



Utilization by States of the Flexibility to Transfer Federal Funds Among Eligible Federal Programs

DETAILS

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UTILIZATION BY STATES OF THE FLEXIBILITY TO TRANSFER FEDERAL FUNDS AMONG ELIGIBLE FEDERAL PROGRAMS

This digest presents the results of NCHRP Project 20-65, Task 19. The research was conducted by Mark L. Schofield and Vi Truong, AECOM Consult, Arlington, VA.

SUMMARY

Following the passage of the most recent federal surface transportation legislation reauthorization (SAFETEA-LU), state departments of transportation (DOTs) were granted the option of reallocating specific sources of federal transit funding into their urbanized area grant (Section 5307) and non-urbanized area grant (Section 5311) programs. Some state DOTs have already chosen to take advantage of this flexibility in order to better match available resources with local needs and priorities. However, many other states have not yet utilized this flexibility, either because such funding transfers do not address their needs or because of lack of knowledge about the program. This report examines the recent history of these funding reallocations, with the goal of providing state DOTs across the country with better information to help decide whether such transfers could be beneficial to their states (see Appendix A).

An examination of states that have utilized the option to transfer funds from one or more eligible federal transit programs in the last 3 federal fiscal years (FY 2005–FY 2007) revealed that 17 states and three insular areas have used this option in order to transfer funds. (Insular areas are U.S. territories that are not part of the 50 states or the District of Columbia. The three

insular areas identified in this report are American Samoa, Guam, and the Northern Mariana Islands.) Of this group, 11 states and three insular areas had more than one transfer in the study period. The survey showed examples of funds from Section 5316 (Job Access and Reverse Commute (JARC)), Section 5317 (New Freedom), Section 5310 (elderly and disabled), and Section 5311 (non-urbanized areas) being reallocated into Section 5307 (urbanized area) funding programs. At the same time, funds from JARC, New Freedom, Section 5307, Section 5310, and the Rural Transit Assistance Program (RTAP) were also observed being reallocated into Section 5311 funding programs. A complete list of the specific transfers, including the amount and percentage of eligible federal funds involved in the transfer, is presented in Appendix B of the report.

In addition to the frequency of these reallocations, another important question is the share (by dollar amount) that such transfers constitute of a state or area's total apportionment. For the states, the share of the transfer as a percentage of total state apportionment was generally quite modest—ranging from 0.01% to 6.9% in any given year. However, for the insular areas, the share was sometimes much higher, with figures ranging from 0.3% to 88.4%. This share is higher because federal funding

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regulations allow insular areas much greater flexibility than states to consolidate their various funding program resources into a single program, and the insular areas are also exempt from many requirements for matching funds, applications, and reports with respect to the consolidated grants. It should be noted, however, that although the share of transferred funds relative to the states' overall apportionments was generally small, in many cases entire program amounts were transferred within a given year.

Follow-up interviews with state DOT representatives revealed several benefits to these transfers of funds among eligible transit programs. The benefits included the following:

- enhancement or expansion of transit services in the rural areas of a state,
- reduction of administrative burden for the state and the 5307 grantees who can apply for the funds directly to the Federal Transit Administration (FTA) instead of having a separate grant with the state DOT,
- greater ability for states to utilize unspent funds within a fiscal year,
- ability to distribute JARC and New Freedom funds to 5307 properties, and
- ability to view transit needs from a statewide perspective and fund the maximum amount of needs each year instead of carrying over individual balances.

Most state DOT representatives felt that the transfer process was easy and that the information provided to them by the FTA regarding the transfer process is sufficiently clear and readily available. Most importantly, every state that requested transfers received approval and none of the states interviewed was ever denied a request for a transfer. The important lessons that have been learned by the DOT representatives regarding transit funding transfers include the following:

- *Allow sufficient time.* In general, it will be easier to complete the transfers when the DOT is submitting its current year 5311 Program of Projects (POP). The agency also needs to make sure that the transfers are identified and consistent with the Statewide Transportation Improvement Program (STIP).
- *Transfer to a Small Urbanized Area (SUZA) if possible.* It can significantly reduce the amount of oversight required if funds can be transferred to a SUZA.

- *Bring the Region staff into the process.* Working with FTA Region staff throughout the process is important so that their support is ensured and the successful experience of other Regions can be drawn on.
- *Creativity is needed for New Freedom and JARC.* Since New Freedom and JARC funds cannot be transferred between all funding categories, some future apportionments may lapse unless creative transfers can be arranged.

Based on the usage of the funding transfer option and the survey responses, it is clear that the funding transfer option provides real value to those state DOTs that utilize it. In addition, some comments from the state DOT representatives indicate that the funding transfer process could be improved through additional training, information from FTA, and potentially increased flexibility in transferring funds to and from certain programs.

CHAPTER 1 BACKGROUND

The ability of local areas to “flex” federal transportation funds between highway and transit programs is well established and widely applied. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided this flexibility for local areas to determine the most appropriate use of specific federal transportation funds to support transit or highway projects based on local planning priorities. This flexibility provision was continued in successor legislation, the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The flexible funds under the transportation legislation include Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and FTA Urban Formula Funds. In large urbanized areas (with populations over 200,000), the flexing decision is made by the metropolitan planning organizations (MPOs). In small urban areas (with populations between 50,000 and 200,000), the MPOs cooperate with their state DOTs in making funding decisions; in rural areas, the state DOTs, which administer the non-urbanized area formula program, determine the transfers of flexible funds.

What is less well known, however, is the related ability of state DOTs to reallocate funding within and across the federal transit funding programs. For

a number of years, the federal transportation legislation and FTA have allowed DOTs the flexibility of reallocating selected sources of federal funding among urbanized area grants (Section 5307), non-urbanized area grants (Section 5311), and grants for those providing special services for the elderly and persons with disabilities (Section 5310). Some state DOTs have already chosen to take advantage of this flexibility in order to better match available resources with local needs and priorities. However, many other states have not utilized this flexibility, either by choice or because they are unaware of the option. This research will inform these states and FTA about the benefits of funding flexibility.

This research is intended to determine which states have utilized the option to transfer funds from one or more eligible federal transit programs for the last 3 federal fiscal years. The research will identify which federal funding programs were involved, the amount and percentage of eligible federal funds involved in the transfer, the reasons (if any) given by the state DOT for transferring the funds, and the benefits that resulted from utilizing the flexibility option.

CHAPTER 2 RESEARCH APPROACH

Transfers Among FTA Programs

Guidance on Transfers

Complete details on eligibility for federal funding transfers, as adapted from the relevant FTA Circulars containing program guidance and application instructions, are provided in Appendix A. In general, a transfer among eligible programs requires the consultation and approval of all affected grantees and public transportation providers before approval will be granted. It also requires notification to FTA and confirmation that the amount to be transferred is available and has not already been committed.

Assessment Process

Comprehensive data on FTA grants are contained in the FTA's Transportation Electronic Award Management (TEAM) database. In cooperation with TEAM staff, the consultant team designed database queries that identified the universe of funds transferred between eligible federal transit programs during the previous three federal fiscal years (FY 2005, FY 2006, and FY 2007). The raw data results of the queries were transferred to spreadsheet format, where the data were then summarized and analyzed. An ini-

tial review of the data revealed that some of the transfers that occurred in the previous 3 fiscal years were from apportionments that went back as far as FY 2003. Thus, the analysis of the percentage transfer as a percentage of total apportionment is based on the amount transferred compared with the total apportionment of the *apportionment* year, not the apportionment of the year that the transfer took place. State total grant program apportionments and each program total were extracted from reports titled "Federal Transit Administration Grant Program Apportionment Summaries by State" (FY 2003 through FY 2007) and prepared by the FTA Office of Program Management.

Specific project numbers were identified for each transfer by the FTA central office. However, this study effort revealed that there is not a centralized location where the letters of request to the FTA from the state DOTs are kept. As a result, the consultant team contacted the regional FTA offices of the states involved to request the state DOT's original letter of request for the transfer. The original requests from the DOTs contain relevant information about the specific use of the transfer requested, as well as the appropriate contact person for the follow up interview process. The consultant team contacted all state DOTs with more than one transfer in the last 3 years for interview. The interviewee list is presented in Appendix C, and sample letters of request from state DOTs are presented in Appendix D.

A review of transfer guidance in the FTA circulars revealed that the transfer guidelines for the 50 states and the District of Columbia are significantly different than those for the insular areas (which include the Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands). The insular areas are able to consolidate any or all grants, and many of the requirements for matching funds, applications, and reports with respect to the consolidated grants are waived. In addition, the insular areas may use the consolidated grant funds for any purpose or program authorized for any of the consolidated grants. For this reason, the consultant team has presented the data for the insular areas separately and did not pursue individual interviews with representatives from those areas. A total of 11 states were contacted for interviews, and the consultant team was ultimately able to achieve a 100% response rate for the survey.

