	24	125	465	565
South Dakota	1217	4	25	262	930
Tennessee	1260	35	106	468	686
Texas	1533	39	110	210	1213
Utah	121	22	30	34	57
Vermont	254	13	19	93	142
Virginia	1261	79	173	379	709
Washington	391	60	139	142	110
West Virginia	990	51	115	404	471
Wisconsin	1204	37	107	432	665
Wyoming	411	118	163	70	178
Puerto Rico	251	53	82	83	86
Totals	67522	2548	7020	19879	40623

*Note: The National Highway System is inclusive of the Interstate system.

Appendix C: Bicycle and pedestrian deaths per year (2008-2010 average)

State	Bicycle and pedestrian fatalities	Total fatalities	Bicycle and pedestrian fatalities as percent of total fatalities
Alabama	70	893	8%
Alaska	8	61	13%
Arizona	159	835	19%
Arkansas	42	586	7%
California	707	3080	23%
Colorado	52	487	11%
Connecticut	46	282	16%
Delaware	23	113	21%
Dist. of Col.	15	29	50%
Florida	591	2662	22%
Georgia	177	1344	13%
Hawaii	27	110	23%

State	Bicycle and pedestrian fatalities	Total fatalities	Bicycle and pedestrian fatalities as percent of total fatalities
Idaho	15	222	7%
Illinois	150	960	15%
Indiana	71	756	9%
Iowa	26	391	6%
Kansas	20	400	5%
Kentucky	62	792	8%
Louisiana	104	817	13%
Maine	13	158	8%
Maryland	116	544	22%
Massachusetts	68	339	20%
Michigan	149	931	16%
Minnesota	43	429	10%
Mississippi	58	708	8%
Missouri	68	886	8%
Montana	12	213	6%
Nebraska	9	207	4%
Nevada	49	275	17%
New Hampshire	10	125	8%
New Jersey	157	577	26%
New Mexico	45	358	12%
New York	336	1199	28%
North Carolina	187	1353	13%
North Dakota	7	116	6%
Ohio	110	1098	10%
Oklahoma	63	718	9%
Oregon	59	370	16%
Pennsylvania	161	1349	12%
Rhode Island	12	71	18%
South Carolina	109	875	12%
South Dakota	9	131	7%
Tennessee	82	1020	8%
Texas	417	3193	13%
Utah	33	252	13%
Vermont	4	73	6%
Virginia	87	774	11%
Washington	70	490	14%
West Virginia	19	350	5%
Wisconsin	60	579	10%
Wyoming	4	149	3%

Source: FARS encyclopedia 2008-2010. Note: All fatality data are based on 3 year average from 2008-2010

**Appendix D: Reduced congestion costs due to transit by region (TTI)**

Urban area	Population group	Public transportation savings			
		Annual delay (in 1000s of hours)	Annual delay per auto commuter (in hours)	Fuel (in 1000 Gallons)	Cost (\$ in millions)
Anchorage AK	< 500,000	214	1.3	38	4.3
Beaumont TX	< 500,000	37	0.3	5	0.7
Boise ID	< 500,000	39	0.2	5	0.7
Boulder CO	< 500,000	84	1.1	26	1.6
Brownsville TX	< 500,000	199	1.8	28	4.3
Cape Coral FL	< 500,000	132	0.5	19	2.7
Columbia SC	< 500,000	254	1.0	78	5.4
Corpus Christi TX	< 500,000	94	0.5	16	1.9
Eugene OR	< 500,000	217	1.6	43	4.5
Greensboro NC	< 500,000	118	0.7	33	2.6
Jackson MS	< 500,000	53	0.2	2	1.2
Laredo TX	< 500,000	102	0.9	19	2.3
Little Rock AR	< 500,000	21	0.1	2	0.4
Madison WI	< 500,000	227	1.1	34	4.7
Pensacola FL-AL	< 500,000	45	0.2	8	0.9
Provo UT	< 500,000	49	0.2	1	0.9
Salem OR	< 500,000	203	1.6	39	4.2
Spokane WA	< 500,000	406	2.0	85	8.5
Stockton CA	< 500,000	178	0.8	23	3.7
Winston-Salem NC	< 500,000	39	0.2	9	0.8
Worcester MA	< 500,000	54	0.2	15	1.1
Akron OH	500,000 - 1 million	143	0.4	22	2.8
Albany-Schenectady NY	500,000 - 1 million	323	1.0	101	6.7
Albuquerque NM	500,000 - 1 million	212	0.6	33	4.6
Allentown-Bethlehem PA-NJ	500,000 - 1 million	254	0.8	41	5.1
Bakersfield CA	500,000 - 1 million	200	0.7	45	4.6
Baton Rouge LA	500,000 - 1 million	140	0.4	28	3.2
Birmingham AL	500,000 - 1 million	198	0.4	60	4.1
Bridgeport-Stamford CT-NY	500,000 - 1 million	306	0.6	87	6.4
Charleston-North Charleston SC	500,000 - 1 million	106	0.4	24	2.2
Colorado Springs CO	500,000 - 1 million	389	1.4	109	7.6
Dayton OH	500,000 - 1 million	198	0.5	37	3.9
El Paso TX-NM	500,000 - 1 million	764	2.0	133	15.7
Fresno CA	500,000 - 1 million	185	0.5	29	3.8

Urban area	Population group	Public transportation savings			
		Annual delay (in 1000s of hours)	Annual delay per auto commuter (in hours)	Fuel (in 1000 Gallons)	Cost (\$ in millions)
Grand Rapids MI	500,000 - 1 million	250	0.8	47	5.0
Hartford CT	500,000 - 1 million	957	2.1	209	18.7
Honolulu HI	500,000 - 1 million	463	1.2	790	8.8
Indio-Cathedral City-Palm Springs CA	500,000 - 1 million	157	0.5	25	3.2
Knoxville TN	500,000 - 1 million	51	0.2	5	1.0
Lancaster-Palmdale CA	500,000 - 1 million	571	1.8	87	10.9
McAllen TX	500,000 - 1 million	25	0.1	1	0.5
New Haven CT	500,000 - 1 million	269	0.8	61	5.4
Oklahoma City OK	500,000 - 1 million	113	0.2	12	2.2
Omaha NE-IA	500,000 - 1 million	152	0.5	22	2.8
Oxnard-Ventura CA	500,000 - 1 million	156	0.4	46	3.2
Poughkeepsie-Newburgh NY	500,000 - 1 million	173	0.6	32	3.5
Richmond VA	500,000 - 1 million	571	1.1	122	10.8
Rochester NY	500,000 - 1 million	221	0.6	35	4.3
Sarasota-Bradenton FL	500,000 - 1 million	116	0.3	24	2.3
Springfield MA-CT	500,000 - 1 million	240	0.7	48	4.7
Toledo OH-MI	500,000 - 1 million	146	0.5	32	2.9
Tucson AZ	500,000 - 1 million	362	1.0	64	8.3
Tulsa OK	500,000 - 1 million	44	0.1	4	0.9
Wichita KS	500,000 - 1 million	211	0.8	43	4.0
Austin TX	500,000 - 1 million	1,941	2.8	472	38.5
Baltimore MD	500,000 - 1 million	13,924	10.5	5,685	295.8
Buffalo NY	1 million - 3 million	804	1.7	224	16.4
Charlotte NC-SC	1 million - 3 million	665	1.2	183	14.2
Cincinnati OH-KY-IN	1 million - 3 million	1,255	1.4	299	26.2
Cleveland OH	1 million - 3 million	2,098	2.4	527	41.1
Columbus OH	1 million - 3 million	310	0.5	74	6.1
Denver-Aurora CO	1 million - 3 million	6,376	4.7	3,059	130.8
Indianapolis IN	1 million - 3 million	360	0.6	83	7.7
Jacksonville FL	1 million - 3 million	398	0.7	104	8.2
Kansas City MO-KS	1 million - 3 million	442	0.5	106	9.2
Las Vegas NV	1 million - 3 million	1,317	1.7	346	25.5
Louisville KY-IN	1 million - 3 million	426	0.7	106	8.8
Memphis TN-MS-AR	1 million - 3 million	414	0.7	96	8.6
Milwaukee WI	1 million - 3 million	1,849	2.4	480	38.0
Minneapolis-St. Paul MN	1 million - 3 million	5,360	3.7	2,129	109.0



Urban area	Population group	Public transportation savings			
		Annual delay (in 1000s of hours)	Annual delay per auto commuter (in hours)	Fuel (in 1000 Gallons)	Cost (\$ in millions)
Nashville-Davidson TN	1 million - 3 million	509	0.9	125	10.7
New Orleans LA	1 million - 3 million	1,879	4.5	579	41.4
Orlando FL	1 million - 3 million	1,399	1.8	377	29.7
Pittsburgh PA	1 million - 3 million	5,058	4.8	1,321	104.7
Portland OR-WA	1 million - 3 million	5,581	6.1	1,330	113.7
Providence RI-MA	1 million - 3 million	747	1.2	248	14.5
Raleigh-Durham NC	1 million - 3 million	685	1.2	230	14.8
Riverside-San Bernardino CA	1 million - 3 million	1,140	1.1	308	25.2
Sacramento CA	1 million - 3 million	1,367	1.5	337	27.8
Salt Lake City UT	1 million - 3 million	3,251	6.2	838	63.3
San Antonio TX	1 million - 3 million	1,366	1.7	395	26.8
San Jose CA	1 million - 3 million	1,896	2.0	621	37.2
San Juan PR	1 million - 3 million	5,798	4.8	1,313	116.8
St. Louis MO-IL	1 million - 3 million	2,805	2.3	1,472	61.7
Tampa-St. Petersburg FL	1 million - 3 million	1,021	0.8	452	21.1
Virginia Beach VA	1 million - 3 million	1,300	1.6	295	24.7
Atlanta GA	> 3 million	8,589	4.1	3,422	184.4
Boston MA-NH-RI	> 3 million	32,477	16.6	13,594	662.9
Chicago IL-IN	> 3 million	91,109	23.2	54,630	2,036.5
Dallas-Fort Worth-Arlington TX	> 3 million	6,137	2.1	3,070	126.2
Detroit MI	> 3 million	1,937	0.9	883	40.4
Houston TX	> 3 million	7,082	3.2	1,943	147.9
Los Angeles-Long Beach-Santa Ana CA	> 3 million	33,606	5.2	9,424	708.8
Miami FL	> 3 million	9,276	3.3	3,357	192.9
New York-Newark NY-NJ-CT	> 3 million	377,069	63.0	146,098	7,932.1
Philadelphia PA-NJ-DE-MD	> 3 million	26,082	10.9	9,924	549.5
Phoenix AZ	> 3 million	2,519	1.4	1,448	58.6
San Diego CA	> 3 million	6,460	4.3	3,221	136.3
San Francisco-Oakland CA	> 3 million	28,431	14.9	12,410	586.6
Seattle WA	> 3 million	14,377	8.8	6,673	312.8
Washington DC-VA-MD	> 3 million	35,567	18.1	15,539	725.7
101 Area Total		765,886	299.6	312,839	16,151.5
101 Area Average		7,583	9.0	3,097	159.9

Source: TTI's 2011 Urban Mobility Report Powered by INRIX Traffic Data. Texas Transportation Institute. The Texas A&M University System. September 2011. <http://mobility.tamu.edu>. Note: 1) Data was last updated in 2010 from 2010 2) Cost savings include the value of delay, fuel and truck congestion cost.

Appendix E: Benefits of Investing in Transit

Investing in public transportation provides communities with both immediate and long-term benefits. The following are just a few of the reasons to build or expand transit services.

System reliability

Growing congestion is a reality across the United States. Population and job growth as well as decades of suburban expansion have all added to total driving and congestion. Moreover, many urban Interstate segments and related freeways, originally designed for long-distance travel, have become overburdened by local trips.

Investing in transit systems is an effective strategy for improving overall system reliability. Because transit is so efficient – able to move thousands of people an hour along travel corridors – it can help alleviate pressure on Interstates and other roadways. Transit can help reduce peak period delays and the uncertainty that plagues many urban roadways systems every day.

Increased tax revenues

Transit systems also allow for more dense development. As a result, each acre of land generates more tax revenue than would otherwise be the case – both for commercial and residential development. Transit corridors can help to spur infill and brownfields development, helping to generate tax revenue on parcels that would otherwise remain idle.

In Charlotte, for example, the new Blue Line light rail system has catalyzed substantial development, leading to increased tax revenues. Since opening in 2007, the 9.6 mile Blue Line has attracted 2,600 residential housing units, 420,000 square feet of retail space and 320,000 square feet of office space. Taken together, these investments generate \$6.5 million in annual tax

revenues for the City of Charlotte and \$12.2 million for the county.¹

Jobs/workforce training

Investing in infrastructure creates jobs both direct and indirect – everything from design and engineering to construction and related services. The ripple effect of a new capital project also touches on businesses that serve workers. Transit projects also provide an opportunity for the project sponsor to partner with local job training programs and community colleges to create a pipeline of new workers with the skills to succeed for years to come. Construction careers provide above average wages and benefits, helping to create a strong, stable middle class.

Economic development

New transit capital projects not only create jobs, but also help to catalyze economic development. In 2008, voters in Los Angeles County approved a ballot initiative known as Measure R. This vote approved a half-cent sales tax increase that will provide more than \$40 billion to support a host of transit and highway projects. An analysis by the Los Angeles County Economic Development Corporation projects that Measure R investments will create more than \$30 billion in economic activity over the life of the authorization.²

In Cleveland, local leaders invested in a new gold-standard bus-rapid transit line along Euclid Avenue known as the HeathLine. This \$200 million investment has been an overwhelming success not only for transit ridership, but also associated economic development. Since the line opened in 2008, more than \$4.3 billion

¹ Transportation for America (2012) "Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects" <http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf>

² Ibid



in development has happened in the corridor, including 7.9 million square feet of commercial development and 4,000 residential units. The new developments have provided the City with a total of \$60 million in additional tax revenue.³

Reduced household transportation costs

Owning a car is expensive no matter how you look at the numbers. Having access to a quality public transportation system can substantially reduce household expenditures on transportation. That means more money for other essentials like food, housing, and healthcare. According to research conducted by the American Public Transportation Association (APTA), a household with two working adults using transit can save more than \$9,700 annually when compared to driving two cars.⁴ And, for individuals who are unable to drive for whatever reason, access to transit can mean the difference between having a job and not.

Efficiency

High quality public transportation can carry large numbers of people quickly, safely, and cost-effectively. Research by APTA indicates that public transportation's efficiency is even more than you might expect. For instance, a full city bus can carry more than 60 people and a metro train as many as 1,600. During peak periods, a high-quality rail or bus line can transport as many people as seven lanes of highway or seventeen lanes of urban streets.⁵

3 Transportation for America (2012) "Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects" <http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf>

4 American Public Transportation Association (June 2012) "June Transit Savings Report" http://apta.com/mediacenter/pressreleases/2012/Pages/120620_TSR.aspx

5 APTA 2012 "Economic Development: Promoting Growth - The Benefits of Public Transportation" www.apta.com/resources/reportsandpublications/Documents/Economic-Recovery-APTA-White-Paper.pdf

Reduced infrastructure lifecycle costs

Public transportation systems are so efficient at moving people where they need to go that they can eliminate the need to build certain roadway facilities or reduce the size of those roadways. In the end, eliminating thousands of miles of roadway helps to reduce lifecycle costs for governments at all levels. After all, you don't have to maintain what you never built.

Appendix F: Household transportation costs by metro region

Urban Area	Average Annual Transportation Costs
Akron, OH	\$14,161
Albany-Schenectady-Troy, NY	\$14,303
Albuquerque, NM	\$13,783
Allentown-Bethlehem-Easton, PA-NJ	\$14,154
Atlanta-Sandy Springs-Marietta, GA	\$14,305
Austin-Round Rock, TX	\$13,802
Bakersfield, CA	\$14,693
Baltimore-Towson, MD	\$13,033
Baton Rouge, LA	\$14,613
Birmingham-Hoover, AL	\$14,928
Boise City-Nampa, ID	\$14,395
Boston-Cambridge-Quincy, MA-NH	\$12,394
Bradenton-Sarasota-Venice, FL	\$14,275
Bridgeport-Stamford-Norwalk, CT	\$13,427
Buffalo-Niagara Falls, NY	\$13,566
Cape Coral-Fort Myers, FL	\$14,713
Charleston-North Charleston-Summerville, SC	\$14,674
Charlotte-Gastonia-Concord, NC-SC	\$14,375
Chicago-Naperville-Joliet, IL-IN-WI	\$12,311
Cincinnati-Middletown, OH-KY-IN	\$14,149
Cleveland-Elyria-Mentor, OH	\$13,450
Colorado Springs, CO	\$13,562
Columbia, SC	\$15,008
Columbus, OH	\$14,001

Urban Area	Average Annual Transportation Costs
Dallas-Fort Worth-Arlington, TX	\$13,417
Dayton, OH	\$14,274
Denver-Aurora-Broomfield, CO	\$12,662
Des Moines-West Des Moines, IA	\$14,228
Detroit-Warren-Livonia, MI	\$13,582
El Paso, TX	\$13,724
Fresno, CA	\$14,217
Grand Rapids-Wyoming, MI	\$14,676
Greensboro-High Point, NC	\$14,985
Greenville-Mauldin-Easley, SC	\$15,070
Harrisburg-Carlisle, PA	\$14,160
Hartford-West Hartford-East Hartford, CT	\$13,975
Honolulu, HI	\$11,946
Houston-Sugar Land-Baytown, TX	\$13,274
Indianapolis-Carmel, IN	\$14,117
Jacksonville, FL	\$14,193
Kansas City, MO-KS	\$14,176
Knoxville, TN	\$14,973
Lakeland-Winter Haven, FL	\$14,777
Las Vegas-Paradise, NV	\$13,014
Little Rock-North Little Rock-Conway, AR	\$14,824
Los Angeles-Long Beach-Santa Ana, CA	\$12,154
Louisville-Jefferson County, KY-IN	\$13,982
Madison, WI	\$14,219
McAllen-Edinburg-Mission, TX	\$14,585
Memphis, TN-MS-AR	\$14,182
Miami-Fort Lauderdale-Pompano Beach, FL	\$12,822
Milwaukee-Waukesha-West Allis, WI	\$13,237
Minneapolis-St. Paul-Bloomington, MN-WI	\$13,418
Nashville-Davidson-Murfreesboro-Franklin, TN	\$14,854
New Haven-Milford, CT	\$13,700
New Orleans-Metairie-Kenner, LA	\$13,591

Urban Area	Average Annual Transportation Costs
New York-Northern New Jersey-Long Island, NY-NJ-PA	\$10,158
Oklahoma City, OK	\$14,310
Omaha-Council Bluffs, NE-IA	\$14,096
Orlando-Kissimmee, FL	\$14,018
Oxnard-Thousand Oaks-Ventura, CA	\$14,023
Palm Bay-Melbourne-Titusville, FL	\$14,760
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	\$12,365
Phoenix-Mesa-Scottsdale, AZ	\$13,582
Pittsburgh, PA	\$13,891
Portland-South Portland-Biddeford, ME	\$15,273
Portland-Vancouver-Beaverton, OR-WA	\$13,375
Poughkeepsie-Newburgh-Middletown, NY	\$15,121
Providence-New Bedford-Fall River, RI-MA	\$13,092
Raleigh-Cary, NC	\$14,630
Richmond, VA	\$14,121
Riverside-San Bernardino-Ontario, CA	\$14,421
Rochester, NY	\$14,624
Sacramento-Arden-Arcade-Roseville, CA	\$13,903
Salt Lake City, UT	\$13,340
San Antonio, TX	\$13,503
San Diego-Carlsbad-San Marcos, CA	\$13,480
San Francisco-Oakland-Fremont, CA	\$11,980
San Jose-Sunnyvale-Santa Clara, CA	\$12,914
Scranton--Wilkes-Barre, PA	\$14,392
Seattle-Tacoma-Bellevue, WA	\$13,188
Springfield, MA	\$13,911
St. Louis, MO-IL	\$13,899
Stockton, CA	\$14,134
Syracuse, NY	\$14,803
Tampa-St. Petersburg-Clearwater, FL	\$13,778
Toledo, OH	\$14,360
Tucson, AZ	\$14,047
Tulsa, OK	\$14,528