The interview process was conducted in several steps. First, the consultant team contacted the DOT representatives responsible for the transfers (as indicated in the transfer letters) via telephone to introduce the project and the objectives of the study.

The consultant team then requested the state representative to fill out the interview guide and to verify the transfer amount and date of the transfer data as extracted from TEAM through the email survey process. The consultant team then followed up with additional phone conversation with state DOTs as necessary to clarify answers.

Summary of Transfer Data

The points below summarize the transfer data that was provided by FTA from the TEAM database. The summary encompasses transfers that took place during FY 2005, FY 2006, and FY 2007. A detailed summary of transfers is provided in Appendix B. It should also be noted that although FTA guidance does allow for “pooling” of RTAP funds between states, the query of the FTA TEAM database did not indicate any such pooling occurred during the time period. (See Appendix A for additional information.)

- Seventeen states and three insular areas transferred funds among eligible FTA programs during the 3-year period.
- Eleven states and three insular areas had more than one transfer during the period.
- The percentage of transfer as a percentage of total apportionment were relatively small for the states, but were higher for insular areas.
- The percentage of transfer as a percentage of program totals by the states and insular areas were significantly higher as compared with the total apportionment analysis.
- The TEAM database recorded instances of JARC, New Freedom, Section 5310, and Section 5311 funds being transferred to Section 5307.
- The TEAM database recorded instances of JARC, New Freedom, Section 5307, Section 5310, and RTAP funds being transferred to Section 5311.

The frequency of each specific type of transfer during the 3-year period is noted below, with the most frequent transfer types listed first:

- From Section 5310 to Section 5311: Eight states and three insular areas.
- From Section 5307 to Section 5311: Five states and one insular area.
- From Section 5311 to Section 5307: Four states.

- From New Freedom to Section 5311: One state and three insular areas.
- From JARC to Section 5311: One state and three insular areas.
- From RTAP to Section 5311: Three insular areas.
- From JARC to Section 5307: Two states.
- From Section 5310 to Section 5307: One state.
- From New Freedom to Section 5307: One state.

CHAPTER 3 FINDINGS AND APPLICATIONS

Funding Transfer Procedures

The Transfer Process

State agencies were asked to describe the process that their state uses to transfer transit funds from one program to the next. As the survey revealed, the processes are considerably different from one state to the next. In some cases, the transfer process can be as easy as having the DOT director send a request letter to the regional FTA director and initiate the transfer process. In other states, a series of conversations is necessary between the particular MPO, Section 5307 grantee, the state DOT, and in some cases FTA itself. Once the concept of the transfer has been finalized, the MPO takes the transfer request to their Board for approval, and a letter from the MPO Board President is sent to the DOT. A similar process takes place with the 5307 provider/grantee. If the STIP needs to be amended, the DOT develops the amendment (coordinating that process through the Planning Division) and presents the amendment to the DOT Board for approval. Once approval is given, the DOT submits all paperwork to the appropriate FTA Regional office requesting the transfer. When the transfer is complete (between Regional office and FTA head quarter), the DOT completes an amendment in the TEAM web system for the transfer.

Transfer Authority and Frequency of Transfer

The transfer process authority generally rests with the state DOT director; however, the process can also be initiated by the MPO that is transferring its funds, or the program’s grantee or sub-recipients. As the data revealed, transfer from one transit program to another does not happen frequently because

agencies don't have a need for it or because they have awarded all available funds to their programs and don't have unspent funds to transfer. One state DOT stated that they don't utilize the transfer option often because of time constraints.

Source of Knowledge about Transfer

The consultant team asked the interviewed agencies about the sources from which their agency learned about the transferability of transit funding provisions. Most stated that they have acquired the knowledge directly from FTA staff and the relevant Circulars. However, others did state that they learned of transfer options from other states, FTA training, and at national conferences.

State DOT Views on Funding Transfers

Transfer Benefits

The respondents noted several benefits to transferring funds among the eligible transit programs. These benefits included the following:

- enhancement or expansion of transit services in the rural areas of the state,
- reduction of administrative burden for the state and the 5307 grantees who can apply for the funds directly to FTA instead of having a separate grant with the DOT,
- greater ability for the state to utilize unspent funds within a fiscal year,
- ability to distribute JARC and New Freedom funds to 5307 properties, and
- ability to view transit needs from a statewide perspective and fund the maximum amount of needs each year instead of carrying over individual balances.

Opposition to Transit Funds Transfers

Generally speaking, there was very little opposition expressed to the option to transfer transit funds, and most of the surveyed agencies stated that they have not faced any opponents to the transfers. However, some agency representatives felt that the Section 5307 funds should stay within that program and that the particular urban area should look for more ways to capture local match and enhance or expand service. One state representative said that when they are facing funding constraints and unmet needs across all programs, it can be hard to justify taking

funds from one program and giving it to another. Another representative argued that program funding levels represent national priorities and are not intended to be spent outside of the originating program source. One DOT representative stated that there are no opponents in his state because they provide a clear channel of communication among all parties to get everyone's agreement or buy-in.

Barriers to Funds Transfers and Easing of Regulations

When asked to list some barriers that they may encounter when transferring funding in the planning process, some representatives indicated that there are none but others responded that they simply didn't know. One agency representative stated that the following barriers are all realistic:

- administrative complexity affecting the fund transfer;
- lack of support from other regional agency;
- local match requirement (availability and/or eligibility);
- state or local policy restrictions, law or regulation; and
- lack of knowledge about provisions.

One state representative noted that all their transfers were from Section 5307 to Section 5311 and that the process was relatively easy, but that they don't know what barriers they would encounter if they had to transfer among other programs. However, this same state representative also observed that his/her state has much greater project needs than available funding, so there generally are not any unused funds available to transfer between programs.

Given the barriers noted above, the consultant team asked what suggestions the representatives would make to mitigate these barriers. The suggestions included increased training and a "Dear Colleague" letter providing information on the timing and process for funds transfer.

Finally, the consultant team asked the surveyed respondents whether they would use the transfer option more frequently if regulations changed to allow easier transferability. The responses varied, with several respondents saying "yes" and a few saying "no." One representative noted that the current process is "not that bad" and that there are adequate controls and regulations that ensure that the process is followed correctly. Another state representative noted that changes in regulations would give states more flex-

ibility to re-allocate resources where they are mostly needed. One state representative noted that his/her state would like transfer more funds if greater transferability were applied to the New Freedom program and if some of the transfer restrictions were lifted from JARC. However, the most frequent transfers (5311 to 5307 and vice versa) would likely continue at the same level.

CHAPTER 4 CONCLUSIONS

Conclusions

A summation of the lessons learned, as shared by the surveyed agencies, is presented below:

- *Allow sufficient time.* The most frequent point raised by the interviewees was to allow enough time to get the transfer done. In general, it will be easier to complete the transfers when the DOT is submitting its current year 5311 POP. The agency also needs to make sure that the transfers are identified and consistent with the STIP since an amendment to the STIP will almost certainly delay the process.
- *Transfer to a Small Urbanized Area (SUZA) if possible.* The survey respondents felt that it can significantly reduce the amount of oversight required if funds can be transferred to a SUZA.
- *Bring the Region staff into the process.* Working with FTA Region staff throughout the process is important so that their support is ensured and the successful experience of other Regions can be drawn on.

- *Creativity is needed for New Freedom and JARC.* Because New Freedom and JARC funds cannot be transferred between all funding categories, some future apportionments may lapse unless creative transfers can be arranged.

Although the majority of states have not utilized the funding transfer option during the past 3 years, 17 states and three insular areas have utilized this flexibility. As indicated by the specific responses from state DOT representatives in the follow-up survey, the transit funding flexibility provides real value to DOTs by (a) allowing for enhancement of rural transit services; (b) reducing administrative burden; and (c) giving states greater ability to utilize unspent funds within a fiscal year.

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APPENDIX A: FTA TRANSFER GUIDELINES

Guidance for Transfer of Apportionment to Urbanized Area Formula Program (5307):

(Adapted from FTA Circular C 9030.1C “Urbanized Area Formula Program: Grant Application Instructions”)

From the State's Apportionment. The Governor may allocate amounts of the state's Urbanized Area Formula Program apportionment for urbanized areas under 200,000 in population among those same urbanized areas under 200,000 (49 U.S.C. 5336(g)), unless the urbanized area is a Transportation Management Area. Also, the Governor may transfer amounts of the state's Urbanized Area Formula Program apportionment to non-urbanized areas to supplement funds apportioned to the state under the Non-urbanized Area Formula Program (49 U.S.C. Section 5311). The Governor also may transfer amounts of the state's Urbanized Area Formula Program apportionment to an urbanized area with a population of 200,000 and over. The Governor may make such allocation only after consultation with responsible local officials and providers of publicly owned transit service in each area to which the funding was originally apportioned.