Urban Area	Average Annual Transportation Costs
Virginia Beach-Norfolk-Newport News, VA-NC	\$13,786
Washington-Arlington-Alexandria, DC-VA-MD-WV	\$12,664
Wichita, KS	\$14,541
Worcester, MA	\$14,366
Youngstown-Warren-Boardman, OH-PA	\$14,972

Source: Center for Neighborhood Technology H+T Index® 2009; <http://htaindex.cnt.org/applications.php>

Notes: 1) Urban areas correspond with metropolitan statistical areas. 2) Costs are modeled for the national typical family (average 2.6 people, 1.15 commuters, median income \$51,425) to allow comparisons across regions. 3) H+T Index 2009 uses the American Community Survey 2005-2009 5-year estimates

Appendix G: Public transportation apportionments to states (FY13)

State	Metro and statewide planning (5303/5304)	Mobility for Seniors and Individuals with Disabilities (5310)	Rural formula (5311/5340)	Appalachian Development Public Transportation Assistance	Bus formula (5339)	Total
Alabama	\$1,011,140	\$2,593,436	\$14,900,674	\$4,815,124	\$1,967,412	\$25,287,786
Alaska	\$507,400	\$222,936	\$7,788,444	\$0	\$1,280,056	\$9,798,836
American Samoa	\$0	\$22,466	\$402,832	\$0	\$481,506	\$906,804
Arizona	\$2,770,520	\$1,500,300	\$11,093,484	\$0	\$2,191,578	\$17,555,882
Arkansas	\$507,352	\$1,833,384	\$11,558,546	\$0	\$1,711,908	\$15,611,190
California	\$18,096,970	\$6,529,136	\$26,192,668	\$0	\$8,326,620	\$59,145,394
Colorado	\$2,037,476	\$1,159,312	\$10,374,776	\$0	\$2,133,914	\$15,705,478
Connecticut	\$1,318,450	\$1,122,494	\$2,995,620	\$0	\$1,899,818	\$7,336,382
Delaware	\$507,400	\$305,650	\$1,742,140	\$0	\$1,377,470	\$3,932,660
District of Columbia	\$507,400	\$0	\$0	\$0	\$481,506	\$988,906
Florida	\$8,728,862	\$5,267,048	\$14,872,460	\$0	\$3,743,750	\$32,612,120
Georgia	\$3,432,622	\$2,920,614	\$20,027,044	\$570,110	\$2,429,162	\$29,379,552
Guam	\$0	\$75,416	\$859,440	\$0	\$481,506	\$1,416,362
Hawaii	\$507,400	\$460,588	\$2,619,232	\$0	\$1,525,016	\$5,112,236
Idaho	\$507,400	\$1,055,454	\$7,350,338	\$0	\$1,885,790	\$10,798,982
Illinois	\$5,722,190	\$2,514,164	\$15,703,434	\$0	\$2,609,634	\$26,549,422
Indiana	\$1,981,806	\$2,883,830	\$15,437,476	\$0	\$2,444,046	\$22,747,158
Iowa	\$551,798	\$1,852,228	\$11,783,440	\$0	\$2,150,810	\$16,338,276
Kansas	\$722,102	\$1,199,492	\$10,677,804	\$0	\$1,679,986	\$14,279,384
Kentucky	\$822,654	\$1,977,038	\$16,048,212	\$1,698,776	\$1,537,298	\$22,083,978
Louisiana	\$1,209,038	\$2,187,562	\$11,018,414	\$0	\$2,119,890	\$16,534,904
Maine	\$507,400	\$912,338	\$6,887,474	\$0	\$1,390,176	\$9,697,388
Maryland	\$2,698,214	\$1,158,990	\$5,575,392	\$612,484	\$2,025,980	\$12,071,060
Massachusetts	\$3,224,158	\$978,844	\$3,625,862	\$0	\$1,716,454	\$9,545,318
Michigan	\$3,413,496	\$3,749,944	\$20,274,050	\$0	\$2,518,054	\$29,955,544
Minnesota	\$1,735,710	\$1,669,132	\$14,851,822	\$0	\$1,852,912	\$20,109,576
Mississippi	\$507,400	\$1,520,450	\$13,588,140	\$244,608	\$1,360,230	\$17,220,828
Missouri	\$1,869,724	\$2,248,136	\$16,874,742	\$0	\$1,885,620	\$22,878,222
Montana	\$507,400	\$851,860	\$9,582,818	\$0	\$1,599,618	\$12,541,696
N. Mariana Islands	\$0	\$24,812	\$385,852	\$0	\$481,506	\$892,170
Nebraska	\$507,400	\$543,578	\$7,398,466	\$0	\$1,297,208	\$9,746,652



Nevada	\$1,299,166	\$286,072	\$6,187,958	\$0	\$1,301,904	\$9,075,100
New Hampshire	\$507,400	\$789,266	\$3,900,762	\$0	\$1,611,278	\$6,808,706
New Jersey	\$4,624,540	\$727,970	\$4,004,676	\$0	\$1,488,488	\$10,845,674
New Mexico	\$507,400	\$1,014,976	\$9,908,454	\$0	\$1,657,318	\$13,088,148
New York	\$8,796,558	\$2,978,504	\$19,506,584	\$192,606	\$2,201,262	\$33,675,514
North Carolina	\$2,452,750	\$3,597,528	\$25,043,004	\$1,396,386	\$2,296,588	\$34,786,256
North Dakota	\$507,400	\$563,212	\$4,941,154	\$0	\$1,648,350	\$7,660,116
Ohio	\$3,942,574	\$3,758,626	\$22,246,910	\$928,356	\$2,119,596	\$32,996,062
Oklahoma	\$746,874	\$1,531,382	\$14,086,898	\$0	\$1,520,348	\$17,885,502
Oregon	\$1,264,596	\$1,557,950	\$11,526,618	\$0	\$1,881,538	\$16,230,702
Pennsylvania	\$4,729,046	\$4,270,550	\$20,929,910	\$4,610,964	\$2,780,102	\$37,320,572
Puerto Rico	\$1,792,432	\$2,280,932	\$2,029,116	\$0	\$1,858,930	\$7,961,410
Rhode Island	\$587,228	\$59,354	\$673,794	\$0	\$2,035,684	\$3,356,060
South Carolina	\$1,132,270	\$2,195,466	\$12,092,990	\$192,606	\$1,589,664	\$17,202,996
South Dakota	\$507,400	\$624,500	\$6,127,960	\$0	\$2,097,422	\$9,357,282
Tennessee	\$1,634,418	\$2,975,952	\$17,729,674	\$1,068,958	\$4,728,062	\$28,137,064
Texas	\$10,220,034	\$6,319,596	\$38,759,420	\$0	\$1,505,754	\$56,804,804
Utah	\$1,128,934	\$419,506	\$6,051,252	\$0	\$1,356,548	\$8,956,240
Vermont	\$507,400	\$478,696	\$3,451,502	\$0	\$1,315,208	\$5,752,806
Virgin Islands	\$0	\$169,222	\$0	\$0	\$481,506	\$650,728
Virginia	\$2,980,242	\$2,001,456	\$14,156,202	\$1,107,478	\$2,246,208	\$22,491,586
Washington	\$2,705,772	\$2,518,228	\$11,907,176	\$0	\$2,683,352	\$19,814,528
West Virginia	\$507,400	\$1,995,412	\$7,587,996	\$1,822,044	\$1,854,628	\$13,767,480
Wisconsin	\$1,586,708	\$2,768,206	\$15,109,182	\$0	\$2,648,940	\$22,113,036
Wyoming	\$507,400	\$437,550	\$6,046,552	\$0	\$1,416,026	\$8,407,528

Note: Totals are full-year estimates derived from FTA's notice of apportionments through March 27, 2013.