Funds remaining available for obligation 90 days prior to the expiration of their period of availability (year for which apportioned plus three) may be used by the Governor in any area within the state without prior consultation.

From the Non-urbanized Area Formula Program to Supplement the Urbanized Area Formula Program. The Governor may transfer funds from the state's apportionment under the Non-urbanized Area Formula Program to supplement funds apportioned to the state under the Urbanized Area Formula Program for urbanized areas under 200,000 in population. Amounts so transferred may be used for any expenditures eligible under the Urbanized Area Formula Program (49 U.S.C. 5336(g)).

From the Elderly and Persons with Disabilities Program to Support the Urbanized Area Formula Program. The Governor also may transfer funds under the Elderly and Persons with Disabilities Program (49 U.S.C. Section 5310, capital assistance for transportation for elderly persons and persons with disabilities): any amount of a state's apportionment under this program that remains available for obligation 90 days before the expiration of these funds' period of availability may be transferred to supplement Urbanized Area Formula Program funds apportioned to the state for areas under 200,000 in population.

From Larger Urbanized Areas to the Governor of the State. A designated recipient in an urbanized area with a population of 200,000 and over may transfer its Urbanized Area Formula Program apportionment, or a portion thereof, to the Governor, who must in turn distribute it to urbanized areas of any size in the state pursuant to the requirements of 49 U.S.C. Section 5307 (see also 49 U.S.C. Section 5336(g)(4)). In such cases, the following process is applicable:

The designated recipient, after consultation with all potential grantees in the urbanized area, writes to the FTA Regional Office of the designated recipient's intent to transfer its apportionment or a part thereof to the Governor. This letter must identify the amount of the apportionment to be transferred and the fiscal year for which it was appropriated, and confirm that all potential grantees have been consulted. All of the designated recipients in an urbanized area must concur in this letter.

The Governor, either together with the designated recipient or separately, advises the FTA Regional Office in writing of the Governor's willingness to accept the apportionment; confirms that the apportionment will be used only in accordance with Urbanized Area Formula Program requirements; and acknowledges that transferred funds will be subject to the capital and operating assistance limitations applicable to the original apportionment of such amounts; and

After receipt of these letters and verification that the apportionment is in fact available for transfer (i.e., the funds have been apportioned, have not been otherwise committed, etc.), FTA, in writing, notifies both the designated recipient and the Governor that the apportionment is available to the Governor for distribution in accordance with the Urbanized Area Formula Program upon receipt by FTA of an appropriate grant application.

Notification to FTA. Prior FTA approval is not required, but notification to FTA of a transfer must be provided by the Governor for each transaction, so that FTA can accurately reflect this transfer decision in overall program budget levels and urbanized area apportionment records. Further, transfers must be shown in the grant application project budget.

Guidance of Transfer of JARC Apportionment to Urbanized Area Formula Program (5307):

(Adapted from FTA Circular C 9050.1 "The Job Access and Reverse Commuter (JARC) Program Guidance and Application Instructions.")

Small Urbanized Areas under 200,000 in population. The State is the designated recipient and may apply directly to FTA for grant funds for itself and its sub-recipients.

In order for projects to be implemented by transit providers in small urbanized areas, the State, after consultation with responsible local officials and publicly owned operators of public transportation, may transfer JARC funds to Section 5307 for administration of competitively selected JARC projects within a Section 5307 grant to an eligible recipient under that program. This transfer also removes the oversight responsibility for those funds from the JARC designated recipient to the grant recipient under Section 5307. The State will only be responsible for the program requirements (such as competitive selection and certifying projects were derived from a coordinated plan) and data collection for annual reporting purposes. Although the funds can be applied for in a Section 5307 grant, the grant should only contain funding and activities for the JARC project. JARC, New Freedom, and Section 5307 funds cannot be combined in a single grant because disbursements cannot be recorded to the appropriate program.

Non-urbanized Areas. The State is the designated recipient for JARC funds for non-urbanized areas. Only the State may apply to FTA for JARC funds for sub-recipients in non-urbanized areas.

Federally recognized Indian tribes are eligible direct recipients under the Section 5311 program. A tribe may apply directly to FTA for JARC funds that have been competitively awarded to the tribe, or the State may transfer JARC funds to Section 5311 so that FTA can make a direct grant to the tribe under that program.

a. Transfer between Funding Categories. A State may use funds apportioned for small urbanized and rural areas for projects serving another area of the State, if the chief executive

officer of the State certifies that all of the objectives of JARC are being met in the specified areas. For example, if all objectives of the JARC program are being met in rural areas, funds designated for rural areas may be transferred to urbanized areas of less than 200,000 in population. Funds apportioned to small urbanized and rural areas may also be transferred for use anywhere in the State including large urbanized areas, if the State has established a statewide program for meeting JARC program goals. There is no authority to transfer funds apportioned to large urbanized areas to small urbanized or rural areas.

Guidance for Transfer of Apportionment to Rural and Small Urban Areas (5311):

(Adapted from FTA Circular C 9040.1F “Non-Urbanized Area Formula Program Guidance and Grant Application Instructions”)

Notification of Transfer. The State initiates the transfer of FTA funds by notifying FTAs Regional Administrator of its intent to transfer funds. Notice of transfers of Section 5307, 5310, 5316, and 5317 funds to the State’s Section 5311 apportionment should include the following: (1) the amount of funds to be transferred; fiscal year in which they were apportioned; program section(s); and (2) the contact information if questions arise that the State must address before FTA can process the transfer. Notice of transfers of Section 5310, 5316, and 5317 funds must also include the specific competitively selected rural projects to which the State will apply the transferred funds.

Transfer of Section 5307 Funds to Section 5311. The Governor may transfer any amount of the State’s apportionment for urbanized areas under 200,000 population to any urbanized area in the State, or to supplement the State’s Section 5311 program. The Governor may make such transfers only after consultation with responsible local-elected officials and publicly owned operators of public transportation services in each area to which the funding was originally apportioned. The Governor may transfer funds without consultation within the last 90 days in which the funds are available for obligation.

If Section 5307 funds are transferred to supplement a State’s Section 5311 apportionment, the funds are treated as additional Section 5311 funding and all the requirements of Section 5311 apply. Two conditions, however, follow the Section 5307 funds when they are transferred to Section 5311.

The period of availability of the transferred funds remains that of the Section 5307 apportionment, which is 1 year longer than the same year’s Section 5311 apportionment.

A State may use any funds transferred from its Section 5307 program for planning activities, at the federal share for capital projects. The transfer of Section 5307 funds to Section 5311 does not increase the amount of Section 5311 funds that the State may use for administration, planning, and technical assistance with no local share. The State may use up to 15 percent of its original Section 5311 apportionment for administration, planning, and technical assistance.

Transfer of Section 5310/5316/5317 Funds to Section 5311. Section 5310 (Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute (JARC)) and 5317 (New Freedom) program funds may be transferred to the Section 5311 program. The purpose of the transfer provision, however, is not to supplement the resources available under the State’s Section 5311 apportionment. One purpose is to allow the State to apply in one grant for projects

selected under those programs that will be implemented by Section 5311 sub-recipients. Transfer to Section 5311 is permitted, but not required. FTA will also award stand-alone Section 5310, 5316 and 5317 grants to the State. Stand-alone grants facilitate the State's ability to recover and reprogram Section 5310, 5316, or 5317 program funds within the period of availability if they are not expended for the projects the State originally selected. If the State does choose to consolidate the funds in the Section 5311 program, FTA has established new scope codes: (641) for Section 5310 projects, (646) for Section 5316 projects, and (647) for Section 5317 projects included within a Section 5311 or 5307 grant. The State must track, manage, and report on each program's funds separately within the consolidated grant. Another purpose for transferring the other program funds to Section 5311 is to allow Federally recognized Indian tribes, which are eligible direct recipients under the Section 5311 program but not under the other programs, to apply directly to FTA for funds allocated to them under the State's competitive selection process for those programs.

Consolidation of Grants to Insular Areas. FTA grants to insular areas may be consolidated under the provisions of 48 U.S.C. 1469a. This provision permits Federal agencies to streamline and consolidate certain grant-in-aid programs available to the Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands. These insular areas receive Section 5311 apportionments and RTAP allocations annually as well as Section 5310, 5316, and 5317 funds, and in some cases, Section 5307 funds. [Note: Section 3009 of SAFETEA-LU treats the Virgin Islands as an urbanized area for the purpose of 5307. FTA does not apportion Section 5311 or RTAP funds to the Virgin Islands.] Specifically, 48 U.S.C. 1469a permits:

Federal agencies to consolidate any or all grants to each of the insular areas and to waive requirements for matching funds, applications, and reports with respect to the consolidated grants; and

Each insular area to use the consolidated grant funds for any purpose or program authorized for any of the consolidated grants.