Appendix H: Public transportation apportionments to urbanized areas (FY13)

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Aberdeen-Bel Air South-Bel Air North, MD*	\$3,038,414	\$152,884	\$0	\$169,306	\$3,360,604
Abilene, TX	\$1,724,178	\$0	\$0	\$0	\$1,724,178
Aguadilla-Isabela-San Sebastián, PR	\$3,422,468	\$376,212	\$0	\$345,216	\$4,143,896
Akron, OH*	\$6,345,870	\$537,852	\$0	\$688,596	\$7,572,318
Albany-Schenectady, NY	\$10,913,140	\$526,608	\$0	\$991,492	\$12,431,240
Albany, GA	\$1,566,642	\$0	\$0	\$0	\$1,566,642
Albany, OR	\$853,424	\$0	\$0	\$0	\$853,424
Albuquerque, NM	\$17,129,866	\$589,434	\$0	\$1,074,416	\$18,793,716
Alexandria, LA	\$988,414	\$0	\$0	\$0	\$988,414
Allentown, PA--NJ*	\$7,980,176	\$618,374	\$0	\$854,332	\$9,452,882
Alton, IL--MO	\$1,054,840	\$0	\$0	\$0	\$1,054,840
Altoona, PA	\$1,133,638	\$0	\$0	\$0	\$1,133,638
Amarillo, TX	\$2,995,994	\$0	\$0	\$0	\$2,995,994
Ames, IA	\$1,845,414	\$0	\$0	\$0	\$1,845,414
Anchorage, AK*	\$13,866,554	\$169,474	\$17,235,290	\$525,554	\$31,796,872
Anderson, IN	\$1,054,882	\$0	\$0	\$0	\$1,054,882
Anderson, SC	\$845,844	\$0	\$0	\$0	\$845,844
Ann Arbor, MI*	\$5,813,586	\$190,154	\$0	\$671,078	\$6,674,818
Anniston-Oxford, AL	\$868,500	\$0	\$0	\$0	\$868,500
Antioch, CA*	\$6,474,218	\$179,030	\$4,193,142	\$415,936	\$11,262,326
Appleton, WI*	\$2,370,508	\$153,068	\$0	\$263,564	\$2,787,140
Arecibo, PR	\$2,377,062	\$0	\$0	\$0	\$2,377,062
Arroyo Grande-Grover Beach, CA	\$1,087,030	\$0	\$0	\$0	\$1,087,030
Asheville, NC*	\$2,009,362	\$286,002	\$0	\$202,730	\$2,498,094
Athens-Clarke County, GA	\$2,146,042	\$0	\$0	\$0	\$2,146,042
Atlanta, GA*	\$63,695,210	\$2,381,750	\$46,454,956	\$5,242,044	\$117,773,960
Atlantic City, NJ*	\$11,405,132	\$229,394	\$3,189,790	\$883,936	\$15,708,252
Auburn, AL	\$958,810	\$0	\$0	\$0	\$958,810
Augusta-Richmond County, GA--SC*	\$2,565,336	\$327,018	\$0	\$249,556	\$3,141,910
Austin, TX	\$27,437,324	\$590,186	\$0	\$2,080,606	\$30,108,116
Avondale-Goodyear, AZ	\$2,768,850	\$0	\$0	\$0	\$2,768,850
Bakersfield, CA*	\$6,944,976	\$369,060	\$0	\$762,816	\$8,076,852
Baltimore, MD*	\$57,968,644	\$1,819,778	\$48,908,786	\$3,151,366	\$111,848,574



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Bangor, ME	\$1,278,426	\$0	\$0	\$0	\$1,278,426
Barnstable Town, MA*	\$7,063,198	\$289,662	\$0	\$605,168	\$7,958,028
Baton Rouge, LA*	\$4,801,152	\$432,082	\$0	\$493,230	\$5,726,464
Battle Creek, MI	\$982,976	\$0	\$0	\$0	\$982,976
Bay City, MI	\$1,277,418	\$0	\$0	\$0	\$1,277,418
Beaumont, TX	\$1,919,430	\$0	\$0	\$0	\$1,919,430
Beckley, WV	\$698,036	\$0	\$0	\$0	\$698,036
Bellingham, WA	\$2,589,164	\$0	\$0	\$0	\$2,589,164
Beloit, WI--IL	\$864,778	\$0	\$0	\$0	\$864,778
Bend, OR	\$1,160,068	\$0	\$0	\$0	\$1,160,068
Benton Harbor-St. Joseph-Fair Plain, MI	\$913,556	\$0	\$0	\$0	\$913,556
Billings, MT	\$1,622,450	\$0	\$0	\$0	\$1,622,450
Binghamton, NY--PA	\$3,359,226	\$0	\$0	\$0	\$3,359,226
Birmingham, AL*	\$6,580,980	\$604,056	\$0	\$694,562	\$7,879,598
Bismarck, ND	\$1,485,140	\$0	\$0	\$0	\$1,485,140
Blacksburg, VA	\$1,864,676	\$0	\$0	\$0	\$1,864,676
Bloomington-Normal, IL	\$2,621,232	\$0	\$0	\$0	\$2,621,232
Bloomington, IN	\$2,252,708	\$0	\$0	\$0	\$2,252,708
Bloomsburg-Berwick, PA	\$683,644	\$0	\$0	\$0	\$683,644
Boise City, ID*	\$3,312,656	\$229,404	\$0	\$360,170	\$3,902,230
Bonita Springs, FL*	\$3,116,874	\$395,772	\$0	\$341,458	\$3,854,104
Boston, MA--NH--RI*	\$148,977,024	\$3,445,448	\$112,640,026	\$5,349,994	\$270,412,492
Boulder, CO	\$3,181,072	\$0	\$0	\$0	\$3,181,072
Bowling Green, KY	\$1,042,188	\$0	\$0	\$0	\$1,042,188
Bremerton, WA	\$3,051,108	\$0	\$226,394	\$0	\$3,277,502
Bridgeport--Stamford, CT--NY*	\$27,521,480	\$771,410	\$59,390,332	\$1,281,334	\$88,964,556
Bristol--Bristol, TN--VA	\$770,422	\$0	\$0	\$0	\$770,422
Brownsville, TX*	\$2,339,662	\$146,350	\$0	\$235,514	\$2,721,526
Brunswick, GA	\$594,482	\$0	\$0	\$0	\$594,482
Buffalo, NY	\$16,793,802	\$992,576	\$2,281,754	\$1,369,482	\$21,437,614
Burlington, NC	\$1,774,662	\$0	\$0	\$0	\$1,774,662
Burlington, VT	\$2,280,830	\$0	\$0	\$0	\$2,280,830
Camarillo, CA	\$1,568,810	\$0	\$0	\$0	\$1,568,810
Canton, OH*	\$3,349,062	\$284,538	\$0	\$370,270	\$4,003,870
Cape Coral, FL*	\$5,885,428	\$526,814	\$0	\$655,042	\$7,067,284

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Cape Girardeau, MO--IL	\$651,980	\$0	\$0	\$0	\$651,980
Carbondale, IL	\$814,284	\$0	\$0	\$0	\$814,284
Carson City, NV	\$893,450	\$0	\$0	\$0	\$893,450
Cartersville, GA	\$563,432	\$0	\$0	\$0	\$563,432
Casa Grande, AZ	\$752,360	\$0	\$0	\$0	\$752,360
Casper, WY	\$1,011,070	\$0	\$0	\$0	\$1,011,070
Cedar Rapids, IA	\$2,472,590	\$0	\$0	\$0	\$2,472,590
Chambersburg, PA	\$591,146	\$0	\$0	\$0	\$591,146
Champaign, IL	\$3,257,420	\$0	\$0	\$0	\$3,257,420
Charleston-North Charleston, SC*	\$6,320,486	\$356,622	\$0	\$696,418	\$7,373,526
Charleston, WV	\$2,620,944	\$0	\$0	\$0	\$2,620,944
Charlotte, NC--SC	\$15,954,926	\$585,382	\$659,368	\$1,615,010	\$18,814,686
Charlottesville, VA	\$1,996,272	\$0	\$0	\$0	\$1,996,272
Chattanooga, TN--GA*	\$3,559,916	\$384,204	\$168,092	\$366,434	\$4,478,646
Cheyenne, WY	\$898,080	\$0	\$0	\$0	\$898,080
Chicago, IL--IN*	\$234,973,014	\$6,152,922	\$199,058,470	\$12,838,214	\$453,022,620
Chico, CA	\$1,994,096	\$0	\$0	\$0	\$1,994,096
Cincinnati, OH--KY--IN*	\$17,187,424	\$1,304,714	\$12,056	\$1,880,540	\$20,384,734
Clarksville, TN--KY	\$1,912,776	\$0	\$0	\$0	\$1,912,776
Cleveland, OH*	\$24,959,610	\$1,727,754	\$10,831,662	\$2,171,632	\$39,690,658
Cleveland, TN	\$782,444	\$0	\$0	\$0	\$782,444
Coeur d'Alene, ID	\$1,367,986	\$0	\$0	\$0	\$1,367,986
College Station-Bryan, TX	\$2,732,754	\$0	\$0	\$0	\$2,732,754
Colorado Springs, CO*	\$6,825,778	\$378,072	\$0	\$762,788	\$7,966,638
Columbia, MO	\$2,118,748	\$0	\$0	\$0	\$2,118,748
Columbia, SC*	\$4,099,826	\$355,680	\$0	\$423,580	\$4,879,086
Columbus, GA--AL*	\$2,171,270	\$243,578	\$0	\$223,222	\$2,638,070
Columbus, IN	\$754,524	\$0	\$0	\$0	\$754,524
Columbus, OH	\$14,349,068	\$924,830	\$0	\$1,551,454	\$16,825,352
Concord, CA*	\$19,882,866	\$434,982	\$25,060,126	\$811,220	\$46,189,194
Concord, NC*	\$1,391,234	\$108,380	\$0	\$141,970	\$1,641,584
Conroe-The Woodlands, TX*	\$3,208,230	\$68,052	\$0	\$372,864	\$3,649,146
Conway, AR	\$833,896	\$0	\$0	\$0	\$833,896
Corpus Christi, TX*	\$4,704,826	\$334,110	\$0	\$515,562	\$5,554,498
Corvallis, OR	\$1,598,716	\$0	\$0	\$0	\$1,598,716