FTA implements this consolidation of Section 5310, 5311, 5316, and 5317 funding into a single grant by transferring funds from one Section to another, similar to the transfer of funds between Section 5311 and Section 5307 for small urbanized areas described above. The insular areas may transfer all or a portion of the funds apportioned for Section 5310, 5316, or 5317 to Section 5311 for use under any of these Sections. This should improve the efficiency of grant making and grant management for these areas which have limited staff resources and receive small amounts of funds under each of these programs. Those insular areas interested in submitting applications for consolidated grants should notify the appropriate FTA regional office for application procedures and consolidation requirements. Among other things, the area should identify the intended use of consolidated funds and should document that the transportation of elderly people and people with disabilities will not be adversely affected.

In addition, 48 U.S.C. 1469a(d) allows a Federal agency to waive any local matching share requirements for grants to insular areas. FTA has no authority under 48 U.S.C. 1469a to waive any cross-cutting requirements, such as Buy America or drug and alcohol testing.

With several exceptions, FTA limits the eligibility of planning costs to funds available within the 15 percent State administration cap. As described in Chapter VIII, planning and marketing for

intercity bus services can be funded with a 20 percent local share and is not subject to the 15 percent cap on State administrative expenses. Similarly, funds transferred from Section 5307 can be used for planning with a 20 percent local share and are not subject to the 15 percent administrative cap. However, flexible funds transferred into the Section 5311 program can be used for planning with no local share but are subject to the 15 percent administrative cap on planning and other State administration activities.

A number of urbanized area recipients of Section 5307 funds also receive Section 5311 funds to carry out projects in outlying non-urbanized areas. The Governor has the authority to transfer Section 5307 funds apportioned to the State for small urbanized areas to supplement the State's Section 5311 apportionment. The Governor may also transfer Section 5311 funds to supplement the State's apportionment of Section 5307 funds for small urbanized areas. These transfer provisions give Governors greater flexibility to allocate formula transit funds in both urbanized and non-urbanized areas to enable States to fully utilize available funds.

A Section 5310 sub-recipient may purchase service with Section 5310 funds from both public transit agencies and private providers. The State may use its 10 percent of Section 5310 apportionment to administer the program, plan, and provide technical assistance. In addition, a State may transfer Section 5310 funds to its Section 5311 program for rural projects selected under Section 5310.

A State may transfer its JARC funds to its Section 5311 program for eligible JARC projects. However, a State may only transfer its JARC funds after it consults with responsible local officials and public transportation operators in each area for which the State originally awarded JARC funds in the State's competitive selection process.

A State may transfer New Freedom funds to its Section 5311 program for eligible New Freedom projects. Before transferring its New Freedom funds, the State must consult with responsible local officials and public transportation operators in each area that the State originally awarded in the State's competitive selection process for New Freedom funding.

Pooling of State RTAP Funds. FTA encourages States to consider "pooling" or consolidating RTAP funds in order to support activities or projects that would be more effectively carried out on a larger scale than a single State. Two or more States within a region could do such pooling.

Examples of activities that could be funded through pooled State RTAP funds include regional workshops or training courses, development of technical assistance information, and peer-to-peer assistance activities. Contributions to combined efforts such as the Multi-State Technical Assistance Program (MTAP) of the American Association of State Highway and Transportation Officials (AASHTO) are eligible only to the extent that they support RTAP objectives and benefit non-urbanized public transportation. FTA has determined that annual MTAP dues are an eligible State RTAP expense.

Two methods are available to consolidate funding:

1. Participating States may obligate funds for the joint project as part of the State RTAP program of projects in its Section 5311 grant and subsequently transfer the funds to the implementing organization through a contract or sub-agreement; or

2. Participating States may designate a single State to receive and administer all of the pooled funds.

Each participating donor State then informs its FTA regional office, in writing, of the amount of State RTAP funds to be transferred to the allocation of the State administering the joint project. FTA will adjust the allocations accordingly and the administering State will apply to FTA for the entire funding of the joint project as part of the State RTAP program of projects in its Section 5311 grant application.

Transfer to Other FTA Programs. A State may transfer JARC funds apportioned to it for rural or small urbanized areas to apportionments under Section 5311(c) or 5307, or both. The purpose of the transfer provision, however, is not to supplement the resources available under the State's Section 5311 or Section 5307 apportionments. Transfer to Section 5311 or Section 5307 is permitted, but not required. FTA will also award stand-alone JARC grants to the State. Stand-alone grants facilitate the State's ability to recover and reprogram JARC program funds within the period of availability if they are not expended for the projects the State originally selected. If the State does choose to transfer the funds into the Section 5311 or Section 5307 programs, FTA has established a scope code (646) for JARC projects included within a Section 5311 or 5307 grant. Although JARC funds can be transferred to Section 5307 for award directly to a small urbanized area recipient in a Section 5307 grant, the grant should only include funding and activities for the JARC project(s). States may combine funds from multiple programs in a consolidated Section 5311 grant, but the State must track, manage, and report on each program's funds separately within the consolidated grant.

One purpose for transferring JARC program funds to Section 5311 is to allow Federally recognized Indian tribes, which are eligible direct recipients under the Section 5311 program but not under the other programs, to apply directly to FTA for funds allocated to them under the State's competitive selection process for JARC. Similarly, transferring JARC funds to Section 5307 allows direct recipients of Section 5307 grants in small urbanized areas, to apply directly to FTA for funds competitively awarded under the State's JARC program.

Notification of Transfers. The State must notify the FTA regional administrator of the State's intent to have funds transferred so that FTA can initiate the transfer. For transfers of JARC funds to the Section 5307 program for urbanized areas under 200,000 in population or Section 5311(c), the notification must indicate the amount of funds transferred, the program to which they are being transferred, and specific projects selected under JARC.

APPENDIX B: COMPILATION OF TRANSFERS AMONG FTA PROGRAMS

Summary of State Transfers

Transfer Type	State	FY of Apportionment	Apportionment and Allocation (state total)	Transfer Year	Amount Transferred	Transfer as % of Total Apportionment
JARC to Sec 5307	Indiana	2006	\$ 310,629,558	2006	\$ 178,861	0.06%
	North Dakota	2006	\$ 10,850,708	2007	\$ 158,286	1.46%
JARC to Sec 5311	South Dakota	2006	\$ 15,682,932	2007	\$ 312,746	1.99%
	South Dakota	2007	\$ 11,851,954	2007	\$ 329,612	2.78%
New Freedom to Sec 5307	North Dakota	2006	\$ 10,850,708	2007	\$ 80,285	0.74%
New Freedom to Sec 5311	South Dakota	2006	\$ 15,682,932	2007	\$ 80,730	0.51%
	South Dakota	2007	\$ 11,851,954	2007	\$ 83,154	0.70%
Sec 5307 to Sec 5311	New York	2003	\$ 983,801,302	2005	\$ 56,897	0.01%
	Oregon	2007	\$ 180,711,789	2007	\$ 16,389	0.01%
	Illinois	2006	\$ 591,464,536	2006	\$ 88,360	0.01%
	Oregon	2006	\$ 104,278,720	2006	\$ 15,594	0.01%
	Oregon	2005	\$ 97,988,255	2005	\$ 15,337	0.02%
	Illinois	2005	\$ 609,931,387	2006	\$ 214,710	0.04%
	Idaho	2004	\$ 18,231,735	2006	\$ 96,699	0.53%
	South Carolina	2004	\$ 44,734,665	2005	\$ 334,690	0.75%
	Idaho	2005	\$ 18,372,552	2005	\$ 146,699	0.80%
	Idaho	2003	\$ 10,838,325	2005	\$ 135,000	1.25%
	Idaho	2007	\$ 22,871,078	2007	\$ 296,699	1.30%
South Carolina	2003	\$ 34,344,175	2005	\$ 1,500,000	4.37%	
Sec 5310 to Sec 5307	Tennessee	2005	\$ 66,896,874	2006	\$ 325,000	0.49%
Sec 5310 to Sec 5311	Connecticut	2004	\$ 807,873,425	2005	\$ 125,138	0.02%
	Connecticut	2005	\$ 830,334,476	2006	\$ 367,414	0.04%
	New Hampshire	2005	\$ 183,190,441	2005	\$ 142,839	0.08%
	Colorado	2005	\$ 147,594,785	2005	\$ 292,760	0.20%
	Minnesota	2004	\$ 151,046,986	2005	\$ 409,684	0.27%
	Tennessee	2005	\$ 66,896,874	2006	\$ 325,000	0.49%
	Tennessee	2004	\$ 70,654,627	2005	\$ 527,838	0.75%
	Ohio	2005	\$ 170,753,636	2005	\$ 1,700,000	1.00%
	Idaho	2005	\$ 18,372,552	2005	\$ 338,952	1.84%
	North Carolina	2005	\$ 119,216,095	2005	\$ 2,676,455	2.25%
Sec 5311 to Sec 5307	New York	2005	#####	2006	\$ 429,600	0.03%
	Colorado	2007	\$ 199,217,007	2007	\$ 106,400	0.05%
	Wisconsin	2007	\$ 74,352,656	2007	\$ 594,175	0.80%
	Wisconsin	2006	\$ 78,202,163	2007	\$ 1,256,501	1.61%
	Wisconsin	2006	\$ 78,202,163	2006	\$ 1,927,255	2.46%
	Montana	2006	\$ 16,811,951	2006	\$ 1,155,000	6.87%