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Cumberland, MD--WV--PA	\$987,532	\$0	\$0	\$0	\$987,532
Dallas-Fort Worth-Arlington, TX*	\$67,573,312	\$2,929,576	\$20,122,164	\$5,913,196	\$96,538,248
Dalton, GA	\$949,342	\$0	\$0	\$0	\$949,342
Danbury, CT--NY	\$4,851,840	\$0	\$3,550,924	\$0	\$8,402,764
Danbury, CT--NY	\$4,229,328	\$0	\$0	\$0	\$4,229,328
Danville, IL-IN	\$860,102	\$0	\$0	\$0	\$860,102
Daphne-Fairhope, AL	\$594,040	\$0	\$0	\$0	\$594,040
Davenport, IA--IL*	\$3,784,400	\$246,408	\$0	\$424,222	\$4,455,030
Davis, CA	\$2,779,580	\$0	\$0	\$0	\$2,779,580
Dayton, OH*	\$14,705,134	\$701,026	\$9,960,928	\$1,062,906	\$26,429,994
Decatur, AL	\$804,562	\$0	\$0	\$0	\$804,562
Decatur, IL	\$1,718,586	\$0	\$0	\$0	\$1,718,586
DeKalb, IL	\$1,094,918	\$0	\$0	\$0	\$1,094,918
Delano, CA	\$1,700,096	\$0	\$0	\$0	\$1,700,096
Deltona, FL	\$2,436,948	\$0	\$0	\$0	\$2,436,948
Denton-Lewisville, TX*	\$4,281,442	\$191,202	\$0	\$421,316	\$4,893,960
Denver-Aurora, CO	\$46,328,448	\$1,449,424	\$8,423,610	\$4,382,898	\$60,584,380
Des Moines, IA*	\$5,886,290	\$316,986	\$0	\$666,222	\$6,869,498
Detroit, MI	\$39,991,118	\$3,559,140	\$981,856	\$4,264,556	\$48,796,670
Dothan, AL	\$1,161,572	\$0	\$0	\$0	\$1,161,572
Dover--Rochester, NH--ME	\$1,194,876	\$0	\$0	\$0	\$1,194,876
Dover, DE	\$2,529,654	\$0	\$0	\$0	\$2,529,654
Dubuque, IA--IL	\$934,806	\$0	\$0	\$0	\$934,806
Duluth, MN--WI	\$2,447,248	\$0	\$0	\$0	\$2,447,248
Durham, NC*	\$6,856,650	\$228,356	\$0	\$791,470	\$7,876,476
East Stroudsburg, PA--NJ	\$1,618,510	\$0	\$0	\$0	\$1,618,510
Eau Claire, WI	\$1,608,778	\$0	\$0	\$0	\$1,608,778
El Centro-Calexico, CA	\$2,506,532	\$0	\$0	\$0	\$2,506,532
El Paso de Robles (Paso Robles)-Atascadero, CA	\$1,583,288	\$0	\$0	\$0	\$1,583,288
El Paso, TX--NM	\$12,225,308	\$567,210	\$0	\$1,346,076	\$14,138,594
Elizabethtown-Radcliff, KY	\$1,194,504	\$0	\$0	\$0	\$1,194,504
Elkhart, IN--MI	\$1,807,392	\$0	\$0	\$0	\$1,807,392
Elmira, NY	\$1,329,638	\$0	\$0	\$0	\$1,329,638
Erie, PA	\$3,497,086	\$0	\$0	\$0	\$3,497,086

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Eugene, OR*	\$5,132,204	\$229,110	\$0	\$591,512	\$5,952,826
Evansville, IN--KY*	\$2,341,136	\$215,584	\$0	\$252,190	\$2,808,910
Fairbanks, AK	\$701,594	\$0	\$346,186	\$0	\$1,047,780
Fairfield, CA	\$2,373,668	\$0	\$0	\$0	\$2,373,668
Fajardo, PR	\$2,028,698	\$0	\$0	\$0	\$2,028,698
Fargo, ND--MN	\$2,865,350	\$0	\$0	\$0	\$2,865,350
Farmington, NM	\$668,606	\$0	\$0	\$0	\$668,606
Fayetteville--Springdale--Rogers, AR--MO*	\$2,218,110	\$220,380	\$0	\$273,758	\$2,712,248
Fayetteville, NC*	\$2,641,092	\$148,824	\$0	\$227,124	\$3,017,040
Flagstaff, AZ	\$1,366,160	\$0	\$0	\$0	\$1,366,160
Flint, MI*	\$6,577,300	\$366,792	\$0	\$747,736	\$7,691,828
Florence, AL	\$911,836	\$0	\$0	\$0	\$911,836
Florence, SC	\$1,026,244	\$0	\$0	\$0	\$1,026,244
Florida-Imbéry-Barceloneta, PR	\$993,512	\$0	\$0	\$0	\$993,512
Fond du Lac, WI	\$727,664	\$0	\$0	\$0	\$727,664
Fort Collins, CO*	\$2,903,976	\$154,410	\$0	\$317,432	\$3,375,818
Fort Smith, AR--OK	\$1,652,428	\$0	\$0	\$0	\$1,652,428
Fort Walton Beach-Navarre-Wright, FL	\$2,337,554	\$0	\$0	\$0	\$2,337,554
Fort Wayne, IN*	\$2,785,126	\$241,700	\$0	\$294,952	\$3,321,778
Frederick, MD	\$2,803,094	\$0	\$0	\$0	\$2,803,094
Fredericksburg, VA	\$2,326,258	\$0	\$0	\$0	\$2,326,258
Fresno, CA*	\$10,378,126	\$500,258	\$0	\$1,157,618	\$12,036,002
Gadsden, AL	\$687,926	\$0	\$0	\$0	\$687,926
Gainesville, FL	\$3,684,336	\$0	\$0	\$0	\$3,684,336
Gainesville, GA	\$1,417,294	\$0	\$0	\$0	\$1,417,294
Gastonia, NC--SC	\$1,957,984	\$0	\$0	\$0	\$1,957,984
Gilroy-Morgan Hill, CA	\$1,373,926	\$0	\$0	\$0	\$1,373,926
Glens Falls, NY	\$1,042,756	\$0	\$0	\$0	\$1,042,756
Goldsboro, NC	\$705,930	\$0	\$0	\$0	\$705,930
Grand Forks, ND--MN	\$1,135,158	\$0	\$0	\$0	\$1,135,158
Grand Island, NE	\$656,398	\$0	\$0	\$0	\$656,398
Grand Junction, CO	\$1,602,482	\$0	\$0	\$0	\$1,602,482
Grand Rapids, MI	\$8,123,964	\$422,160	\$0	\$912,252	\$9,458,376
Grants Pass, OR	\$687,278	\$0	\$0	\$0	\$687,278
Great Falls, MT	\$1,093,672	\$0	\$0	\$0	\$1,093,672



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Greeley, CO	\$1,982,080	\$0	\$0	\$0	\$1,982,080
Green Bay, WI*	\$2,061,374	\$154,902	\$0	\$224,786	\$2,441,062
Greensboro, NC*	\$4,751,390	\$227,272	\$0	\$535,024	\$5,513,686
Greenville, NC	\$1,610,524	\$0	\$0	\$0	\$1,610,524
Greenville, SC*	\$2,665,790	\$305,246	\$0	\$264,808	\$3,235,844
Guayama, PR	\$1,743,054	\$0	\$0	\$0	\$1,743,054
Gulfport, MS*	\$2,222,122	\$183,236	\$0	\$242,254	\$2,647,612
Hagerstown, MD--WV--PA	\$2,875,104	\$0	\$0	\$0	\$2,875,104
Hammond, LA	\$721,996	\$0	\$0	\$0	\$721,996
Hanford, CA	\$2,404,448	\$0	\$0	\$0	\$2,404,448
Hanover, PA	\$845,924	\$0	\$0	\$0	\$845,924
Harlingen, TX	\$1,858,874	\$0	\$0	\$0	\$1,858,874
Harrisburg, PA*	\$5,743,658	\$362,998	\$2,448,466	\$482,438	\$9,037,560
Harrisonburg, VA	\$1,484,824	\$0	\$0	\$0	\$1,484,824
Hartford, CT*	\$19,331,890	\$814,238	\$826,150	\$1,341,770	\$22,314,048
Hattiesburg, MS	\$940,640	\$0	\$0	\$0	\$940,640
Hazleton, PA	\$763,162	\$0	\$0	\$0	\$763,162
Hemet, CA	\$2,935,992	\$0	\$0	\$0	\$2,935,992
Hickory, NC*	\$1,511,124	\$206,982	\$0	\$151,228	\$1,869,334
High Point, NC	\$2,069,770	\$0	\$0	\$0	\$2,069,770
Hilton Head Island, SC	\$704,440	\$0	\$0	\$0	\$704,440
Hinesville, GA	\$667,566	\$0	\$0	\$0	\$667,566
Holland, MI	\$1,434,982	\$0	\$0	\$0	\$1,434,982
Homosassa Springs-Beverly Hills-Citrus Springs, FL	\$791,016	\$0	\$0	\$0	\$791,016
Hot Springs, AR	\$648,496	\$0	\$0	\$0	\$648,496
Houma, LA	\$1,829,978	\$0	\$0	\$0	\$1,829,978
Houston, TX*	\$66,130,512	\$2,652,140	\$9,364,802	\$7,237,048	\$85,384,502
Huntington, WV--KY--OH*	\$2,116,598	\$231,416	\$0	\$225,280	\$2,573,294
Huntsville, AL*	\$2,089,998	\$203,394	\$0	\$216,720	\$2,510,112
Idaho Falls, ID	\$1,243,924	\$0	\$0	\$0	\$1,243,924
Indianapolis, IN	\$12,703,392	\$1,025,740	\$0	\$1,343,466	\$15,072,598
Indio-Cathedral City, CA*	\$3,905,362	\$341,168	\$0	\$427,440	\$4,673,970
Iowa City, IA	\$2,309,502	\$0	\$0	\$0	\$2,309,502
Ithaca, NY	\$1,694,146	\$0	\$0	\$0	\$1,694,146

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Jackson, MI	\$1,151,034	\$0	\$0	\$0	\$1,151,034
Jackson, MS*	\$2,623,404	\$231,708	\$0	\$263,456	\$3,118,568
Jackson, TN	\$1,241,040	\$0	\$0	\$0	\$1,241,040
Jacksonville, FL	\$12,239,064	\$783,406	\$591,426	\$1,314,584	\$14,928,480
Jacksonville, NC	\$1,256,024	\$0	\$0	\$0	\$1,256,024
Janesville, WI	\$1,008,200	\$0	\$0	\$0	\$1,008,200
Jefferson City, MO	\$698,034	\$0	\$0	\$0	\$698,034
Johnson City, TN	\$1,371,370	\$0	\$0	\$0	\$1,371,370
Johnstown, PA	\$1,441,970	\$0	\$12,314	\$0	\$1,454,284
Jonesboro, AR	\$811,798	\$0	\$0	\$0	\$811,798
Joplin, MO	\$978,750	\$0	\$0	\$0	\$978,750
Juana Díaz, PR	\$1,084,994	\$0	\$0	\$0	\$1,084,994
Kahului, HI	\$974,490	\$0	\$0	\$0	\$974,490
Kailua (Honolulu County)-Kaneohe, HI	\$2,175,338	\$0	\$0	\$0	\$2,175,338
Kalamazoo, MI*	\$2,575,366	\$169,526	\$0	\$279,322	\$3,024,214
Kankakee, IL	\$1,709,530	\$0	\$0	\$0	\$1,709,530
Kansas City, MO--KS*	\$15,331,814	\$1,173,044	\$365,720	\$1,665,782	\$18,536,360
Kennewick-Pasco, WA*	\$8,310,086	\$144,552	\$0	\$1,001,820	\$9,456,458
Kenosha, WI--IL	\$2,038,992	\$0	\$76,142	\$0	\$2,115,134
Killeen, TX*	\$2,101,992	\$100,840	\$0	\$224,032	\$2,426,864
Kingsport, TN--VA	\$1,134,494	\$0	\$0	\$0	\$1,134,494
Kingston, NY	\$871,138	\$0	\$0	\$0	\$871,138
Kissimmee, FL	\$4,353,248	\$193,570	\$0	\$494,072	\$5,040,890
Knoxville, TN*	\$5,257,632	\$422,302	\$0	\$565,010	\$6,244,944
Kokomo, IN	\$1,176,044	\$0	\$0	\$0	\$1,176,044
La Crosse, WI--MN	\$1,905,362	\$0	\$0	\$0	\$1,905,362
Lady Lake-The Villages, FL	\$1,359,618	\$0	\$0	\$0	\$1,359,618
Lafayette-Louisville-Erie, CO	\$1,057,758	\$0	\$0	\$0	\$1,057,758
Lafayette, IN	\$2,927,680	\$0	\$0	\$0	\$2,927,680
Lafayette, LA*	\$2,054,768	\$162,648	\$0	\$212,730	\$2,430,146
Lake Charles, LA	\$1,622,840	\$0	\$0	\$0	\$1,622,840
Lake Havasu City, AZ	\$699,122	\$0	\$0	\$0	\$699,122
Lake Jackson-Angleton, TX	\$983,282	\$0	\$0	\$0	\$983,282
Lakeland, FL*	\$2,513,322	\$242,832	\$0	\$270,846	\$3,027,000
Lancaster-Palmdale, CA*	\$7,379,394	\$332,298	\$5,615,198	\$519,188	\$13,846,078



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Lancaster, PA*	\$8,243,934	\$201,328	\$6,782,846	\$464,314	\$15,692,422
Lansing, MI*	\$5,608,570	\$240,296	\$0	\$639,124	\$6,487,990
Laredo, TX*	\$3,142,580	\$160,196	\$0	\$334,760	\$3,637,536
Las Cruces, NM	\$1,821,728	\$0	\$0	\$0	\$1,821,728
Las Vegas-Henderson, NV	\$27,324,310	\$1,172,454	\$378,644	\$3,038,098	\$31,913,506
Lawrence, KS	\$2,006,322	\$0	\$0	\$0	\$2,006,322
Lawton, OK	\$1,359,762	\$0	\$0	\$0	\$1,359,762
Lebanon, PA	\$1,327,580	\$0	\$0	\$0	\$1,327,580
Lee's Summit, MO	\$1,130,440	\$0	\$0	\$0	\$1,130,440
Leesburg-Eustis-Tavares, FL	\$1,891,140	\$0	\$0	\$0	\$1,891,140
Leominster-Fitchburg, MA	\$2,798,782	\$0	\$602,624	\$0	\$3,401,406
Lewiston, ID--WA	\$688,960	\$0	\$0	\$0	\$688,960
Lewiston, ME	\$945,912	\$0	\$0	\$0	\$945,912
Lexington Park-California-Chesapeake Ranch Estates, MD	\$1,037,184	\$0	\$0	\$0	\$1,037,184
Lexington-Fayette, KY*	\$4,421,550	\$211,964	\$0	\$497,582	\$5,131,096
Lima, OH	\$902,034	\$0	\$0	\$0	\$902,034
Lincoln, NE*	\$2,829,954	\$180,598	\$0	\$308,148	\$3,318,700
Little Rock, AR*	\$4,392,724	\$340,870	\$222,314	\$450,558	\$5,406,466
Livermore, CA	\$1,411,390	\$0	\$0	\$0	\$1,411,390
Lodi, CA	\$1,459,948	\$0	\$0	\$0	\$1,459,948
Logan, UT	\$1,885,134	\$0	\$0	\$0	\$1,885,134
Lompoc, CA	\$1,156,660	\$0	\$0	\$0	\$1,156,660
Longmont, CO	\$1,812,858	\$0	\$0	\$0	\$1,812,858
Longview, TX	\$1,121,282	\$0	\$0	\$0	\$1,121,282
Longview, WA--OR	\$901,596	\$0	\$0	\$0	\$901,596
Lorain-Elyria, OH	\$2,439,938	\$0	\$0	\$0	\$2,439,938
Los Angeles-Long Beach-Anaheim, CA*	\$272,274,872	\$8,279,270	\$86,839,404	\$27,032,416	\$394,425,962
Los Lunas, NM	\$1,005,398	\$0	\$0	\$0	\$1,005,398
Louisville/Jefferson County, KY--IN	\$12,324,548	\$898,766	\$0	\$1,368,378	\$14,591,692
Lubbock, TX*	\$2,953,648	\$191,750	\$0	\$322,484	\$3,467,882
Lynchburg, VA	\$1,907,182	\$0	\$0	\$0	\$1,907,182
Macon, GA	\$1,736,670	\$0	\$0	\$0	\$1,736,670
Madera, CA	\$1,833,584	\$0	\$0	\$0	\$1,833,584
Madison, WI	\$6,699,296	\$249,840	\$523,354	\$768,922	\$8,241,412

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Manchester, NH	\$2,062,978	\$0	\$0	\$0	\$2,062,978
Mandeville-Covington, LA	\$1,006,120	\$0	\$0	\$0	\$1,006,120
Manhattan, KS	\$889,068	\$0	\$0	\$0	\$889,068
Mankato, MN	\$845,340	\$0	\$0	\$0	\$845,340
Mansfield, OH	\$926,552	\$0	\$0	\$0	\$926,552
Manteca, CA	\$1,578,696	\$0	\$0	\$0	\$1,578,696
Marysville, WA	\$1,844,120	\$0	\$0	\$0	\$1,844,120
Mauldin-Simpsonville, SC	\$1,397,526	\$0	\$0	\$0	\$1,397,526
Mayaguez, PR	\$2,227,456	\$0	\$0	\$0	\$2,227,456
McAllen, TX*	\$5,375,662	\$549,890	\$0	\$487,666	\$6,413,218
McKinney, TX	\$2,398,192	\$0	\$0	\$0	\$2,398,192
Medford, OR	\$2,301,240	\$0	\$0	\$0	\$2,301,240
Memphis, TN--MS--AR	\$10,616,872	\$798,168	\$1,065,814	\$1,050,716	\$13,531,570
Merced, CA	\$2,512,756	\$0	\$0	\$0	\$2,512,756
Miami, FL*	\$97,746,648	\$4,986,688	\$35,627,782	\$9,218,292	\$147,579,410
Michigan City--La Porte, IN--MI	\$864,628	\$0	\$0	\$0	\$864,628
Middletown, NY	\$987,766	\$0	\$0	\$0	\$987,766
Middletown, OH	\$1,280,312	\$0	\$0	\$0	\$1,280,312
Midland, MI	\$672,060	\$0	\$0	\$0	\$672,060
Midland, TX	\$1,696,596	\$0	\$0	\$0	\$1,696,596
Milwaukee, WI*	\$18,712,278	\$1,128,916	\$171,608	\$2,093,184	\$22,105,986
Minneapolis--St. Paul, MN--WI*	\$47,430,240	\$1,780,352	\$11,660,358	\$4,391,564	\$65,262,514
Mission Viejo-Lake Forest-San Clemente, CA	\$8,698,196	\$393,636	\$3,857,830	\$744,542	\$13,694,204
Missoula, MT	\$1,461,438	\$0	\$0	\$0	\$1,461,438
Mobile, AL*	\$2,926,034	\$308,470	\$0	\$299,652	\$3,534,156
Modesto, CA*	\$4,816,842	\$272,476	\$0	\$532,836	\$5,622,154
Monessen-California, PA	\$1,320,152	\$0	\$0	\$0	\$1,320,152
Monroe, LA	\$1,480,140	\$0	\$0	\$0	\$1,480,140
Monroe, MI	\$816,906	\$0	\$0	\$0	\$816,906
Montgomery, AL*	\$2,526,708	\$194,968	\$0	\$268,696	\$2,990,372
Morgantown, WV	\$1,501,580	\$0	\$917,544	\$0	\$2,419,124
Morristown, TN	\$657,456	\$0	\$0	\$0	\$657,456
Mount Vernon, WA	\$1,528,024	\$0	\$0	\$0	\$1,528,024
Muncie, IN	\$1,808,932	\$0	\$0	\$0	\$1,808,932