Table B-1: Summary of State Transfers

(source: FTA TEAM database)

Summary of Insular Area Transfers

Transfer Type	Insular Area	FY of Apportionment	Apportionment and Allocation (area total)	Transfer Year	Amount Transferred	Transfer as % of Total Apportionment
JARC to Sec 5311	Guam	2006	\$ 1,122,868	2006	\$ 82,309	7.33%
	Guam	2007	\$ 833,438	2007	\$ 86,742	10.41%
	North Mariana Islands	2006	\$ 948,974	2006	\$ 125,962	13.27%
	North Mariana Islands	2007	\$ 962,130	2007	\$ 132,758	13.80%
	American Samoa	2006	\$ 363,388	2006	\$ 82,198	22.62%
New Freedom to Sec 5311	North Mariana Islands	2007	\$ 962,130	2007	\$ 26,145	2.72%
	Guam	2007	\$ 833,438	2007	\$ 22,802	2.74%
	Guam	2006	\$ 1,122,868	2006	\$ 51,248	4.56%
	American Samoa	2006	\$ 363,388	2006	\$ 17,270	4.75%
	North Mariana Islands	2006	\$ 948,974	2006	\$ 55,300	5.83%
RTAP to Sec 5311	North Mariana Islands	2004	\$ 763,737	2005	\$ 2,540	0.33%
	Guam	2005	\$ 603,046	2006	\$ 4,711	0.78%
	North Mariana Islands	2007	\$ 962,130	2007	\$ 10,334	1.07%
	North Mariana Islands	2006	\$ 948,974	2006	\$ 10,268	1.08%
	North Mariana Islands	2005	\$ 797,494	2005	\$ 10,156	1.27%
	Guam	2006	\$ 1,122,868	2006	\$ 15,507	1.38%
	Guam	2005	\$ 603,046	2005	\$ 8,489	1.41%
	Guam	2007	\$ 833,438	2007	\$ 16,874	2.02%
	Guam	2004	\$ 582,234	2005	\$ 13,219	2.27%
	American Samoa	2006	\$ 363,388	2006	\$ 12,038	3.31%
American Samoa	2005	\$ 231,293	2006	\$ 11,184	4.84%	
Sec 5307 to Sec 5311	North Mariana Islands	2004	\$ 763,737	2005	\$ 167,999	22.00%
	North Mariana Islands	2006	\$ 948,974	2006	\$ 664,700	70.04%
	North Mariana Islands	2007	\$ 962,130	2007	\$ 697,739	72.52%
	North Mariana Islands	2005	\$ 797,494	2005	\$ 704,872	88.39%
Sec 5310 to Sec 5311	North Mariana Islands	2004	\$ 763,737	2005	\$ 2,956	0.39%
	Guam	2005	\$ 603,046	2006	\$ 11,798	1.96%
	North Mariana Islands	2007	\$ 962,130	2007	\$ 64,411	6.69%
	North Mariana Islands	2006	\$ 948,974	2006	\$ 63,579	6.70%
	North Mariana Islands	2005	\$ 797,494	2005	\$ 61,506	7.71%
	Guam	2006	\$ 1,122,868	2006	\$ 164,792	14.68%
	American Samoa	2006	\$ 363,388	2006	\$ 62,456	17.19%
	Guam	2007	\$ 833,438	2007	\$ 167,228	20.06%
	Guam	2005	\$ 603,046	2005	\$ 146,919	24.36%
	American Samoa	2005	\$ 231,293	2006	\$ 60,555	26.18%
Guam	2004	\$ 582,234	2005	\$ 157,115	26.98%	

Table B-2: Summary of Insular Area Transfers

(source: FTA TEAM database)

Transfers of JARC Funds

State	Transfer Year	JARC Total (FYOA)	Amount Transferred	Transfer as a % of JARC Total (FYOA)
Indiana	2006	\$ 6,580,016	\$ 178,861	2.7%
North Dakota	2007	\$ 291,405	\$ 158,286	54.3%
South Dakota	2007	\$ 329,612	\$ 329,612	100.0%
South Dakota	2007	\$ 312,746	\$ 312,746	100.0%
Insular Area				
American Samoa	2006	\$ 82,198	\$ 82,198	100.0%
Guam	2007	\$ 86,742	\$ 86,742	100.0%
Guam	2006	\$ 82,309	\$ 82,309	100.0%
North Mariana Islands	2007	\$ 132,758	\$ 132,758	100.0%
North Mariana Islands	2006	\$ 125,962	\$ 125,962	100.0%

Table B-3: Summary of Transfers of JARC Funds

(source: FTA TEAM database; 'FYOA' means Fiscal Year of Appropriation)

Transfers of New Freedom Funds

State	Transfer Year	New Freedom Total (FYOA)	Amount Transferred	Transfer as a % of New Freedom Total (FYOA)
North Dakota	2007	\$ 146,896	\$ 80,285	54.7%
South Dakota	2007	\$ 172,368	\$ 83,154	48.2%
South Dakota	2007	\$ 165,571	\$ 80,730	48.8%
Insular Area				
American Samoa	2006	\$ 17,270	\$ 17,270	100.0%
Guam	2007	\$ 22,802	\$ 22,802	100.0%
Guam	2006	\$ 51,248	\$ 51,248	100.0%
North Mariana Islands	2007	\$ 26,145	\$ 26,145	100.0%
North Mariana Islands	2006	\$ 55,300	\$ 55,300	100.0%

Table B-4: Summary of Transfers of New Freedom Funds

(source: FTA TEAM database; 'FYOA' means Fiscal Year of Appropriation)

Transfers of Section 5307 Funds

State	Transfer Year	Section 5307 Total (FYOA)	Amount Transferred	Percentage Transfer as a % of Section 5307 Total (FYOA)
Idaho	2007	\$ 12,747,381	\$ 296,699	2.3%
Idaho	2005	\$ 12,193,150	\$ 146,699	1.2%
Idaho	2006	\$ 11,620,292	\$ 96,699	0.8%
Idaho	2005	\$ 5,701,149	\$ 135,000	2.4%
Illinois	2006	\$ 265,245,948	\$ 88,360	0.0%
Illinois	2006	\$ 256,110,367	\$ 214,710	0.1%
New York	2005	\$ 548,231,063	\$ 56,897	0.0%
Oregon	2007	\$ 44,001,321	\$ 16,389	0.0%
Oregon	2006	\$ 42,143,921	\$ 15,594	0.0%
Oregon	2005	\$ 42,942,086	\$ 15,337	0.0%
South Carolina	2005	\$ 25,248,894	\$ 334,690	1.3%
South Carolina	2005	\$ 14,182,689	\$ 1,500,000	10.6%
Insular Area				
North Mariana Islands	2007	\$ 697,739	\$ 697,739	100.0%
North Mariana Islands	2006	\$ 664,700	\$ 664,700	100.0%
North Mariana Islands	2005	\$ 704,872	\$ 704,872	100.0%
North Mariana Islands	2005	\$ 672,596	\$ 167,999	25.0%

Table B-5: Summary of Transfers of Section 5307 Funds

(source: FTA TEAM database; 'FYOA' means Fiscal Year of Appropriation)