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Murfreesboro, TN	\$1,767,440	\$0	\$0	\$0	\$1,767,440
Murrieta-Temecula-Menifee, CA	\$4,226,222	\$229,466	\$0	\$465,670	\$4,921,358
Muskegon, MI	\$1,974,630	\$0	\$0	\$0	\$1,974,630
Myrtle Beach--Socastee, SC--NC*	\$1,625,904	\$162,918	\$0	\$170,264	\$1,959,086
Nampa, ID	\$2,193,146	\$0	\$0	\$0	\$2,193,146
Napa, CA	\$1,814,072	\$0	\$0	\$0	\$1,814,072
Nashua, NH--MA*	\$1,522,198	\$154,296	\$0	\$153,576	\$1,830,070
Nashville-Davidson, TN*	\$19,801,616	\$615,184	\$0	\$1,189,566	\$21,606,366
New Bedford, MA	\$3,587,748	\$0	\$0	\$0	\$3,587,748
New Bern, NC	\$576,436	\$0	\$0	\$0	\$576,436
New Haven, CT*	\$18,512,270	\$499,192	\$3,181,128	\$503,372	\$22,695,962
New Orleans, LA*	\$13,164,026	\$713,252	\$3,695,730	\$1,254,128	\$18,827,136
New York--Newark, NY--NJ--CT*	\$881,378,118	\$14,540,748	\$695,055,442	\$39,237,924	\$1,630,212,232
Newark, OH	\$1,363,864	\$0	\$0	\$0	\$1,363,864
Norman, OK	\$1,545,268	\$0	\$0	\$0	\$1,545,268
North Port-Port Charlotte, FL	\$1,997,446	\$0	\$0	\$0	\$1,997,446
Norwich--New London, CT--RI*	\$3,849,052	\$173,976	\$0	\$240,284	\$4,263,312
Ocala, FL	\$1,866,674	\$0	\$0	\$0	\$1,866,674
Odessa, TX	\$1,814,382	\$0	\$0	\$0	\$1,814,382
Ogden-Layton, UT	\$10,842,746	\$314,634	\$0	\$826,056	\$11,983,436
Oklahoma City, OK*	\$7,537,000	\$723,648	\$0	\$743,346	\$9,003,994
Olympia-Lacey, WA	\$2,911,804	\$0	\$0	\$0	\$2,911,804
Omaha, NE--IA	\$7,660,092	\$522,614	\$0	\$838,574	\$9,021,280
Orlando, FL	\$18,412,348	\$964,022	\$172,464	\$2,053,776	\$21,602,610
Oshkosh, WI	\$1,637,080	\$0	\$0	\$0	\$1,637,080
Owensboro, KY	\$1,004,924	\$0	\$0	\$0	\$1,004,924
Oxnard, CA*	\$8,036,886	\$285,164	\$3,991,442	\$642,652	\$12,956,144
Palm Bay-Melbourne, FL*	\$5,055,000	\$513,110	\$0	\$560,400	\$6,128,510
Palm Coast-Daytona Beach-Port Orange, FL*	\$4,214,052	\$352,816	\$0	\$485,690	\$5,052,558
Panama City, FL	\$1,769,202	\$0	\$0	\$0	\$1,769,202
Parkersburg, WV--OH	\$1,062,354	\$0	\$0	\$0	\$1,062,354
Pascagoula, MS	\$954,860	\$0	\$0	\$0	\$954,860
Pensacola, FL--AL*	\$2,889,342	\$339,640	\$0	\$300,084	\$3,529,066
Peoria, IL*	\$3,069,742	\$229,776	\$0	\$338,560	\$3,638,078

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Petaluma, CA	\$1,050,542	\$0	\$0	\$0	\$1,050,542
Philadelphia, PA--NJ--DE--MD*	\$146,895,550	\$4,780,394	\$118,701,570	\$7,966,680	\$278,344,194
Phoenix-Mesa, AZ*	\$45,341,764	\$2,597,906	\$2,373,044	\$4,651,722	\$54,964,436
Pine Bluff, AR	\$687,250	\$0	\$0	\$0	\$687,250
Pittsburgh, PA*	\$30,210,342	\$1,842,208	\$18,940,874	\$2,774,580	\$53,768,004
Pittsfield, MA	\$1,581,144	\$0	\$0	\$0	\$1,581,144
Pocatello, ID	\$1,019,996	\$0	\$0	\$0	\$1,019,996
Ponce, PR	\$3,724,710	\$0	\$0	\$0	\$3,724,710
Port Arthur, TX	\$1,835,262	\$0	\$0	\$0	\$1,835,262
Port Huron, MI	\$1,753,952	\$0	\$0	\$0	\$1,753,952
Port St. Lucie, FL*	\$2,765,924	\$428,090	\$0	\$284,534	\$3,478,548
Porterville, CA	\$1,513,122	\$0	\$0	\$0	\$1,513,122
Portland, ME*	\$7,969,588	\$184,572	\$2,684,810	\$232,210	\$11,071,180
Portland, OR--WA*	\$38,663,932	\$1,395,672	\$16,749,044	\$3,190,738	\$59,999,386
Portsmouth, NH--ME	\$879,276	\$0	\$0	\$0	\$879,276
Pottstown, PA	\$1,221,364	\$0	\$0	\$0	\$1,221,364
Poughkeepsie--Newburgh, NY--NJ*	\$19,406,720	\$307,984	\$4,838,014	\$1,139,188	\$25,691,906
Prescott Valley-Prescott, AZ	\$1,069,198	\$0	\$0	\$0	\$1,069,198
Providence, RI--MA*	\$32,905,988	\$1,164,766	\$2,281,440	\$1,515,698	\$37,867,892
Provo-Orem, UT	\$5,451,874	\$182,930	\$0	\$602,424	\$6,237,228
Pueblo, CO	\$2,376,280	\$0	\$0	\$0	\$2,376,280
Racine, WI	\$2,302,184	\$0	\$0	\$0	\$2,302,184
Raleigh, NC*	\$9,785,358	\$378,356	\$0	\$1,092,722	\$11,256,436
Rapid City, SD	\$1,100,502	\$0	\$0	\$0	\$1,100,502
Reading, PA*	\$3,408,376	\$270,402	\$0	\$376,694	\$4,055,472
Redding, CA	\$1,528,830	\$0	\$0	\$0	\$1,528,830
Reno, NV--CA*	\$5,264,806	\$273,422	\$0	\$591,568	\$6,129,796
Richmond, VA*	\$11,152,958	\$743,678	\$0	\$1,235,986	\$13,132,622
Riverside-San Bernardino, CA*	\$29,229,672	\$1,131,260	\$10,012,882	\$2,184,544	\$42,558,358
Roanoke, VA*	\$2,349,548	\$213,506	\$0	\$257,886	\$2,820,940
Rochester, MN	\$2,015,700	\$0	\$0	\$0	\$2,015,700
Rochester, NY	\$11,145,386	\$666,538	\$0	\$937,694	\$12,749,618
Rock Hill, SC	\$1,149,270	\$0	\$0	\$0	\$1,149,270
Rockford, IL*	\$2,817,310	\$255,080	\$0	\$297,062	\$3,369,452
Rocky Mount, NC	\$841,916	\$0	\$0	\$0	\$841,916



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Rome, GA	\$1,262,974	\$0	\$0	\$0	\$1,262,974
Round Lake Beach--McHenry--Grayslake, IL--WI	\$4,728,382	\$144,840	\$4,742,486	\$268,838	\$9,884,546
Sacramento, CA*	\$22,490,336	\$1,330,288	\$8,481,828	\$1,885,746	\$34,188,198
Saginaw, MI	\$1,743,798	\$0	\$0	\$0	\$1,743,798
Salem, OR*	\$5,093,316	\$217,516	\$0	\$590,392	\$5,901,224
Salinas, CA	\$3,567,564	\$0	\$0	\$0	\$3,567,564
Salisbury, MD--DE	\$1,847,806	\$0	\$0	\$0	\$1,847,806
Salt Lake City-West Valley City, UT	\$22,727,484	\$604,304	\$7,131,290	\$1,557,912	\$32,020,990
San Angelo, TX	\$1,300,898	\$0	\$0	\$0	\$1,300,898
San Antonio, TX	\$27,185,716	\$1,260,300	\$0	\$3,077,546	\$31,523,562
San Diego, CA*	\$59,335,432	\$2,010,536	\$29,049,112	\$4,870,646	\$95,265,726
San Francisco-Oakland, CA*	\$121,786,170	\$2,541,578	\$108,435,304	\$6,468,112	\$239,231,164
San Germán-Cabo Rojo-Sabana Grande, PR	\$1,889,240	\$0	\$0	\$0	\$1,889,240
San Jose, CA*	\$33,779,004	\$1,035,502	\$22,688,252	\$2,650,248	\$60,153,006
San Juan, PR*	\$29,467,938	\$2,540,122	\$5,018,474	\$2,929,206	\$39,955,740
San Luis Obispo, CA	\$2,061,018	\$0	\$0	\$0	\$2,061,018
San Marcos, TX	\$779,052	\$0	\$0	\$0	\$779,052
Santa Barbara, CA	\$4,647,146	\$0	\$0	\$0	\$4,647,146
Santa Clarita, CA*	\$4,942,700	\$117,670	\$1,004,736	\$445,280	\$6,510,386
Santa Cruz, CA	\$3,671,132	\$0	\$0	\$0	\$3,671,132
Santa Fe, NM	\$1,501,074	\$0	\$0	\$0	\$1,501,074
Santa Maria, CA	\$2,962,040	\$0	\$0	\$0	\$2,962,040
Santa Rosa, CA*	\$3,980,332	\$241,190	\$0	\$447,404	\$4,668,926
Sarasota-Bradenton, FL*	\$7,085,422	\$906,964	\$0	\$780,478	\$8,772,864
Saratoga Springs, NY	\$970,638	\$0	\$0	\$0	\$970,638
Savannah, GA*	\$3,392,712	\$179,150	\$111,982	\$368,990	\$4,052,834
Scranton, PA*	\$3,822,430	\$453,486	\$0	\$410,686	\$4,686,602
Seaside-Monterey, CA	\$2,576,916	\$0	\$0	\$0	\$2,576,916
Seattle, WA*	\$92,444,990	\$2,192,808	\$47,135,500	\$7,789,254	\$149,562,552
Sebastian-Vero Beach South-Florida Ridge, FL	\$1,820,468	\$0	\$0	\$0	\$1,820,468
Sebring-Avon Park, FL	\$728,136	\$0	\$0	\$0	\$728,136
Sheboygan, WI	\$1,338,144	\$0	\$0	\$0	\$1,338,144
Sherman, TX	\$1,161,386	\$0	\$0	\$0	\$1,161,386

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Shreveport, LA*	\$3,337,526	\$256,048	\$0	\$358,812	\$3,952,386
Sierra Vista, AZ	\$670,138	\$0	\$0	\$0	\$670,138
Simi Valley, CA	\$2,411,342	\$0	\$0	\$0	\$2,411,342
Sioux City, IA--NE--SD	\$1,664,286	\$0	\$0	\$0	\$1,664,286
Sioux Falls, SD	\$2,494,968	\$0	\$0	\$0	\$2,494,968
Slidell, LA	\$1,116,174	\$0	\$0	\$0	\$1,116,174
South Bend, IN--MI*	\$3,973,578	\$259,456	\$2,183,458	\$294,280	\$6,710,772
South Lyon-Howell, MI	\$1,276,644	\$0	\$0	\$0	\$1,276,644
Spartanburg, SC	\$1,923,852	\$0	\$0	\$0	\$1,923,852
Spokane, WA	\$7,375,154	\$344,946	\$0	\$851,236	\$8,571,336
Spring Hill, FL	\$1,688,454	\$0	\$0	\$0	\$1,688,454
Springfield, IL	\$2,455,022	\$0	\$0	\$0	\$2,455,022
Springfield, MA--CT	\$12,703,534	\$594,200	\$0	\$863,844	\$14,161,578
Springfield, MO*	\$2,387,756	\$237,690	\$0	\$249,924	\$2,875,370
Springfield, OH	\$1,144,544	\$0	\$0	\$0	\$1,144,544
St. Augustine, FL	\$870,116	\$0	\$0	\$0	\$870,116
St. Cloud, MN	\$2,302,296	\$0	\$0	\$0	\$2,302,296
St. George, UT	\$1,385,380	\$0	\$0	\$0	\$1,385,380
St. Joseph, MO--KS	\$1,471,710	\$0	\$0	\$0	\$1,471,710
St. Louis, MO--IL*	\$33,224,904	\$1,881,438	\$12,021,310	\$2,855,138	\$49,982,790
State College, PA	\$2,568,520	\$0	\$0	\$0	\$2,568,520
Staunton-Waynesboro, VA	\$667,400	\$0	\$0	\$0	\$667,400
Stockton, CA	\$7,160,614	\$295,738	\$3,104,484	\$511,676	\$11,072,512
Sumter, SC	\$826,182	\$0	\$0	\$0	\$826,182
Syracuse, NY	\$6,976,236	\$376,512	\$0	\$608,968	\$7,961,716
Tallahassee, FL*	\$3,006,762	\$141,122	\$0	\$323,940	\$3,471,824
Tampa-St. Petersburg, FL*	\$26,284,416	\$2,293,678	\$501,712	\$2,845,506	\$31,925,312
Temple, TX	\$1,142,434	\$0	\$0	\$0	\$1,142,434
Terre Haute, IN	\$1,229,902	\$0	\$0	\$0	\$1,229,902
Texarkana--Texarkana, TX--AR	\$910,158	\$0	\$0	\$0	\$910,158
Texas City, TX	\$1,280,612	\$0	\$0	\$0	\$1,280,612
Thousand Oaks, CA*	\$2,553,264	\$152,656	\$2,647,760	\$201,682	\$5,555,362
Titusville, FL	\$887,186	\$0	\$0	\$0	\$887,186
Toledo, OH--MI	\$5,742,538	\$482,662	\$18,132	\$622,584	\$6,865,916
Topeka, KS	\$2,040,388	\$0	\$0	\$0	\$2,040,388



Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Tracy, CA	\$1,695,976	\$0	\$0	\$0	\$1,695,976
Trenton, NJ	\$11,504,856	\$238,184	\$8,917,086	\$487,764	\$21,147,890
Tucson, AZ	\$12,504,920	\$742,380	\$0	\$1,401,192	\$14,648,492
Tulsa, OK*	\$6,046,046	\$548,726	\$0	\$640,496	\$7,235,268
Turlock, CA	\$1,937,418	\$0	\$0	\$0	\$1,937,418
Tuscaloosa, AL	\$1,817,728	\$0	\$0	\$0	\$1,817,728
Twin Rivers-Hightstown, NJ	\$1,399,128	\$0	\$0	\$0	\$1,399,128
Tyler, TX	\$1,598,892	\$0	\$0	\$0	\$1,598,892
Uniontown-Connellsville, PA	\$977,040	\$0	\$0	\$0	\$977,040
Urban Honolulu, HI	\$28,066,420	\$658,900	\$1,090,670	\$3,392,102	\$33,208,092
Utica, NY	\$2,212,960	\$0	\$0	\$0	\$2,212,960
Vacaville, CA	\$1,632,854	\$0	\$0	\$0	\$1,632,854
Valdosta, GA	\$958,338	\$0	\$0	\$0	\$958,338
Vallejo, CA	\$4,091,668	\$0	\$0	\$0	\$4,091,668
Victoria, TX	\$1,108,614	\$0	\$0	\$0	\$1,108,614
Victorville-Hesperia, CA*	\$3,399,314	\$215,614	\$0	\$364,692	\$3,979,620
Villas, NJ	\$1,438,744	\$0	\$0	\$0	\$1,438,744
Vineland, NJ	\$2,056,026	\$0	\$0	\$0	\$2,056,026
Virgin Islands, VI 1	\$897,788	\$0	\$0	\$0	\$897,788
Virginia Beach, VA*	\$16,422,962	\$1,081,296	\$1,318,608	\$1,812,134	\$20,635,000
Visalia, CA*	\$3,509,654	\$99,392	\$0	\$402,012	\$4,011,058
Waco, TX	\$2,430,260	\$0	\$0	\$0	\$2,430,260
Waldorf, MD	\$2,065,122	\$0	\$0	\$0	\$2,065,122
Walla Walla, WA--OR	\$777,732	\$0	\$0	\$0	\$777,732
Warner Robins, GA	\$1,541,218	\$0	\$0	\$0	\$1,541,218
Washington, DC--VA--MD*	\$163,103,670	\$2,666,142	\$152,971,998	\$9,413,322	\$328,155,132
Waterbury, CT	\$4,851,840	\$0	\$3,124,778	\$0	\$7,976,618
Waterbury, CT	\$5,373,490	\$0	\$0	\$0	\$5,373,490
Waterloo, IA	\$1,519,248	\$0	\$0	\$0	\$1,519,248
Watertown, NY	\$907,178	\$0	\$0	\$0	\$907,178
Watsonville, CA	\$1,649,170	\$0	\$0	\$0	\$1,649,170
Wausau, WI	\$918,904	\$0	\$0	\$0	\$918,904
Weirton--Steubenville, WV--OH--PA	\$864,242	\$0	\$0	\$0	\$864,242
Wenatchee, WA	\$1,637,604	\$0	\$0	\$0	\$1,637,604
West Bend, WI	\$1,027,198	\$0	\$0	\$0	\$1,027,198

Urbanized area	Urbanized Area Formula (5307/5340)	Mobility for Seniors and Individuals with Disabilities (5310)	State of Good Repair (5337)	Bus Formula (Section 5339)	Total
Westminster-Eldersburg, MD	\$1,468,466	\$0	\$0	\$0	\$1,468,466
Wheeling, WV--OH	\$1,251,948	\$0	\$0	\$0	\$1,251,948
Wichita Falls, TX	\$1,378,034	\$0	\$0	\$0	\$1,378,034
Wichita, KS*	\$4,995,782	\$383,880	\$0	\$541,472	\$5,921,134
Williamsburg, VA	\$1,345,812	\$0	\$0	\$0	\$1,345,812
Williamsport, PA	\$1,857,326	\$0	\$0	\$0	\$1,857,326
Wilmington, NC*	\$2,326,678	\$179,110	\$0	\$251,648	\$2,757,436
Winchester, VA	\$912,574	\$0	\$0	\$0	\$912,574
Winston-Salem, NC*	\$3,935,030	\$283,156	\$0	\$424,598	\$4,642,784
Winter Haven, FL*	\$1,923,470	\$212,634	\$0	\$203,002	\$2,339,106
Woodland, CA	\$1,532,156	\$0	\$0	\$0	\$1,532,156
Worcester, MA--CT*	\$8,994,516	\$394,386	\$2,278,556	\$446,622	\$12,114,080
Yakima, WA	\$2,230,244	\$0	\$0	\$0	\$2,230,244
Yauco, PR	\$1,995,802	\$0	\$0	\$0	\$1,995,802
York, PA*	\$2,460,030	\$217,794	\$0	\$269,510	\$2,947,334
Youngstown, OH--PA*	\$3,869,914	\$457,328	\$0	\$408,492	\$4,735,734
Yuba City, CA	\$2,179,870	\$0	\$0	\$0	\$2,179,870
Yuma, AZ--CA	\$2,010,940	\$0	\$0	\$0	\$2,010,940
Zephyrhills, FL	\$835,692	\$0	\$0	\$0	\$835,692

Note: Totals are full-year estimates derived from FTA's notice of apportionments through March 27, 2013.

New under MAP-21: These urbanized areas (over 200,000 in population) with an asterisk (*) have one or more small transit providers eligible to use a limited amount of Urbanized Area Formula funds for operations. See Table 3A on this page for details: http://www.fta.dot.gov/12308_14875.html



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