Transfers of Section 5310 Funds

State	Transfer Year	Section 5310 Total (FYOA)	Amount Transferred	Transfer as a % of Section 5310 Total (FYOA)
Colorado	2005	\$ 1,207,854	\$ 292,760	24.2%
Connecticut	2006	\$ 1,175,039	\$ 367,414	31.3%
Connecticut	2005	\$ 1,125,150	\$ 125,138	11.1%
Idaho	2005	\$ 471,058	\$ 338,952	72.0%
Minnesota	2005	\$ 1,361,686	\$ 409,684	30.1%
New Hampshire	2005	\$ 473,239	\$ 142,839	30.2%
North Carolina	2005	\$ 2,676,455	\$ 2,676,455	100.0%
Ohio	2005	\$ 3,584,027	\$ 1,700,000	47.4%
Tennessee	2006	\$ 1,997,567	\$ 325,000	16.3%
Tennessee	2006	\$ 1,997,567	\$ 325,000	16.3%
Tennessee	2005	\$ 1,908,598	\$ 527,838	27.7%
Insular Area				
American Samoa	2006	\$ 62,456	\$ 62,456	100.0%
American Samoa	2006	\$ 60,555	\$ 60,555	100.0%
Guam	2007	\$ 167,228	\$ 167,228	100.0%
Guam	2006	\$ 164,792	\$ 164,792	100.0%
Guam	2005	\$ 158,717	\$ 146,919	92.6%
Guam	2006	\$ 158,717	\$ 11,798	7.4%
Guam	2005	\$ 157,115	\$ 157,115	100.0%
North Mariana Islands	2007	\$ 64,411	\$ 64,411	100.0%
North Mariana Islands	2006	\$ 63,579	\$ 63,579	100.0%
North Mariana Islands	2005	\$ 61,506	\$ 61,506	100.0%
North Mariana Islands	2005	\$ 60,959	\$ 2,956	4.8%

Table B-6: Summary of Transfers of Section 5310 Funds*(source: FTA TEAM database; 'FYOA' means Fiscal Year of Appropriation)***Transfers of Section 5311 Funds**

State	Transfer Year	Section 5311 Total (FYOA)	Amount Transferred	Transfer as a % of Section 5311 Total (FYOA)
Colorado	2007	\$ 7,315,810	\$ 106,400	1.5%
Montana	2006	\$ 6,259,894	\$ 1,155,000	18.5%
New York	2006	\$ 9,669,001	\$ 429,600	4.4%
Wisconsin	2007	\$ 11,806,200	\$ 594,175	5.0%
Wisconsin	2006	\$ 11,215,751	\$ 1,927,255	17.2%
Wisconsin	2007	\$ 11,215,751	\$ 1,256,501	11.2%

Table B-7: Summary of Transfers of Section 5311 Funds*(source: FTA TEAM database; 'FYOA' means Fiscal Year of Appropriation)*

Transfers of RTAP Funds

Insular Area	Transfer Year	RTAP (FYOA)	Amount Transferred	Transfer as a % of RTAP Total (FYOA)
American Samoa	2006	\$ 12,038	\$ 12,038	100.00%
American Samoa	2006	\$ 11,184	\$ 11,184	100.00%
Guam	2007	\$ 16,874	\$ 16,874	100.00%
Guam	2006	\$ 15,507	\$ 15,507	100.00%
Guam	2005	\$ 13,200	\$ 8,489	64.30%
Guam	2006	\$ 13,200	\$ 4,711	35.70%
Guam	2005	\$ 13,219	\$ 13,219	100.00%
North Mariana Islands	2007	\$ 10,334	\$ 10,334	100.00%
North Mariana Islands	2006	\$ 10,268	\$ 10,268	100.00%
North Mariana Islands	2005	\$ 10,156	\$ 10,156	100.00%
North Mariana Islands	2005	\$ 10,157	\$ 2,540	25.00%

Table B-8: Summary of Transfers of Section RTAP Funds

(source: FTA TEAM database; 'FYOA' means Fiscal Year of Appropriation)

APPENDIX C: INTERVIEW RESPONDENTS

State DOT	Contact Person	Phone Number	Email
Colorado	Heather Copp	800-999-4997	heather.copp@dot.state.co.us
Connecticut	Duane Campbell	860-594-2815	duane.campbell@po.state.ct.us
Idaho	Marty Montgomery	208-334-8848	martin.montgomery@itd.idaho.gov
Illinois	David Spacek	312-793-2154	david.spacek@illinois.gov
New York	Stephanie Mielnik	518-457-8335	smielnik@dot.state.ny.us
North Dakota	Bruce Fuchs	701-328-2194	bfuchs@state.nd.us
Oregon	Sharon Peerenboom	503-986-4414	sharon.k.peerenboom@odot.state.or.us
South Carolina	Debra Rountree	803-737-1240	johnsongc@scdot.org
South Dakota	Bruce Lindholm	605-773-7045	bruce.lindholm@state.sd.us
Tennessee	Jerry Roache	615-253-1038	jerry.roache@state.tn.us
Wisconsin	John Alley	608-266-0189	john.alley@dot.state.wi.us

APPENDIX D: SAMPLE OF STATE DOT TRANSFER REQUESTS



STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

(860) 594-2815

February 2, 2005

Mr. Richard H. Doyle
Regional Administrator
Federal Transit Administration
Transportation Systems Center
55 Broadway
Kendall Square, Suite 904
Cambridge, MA 02142

Dear Mr. Doyle:

This letter is to advise you that the Connecticut Department of Transportation wishes to transfer \$125,138 in federal funds from Connecticut's FFY '04 appropriation for Section 5310 to the FTA Section 5311 Program. These funds will be incorporated in this Department's Section 5311 grant application for FFY 2005.

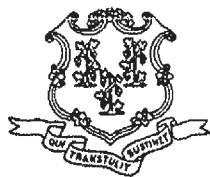
It is understood that these funds can be used for capital needs only.

In making this request, ConnDOT certifies that the Section 5310 Program needs are being adequately met.

Very truly yours,

A handwritten signature in black ink that reads "Duane J. Campbell".

Duane J. Campbell
Supervisor, Grants Management
Bureau of Public Transportation



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-2815

February 2, 2006

Mr. Richard H. Doyle, Regional Administrator
Federal Transit Administration
Transportation Systems Center
55 Broadway
Kendall Square, Suite 904
Cambridge, MA 02142

Dear Mr. Doyle:

This letter is to advise you that the Connecticut Department of Transportation wishes to transfer \$367,414 in federal funds from Connecticut's FFY '05 appropriation for Section 5310 to the FTA Section 5311 Program. These funds will be incorporated in this Department's Section 5311 grant application for FFY 2006.

It is understood that these funds can be used for capital needs only.

In making this request, ConnDOT certifies that the Section 5310 Program needs are being adequately met.

Sincerely,

A handwritten signature in black ink that reads "Duane J. Campbell".

Duane J. Campbell
Supervisor, Grants Management
Bureau of Public Transportation

cc: Noah Berger



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise 10 83707-1129

(208) 334-b,
itd.idaho.gov

December 19,2007

Richard F. Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Suite 3142
915 Second Ave.
Seattle, W A 98171

Subject: Section 5307 Transfer

Dear Mr. Krochalis:

The Idaho Transportation Department is requesting the transfer of \$547,287 of Section 5307 funds from the Idaho Falls appropriations be transferred to IDI8-X026, the Section 5311 grant administered by the department for the TRPT A project. This transfer is being requested after consultation with the Bonneville Metropolitan Planning Organization and Idaho Transportation Board Approval.

These funds are to be combined with Section 5307 funds to construct a facility in Idaho Falls to serve regional transit needs. The Targee Regional Public Transportation Authority worked with Region 10 staff on the environmental clearances and the proportion of funding to be used from the urban and rural programs. TRPT A also consulted directly with FT A on the sale of the Salmon Idaho facility and the sources of local match.

We have attached a copy of the BMPO concurrence letter. If you have any questions, please contact Marty Montgomery at 208-334-8848.

Sincerely,

A handwritten signature in black ink, appearing to read 'Randy Kyrias', written over a horizontal line.

RANDY KYRIAS Administrator
Division of Public Transportation

cc: TRPTA
BMPO

DEC 20 2007 AM 8:40



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

March 27, 2008

Richard F. Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Suite 3142
915 Second Avenue
Seattle, WA 98171

ATTN: Elizabeth K. M. Sier

RE: FY 2008 Section 5307 Transfer to Section 5311 (KMPO)

Dear Mr. Krochalis:

We write to request the approval for the transfer of FTA Section 5307 funds to the Section 5311 program for Fiscal Year 2008. This request is part of a multi-year agreement, with details listed below.

The Idaho Transportation Department worked with the Kootenai Metropolitan Planning Organization (KMPO), and the Coeur d' Alene Tribe on a three-year agreement to transfer a portion of Kootenai County's FTA Section 5307 allocation to the Coeur d' Alene Tribe's Section 5311 program. The agreement was confirmed and \$96,699 was programmed to be transferred on an annual basis for fiscal years 2007-2009.

The update letter from KMPO that requests this transfer is enclosed for your review. This information is reflected in the Idaho Transportation Department's STIP for FY 2008, under Key Number 10744, page 101, Line 10. The number shown in the STIP reflects the FY 2008 Section 5311 award and the FY 2008 Section 5307 transfer. We are enclosing a letter from KMPO dated March 24, 2008 which requests this same transfer for FY 2008. Another letter set will be sent to your office next year asking for approval of the transfer for FY 2009.

This FY 2008 STIP was approved on December 14, 2007. Please contact Mr. Steve O'Neal at (800) 527-7985, or by e-mail at steve.oneal@itd.idaho.gov if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Randy Kyrias', is written over a horizontal line.

RANDY KYRIAS
Division Administrator
Division of Public Transportation

Enclosures

RK:SO:so Kootenai-CDA Tribe Trans Req to FTAFY08.doc

MAR 31 2008 AM 8:28



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

Memorandum

Subject: ACTION: Request from State of Idaho
to transfer Section 5307 funds to
Section 5311 Program

Date: April 1, 2008

From: Patricia Hendrix, *PH*
Grants Manager, TRO-10

Reply to Attn. of: Elizabeth Sier, 206-220-7956

To: Ken Johnson
Office of Program Management, TPM-11

The Idaho Transportation Department has requested that a total of \$96,699 apportioned for the FY 2007 Section 5307 Program be transferred to the Section 5311 Program.

The funds to be transferred are identified as follows:

Section	Fiscal Year	Amount	From	To
5307	2007	\$96,699	Governor's Apportionment UZA 160000 For the Coeur D'Alene UZA 163240	Governor's Apportionment UZA 160000

The funds are being moved between the following appropriation codes:

Funds Coming From	Dollars	Funds Going To
2007.25.90.91.2	\$96,699	2007.25.18.U8.2

Please process this request to transfer funds and notify this office when the action is completed. A copy of the letter from the state of Idaho is attached.

Attachment

CONCUR: *Scott Faulk*
~~Ken Johnson~~ *Scott Faulk*
Office of Program Management

DATE: 4/2/08



City of Coeur d'Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d'Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

March 24, 2008

Randy Kyrias, Administrator
Division of Public Transportation
Idaho Transportation Department
P O Box 7129
Boise ID 83707-1129

RE: Request to Flex \$96,699 in Section 5307 funding to the Coeur d'Alene Tribe
Section 5311 grant award

Dear Mr. Kyrias:

On March 1, 2007 the Kootenai Metropolitan Planning Organization (KMPO) received a presentation on the current status of the Citylink system that has been cooperatively established by KMPO, Kootenai County, and the Coeur d'Alene Tribe. As part of the status report there was a request to renew the existing agreement between the Tribe, KMPO and Kootenai County for another three year period.

The KMPO Board continues to be very impressed with the operation of the Citylink service provided by the Coeur d'Alene Tribe, which integrates both rural and urban public transportation into a seamless system. The KMPO Board also noted the service is compatible with, and complimentary to existing services being provided by other public transportation partners in Kootenai County. In addition, the service being provided falls within the available Section 5307 funding and is also consistent with adopted public transportation plan for Kootenai County.

To ensure riders continue to have the opportunity to receive public transportation access, the KMPO Board unanimously approved continuation of funding for the Citylink system, and approved amending the STIP to effectuate the changes necessary to distribute the funds.

COPY

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

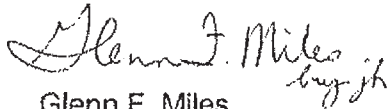
221 W. First Avenue, Suite 310 Spokane, WA 99201
1-800-698-1927 fax: 1-509-343-6400 website: kmpo.net

Randy Kyrias, Administrator
ITD
March 24, 2008
Page Two

Therefore, the KMPO requests ITD to flex \$96,699 in Section 5307 funding for years 2008, 2009, and 2010 to Section 5311 funding, which is to be dedicated to the Coeur d'Alene Tribe's rural public transportation system (Rural Link) that will be managed by Mr. Allen Earls.

Thanks in advance for your assistance. If you have any questions, please contact me

Sincerely,

A handwritten signature in cursive script that reads "Glenn F. Miles" with a small "by jh" written below it.

Glenn F. Miles
Executive Director



**Division of Transportation
Investment Management
Bureau of Transit, Local Roads, Rails and Harbors
PO Box 7913
Madison, WI 53707-7913**

**Jim Doyle, Governor
Frank J. Busalacchi, Secretary**
Internet: www.dot.wisconsin.gov

Telephone: 608-264-0532

Facsimile (FAX): 608-266-0658

May 8, 2007

Ms. Marisol Simon, Administrator
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606

Dear Ms. Simon:

RE: Amended Request to Transfer Funds

We would like to amend our request to transfer funds from the Section 5311 program to the Section 5307 program. Since our initial letter to you dated May 3, 2007, we have identified additional needs among our larger transit systems funded by Section 5307 and would like to transfer additional Section 5311 funds to fund these needs. As such, please disregard my letter to you dated May 3, 2007.

We are requesting the transfer of \$1,850,676 in Section 5311 funds to Section 5307 (Governor's Apportionment) to finance a portion of the CY 2007 operating needs of Wisconsin's small urban public transit systems. This amount includes \$1,256,501 in federal FY 2006 funds and \$594,175 in federal FY 2007 funds. The transfer request will also be stated in grants WI-18-X024 and WI-18-X026 in the project information tab ("project description").

Should you have any questions, please contact me at (608) 266-0189.

Sincerely,

A handwritten signature in black ink, appearing to read "John Alley".

John Alley, Chief
Public & Specialized Transit Section

cc: Rod Clark, Bureau Director, WisDOT
R. Stewart McKenzie, Community Planner, FTA



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

July 17, 2006

Lee Waddleton
Region 8 Administrator
Federal Transit Administration
12300 West Dakota Avenue
Suite 310
Lakewood, CO 80228-2583


Subject: Transfer of Funds from Section 5311 to Section 5307

The Montana Department of Transportation (MDT) requests the transfer of \$1,155,000 of unobligated FFY 2006 FTA Section 5311 funding to the Section 5307 Program.

This transfer is at the request of the State of Montana and is reflected in Montana's 2006 Statewide Transportation Improvement Program (Amendment #5).

The transferred funds will be used for service expansion and capital in the form of five 35 foot buses for Mountain Line in Missoula, Montana.

If further information is required for this request, please call Audrey at 406-444-4210.


Sandra Strachl, Administrator
Rail, Transit, & Planning Division

copies: Dick Turner, Multimodal Planning Bureau Chief
Audrey Allums, Transit Section Supervisor
Ryan Hammon, FTA Region 8 Community Planner
Steve Earle, Mountain Line General Manager
David Jacobs, Western Regional Transit Planner



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232

FTA/TRO-2

2004 OCT 29 P 1:19

JOSEPH H. BOARDMAN
COMMISSIONER

GEORGE E. PATAKI
GOVERNOR

October 19, 2004

Ms. Letitia Thompson
Regional Administrator
Federal Transit Administration - Region II
1 Bowling Green, Suite 429
New York, New York 10004-1415

Re: New York State Section 5311 Program
Transfer of Funds NY-18-X022

Dear Ms. Thompson: ^{Letitia}

Please be advised that New York State Department of Transportation accepts the transfer of \$56,897 from the Newburgh Urbanized Area Account of the Section 5307 Governor's Apportionment. This transfer will be included in Grant NY-18-X022.

If you have any questions with regard to this request, please contact Stephanie Mielnik of my staff at (518) 457-8335.

Sincerely,

RONALD E. EPSTEIN, Director
Transit Services Bureau

cc: F. Ellison, FTA
R. Parrington, Orange County Planning
R. Dennison III, Regional Director, Region 8



FTA/TRO-2

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 ALBANY, NY 12232
 www.dot.state.ny.us

2005 OCT 13 A 11: 31

THOMAS J. MADISON, JR.
 ACTING COMMISSIONER

GEORGE E. PATAKI
 GOVERNOR

October 7, 2005

Ms. Letitia Thompson
 Regional Administrator
 U. S. Department of Transportation
 Federal Transit Administration, Region II
 1 Bowling Green, Suite 429
 New York, NY 10004-1415

Re: Transfer of Section 5311 Funds,
 Grant NY-18-X023

Dear Ms. Thompson:

Please be advised that the New York State Department of Transportation (NYSDOT) is requesting the transfer of Section 5311 funds from pending Grant NY-18-X023 to the various Section 5307 Governor's Apportionment Urbanized Area Accounts as listed below.

Transferred to Funding Source	Amount of Funds to be Transferred
Section 5307 Program - Binghamton (1774) Urbanized Area Account - Broome County	
Operating Assistance Funds for year 2005	\$ 55,700 (X534)
Operating Assistance Funds for year 2006	\$ 57,400
Total	\$113,100
Section 5307 Program - Elmira (1924) Urbanized Area Account - Chemung County	
Operating Assistance Funds for year 2005	\$ 42,400 (X538)
Operating Assistance Funds for year 2006	\$ 43,700 (X539)
Total	\$ 86,100
Section 5307 Program - Ithaca Urbanized Area Account - Tompkins County (5475)	
Operating Assistance Funds for year 2005	\$ 113,500 (X539)
Operating Assistance Funds for year 2006	\$ 116,900 (X539-01)
Total	\$ 230,400

MS. LETITIA THOMPSON
PAGE 2

If you have any questions, please contact me at (518) 457-8335.

Sincerely,

Stephanie Mielnik

smielnik@dot.state.ny.us

STEPHANIE MIELNIK, Rural Program Manager
Assistance Program Delivery Bureau
Office of Program Development & Management

cc: F. Ellison, FTA
F. de Aragon, ITCTC
J. Schissell, ECTC
S. Gayle, BMTS



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

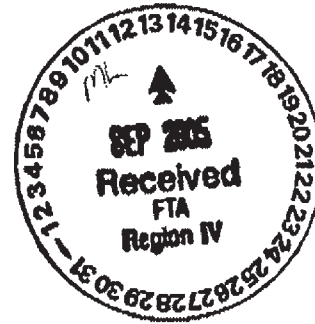
MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

August 31, 2005

Mr. Richard Krochalis
Acting Administrator
Federal Transit Administration
61 Forsyth Street, S.W.
Suite 17T50
Atlanta, Georgia 30303-8917



Attention: Mr. Alex McNeil

RE: North Carolina's Transfer of FY 2005 Section 5310 Funds to Section 5311

Dear Mr. Krochalis:

On behalf of the North Carolina Department of Transportation, I would like to request that \$2,676,455 be transferred from North Carolina's FY 2005 Elderly and Persons with Disabilities Program (Section 5310) to North Carolina's FY 2005 Nonurbanized Area Formula Program (Section 5311).

This transfer is in accordance with Circular 9070.1E, and this apportionment will be used in accordance with the requirements of the Transportation Equity Act of the 21st Century. The funds transferred from the Section 5310 program to the Section 5311 program will be used for state administration and non-operating expenses, including project administration. North Carolina has transferred its Section 5310 allocation to Section 5311 since FY 1997.

We appreciate your continued support for our public transportation programs in North Carolina. If you have any questions or need additional information, please contact Charles Glover, Assistant Director for Community Transportation in the Public Transportation Division, at (919) 733-4713, extension 277, or email at cglover@dot.state.nc.us.

Sincerely,

David D. King
Deputy Secretary

DDK/cwg

cc: Marie Lopez, Federal Transit Administration
Miriam Perry, Public Transportation Division, NCDOT
Charles Glover, Public Transportation Division, NCDOT

Ms. Letitia Thompson

Page 2

March 14, 2007

Coordination services for FMCOG \$7,200

FMCOG does a great job working with local recipients to develop strong projects that allow these residents to transition away from the JARC and New Freedoms programs.

HANDI WHEELS TRANSPORTATION \$68,469

Will continue the JARC pilot project began last year which has a goal of reducing paratransit demand by 3750 rides per year. These rides are employment based because of the large immigrant population in Fargo. A city bus route to the industrial park was tried but was not sustainable because of the different shift times plus the time from home to the Ground Transportation Center and then to the park made it impractical for most people.

NEW FREEDOM Funds:

GRAND FORKS, ND \$28,942

Allow City Bus to begin their regular Saturday schedule four hours earlier. By providing this service people would add flexibility to their weekend schedule, especially for those who work on Saturday.

FARGO, ND

City of Fargo \$18,874

Funds would be used to extend the hours for dispatcher at the Ground Transportation Center for a 12 month period.

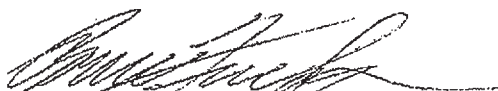
FMCOG \$6,400 ✓

Funds to be used to continue providing project management to the local recipients who are very small programs and need some guidance to properly manage grant funds.

CITY OF FARGO \$32,469

Provide a dedicated vehicle and coordinate maximum number of passengers per trip. The program would be used primarily for group trips to day training programs. Currently it is estimated that use would be about 2000 hours @ \$33.00 per hour.

If you have any questions please call me at 701-328-2194.



BRUCE W. FUCHS, CPTA, TRANSIT PROGRAM MANAGER

38/djb

- c: City of Fargo
- City of Grand Forks
- Fargo Moorhead Council of Government



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

Memorandum

Subject: JARC & NF Transfer Request

Date: 3/20/07

From: Jennifer Stewart

Reply to
Attn of:

To: Henrika Buchanan-Smith

Attached is a request to transfer JARC and NF funding to Fargo (ND) and Grand Fork (ND) 5307 programs.

There was some confusion with the North Dakota DOT regarding the program administration takedown. Initially the DOT wanted to transfer some of their program admin from JARC and NF to Fargo and Grand Forks; however, I'm confident we've clarified with the DOI that those funds cannot be transferred to 5307.

I'm hoping that the March 14th letter from the DOT to Region 8 along with the clarify email correspondence will suffice to transfer the funding.

ND DOT 2006 JARC apportionment for small UZAs = \$165,554

Transfer \$85,817 of the ND Small UZA JARC funding to Grand Forks, ND (383320)

Transfer \$72,469 of the ND Small UZA JARC funding to Fargo, ND (382040)

ND DOT 2006 New Freedom apportionment for small UZAs = \$86,685

Transfer \$28,942 of the ND Small UZA NF funding to Grand Forks, ND (383320)

Transfer \$51,343 of the ND Small UZA NF funding to Fargo, ND (382040)


The remaining JARC and NF small UZA funding for ND will be entered into a grant between the DOT and FTA as project administration for eligible activities under that category.



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

Memorandum

Subject: Request from State of Oregon to Transfer Section 5307 Funds to Section 5311 Program Date: April 9 2007

From: Patricia Hendrix, 
Grants Manager, TRO-10 Reply to: Elizabeth Sier,
Attn. of: 206-220-7956

To: Susan Schruth
Associate Administrator
for Program Management, TPM-1

Through: Mary Martha Churchman, TPM-11

The Oregon Department of Transportation, Public Transit Division, has requested, after consultation with the Longview-Kelso-Rainier Urbanized Area, that a total of \$16,389 FY 2007 Section 5307 funds, representing the amount of funds apportioned to the Oregon Governor, be transferred to the Section 5311 Program for the State of Oregon.

The funds to be transferred are identified as follows:

<u>Section</u>	<u>Fiscal Year</u>	<u>Amount</u>	<u>From</u>	<u>To</u>
5307	2007	\$16,389	Governor's Apportionment UZA # 410000	Oregon DOT Public Transit Division UZA # 410000
			Longview/ Kelso/Rainier UZA # 413540	


The funds are being moved between the following appropriation codes:

<u>Funds Coming From</u>	<u>Amount</u>	<u>Funds Going To</u>
2007.25.90.91.2	\$16,389	2007.25.18.U8.2

Please process this request to transfer funds and notify this office when the action is completed.
A copy of the letter from the state of Oregon is attached.

Attachment

Concur: _____ Date _____
Mary Martha Churchman, Director
Office of Resource Management and
State Programs

concur: 
Scott Faulk



Oregon
Theodore R. Kulongoski, Governor

ES
PH
NC
DL

Department of Transportation
Public Transit Division
Mill Creek Office Building
555 13th Street NE, Suite 3
Salem, OR 97301-4179
Telephone (503) 986-3300
FAX (503) 986-4189
TTY (Via the Oregon
Telecommunications Relay
Service) (800) 735-2900

March 26, 2007

Richard Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

MAR 29 2007 AM 8:24

Re: Request to Transfer 5307 Funds – Rainier

Dear Administrator Krochalis:

The Oregon Department of Transportation, acting as the designated recipient of Oregon's Section 5307 funds, requests that money for the Kelso-Longview-Rainier urbanized area for fiscal year 2007 (\$16,389) be transferred to Oregon's Section 5311 program to be used for operating assistance.

Please let us know the disposition of this request. If you have any questions, please call Sharon Peerenboom at 503-986-4414.

Sincerely,

Michael R. Ward, Administrator
Public Transit Division
Oregon Department of Transportation

Cc: Sherrin Coleman, Planning Program Manager
Sharon Peerenboom, Section 5311 Program manager



Oregon

Theodore R. Kulongoski,
Governor

ES, PH

Department of Transportation

Public Transit Division
Mill Creek Office Building
555 13th Street NE, Suite 3
Salem, OR 97301-4179
Telephone (503) 986-3300
FAX (503) 986-4189
TIY (Via the Oregon
Telecommunications Relay
Service) (800) 735-2900

February 14, 2008

Richard Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Re: Request to Transfer 5307 Funds - Rainier

Dear Administrator Krochalis:

The Oregon Department of Transportation, acting as the designated recipient of Oregon's Section 5307 funds, requests that money for the Kelso-Longview-Rainier urbanized area for fiscal year 2008 (\$17,795) be transferred to Oregon's Section 5311 program to be used for operating assistance.

Please let us know the disposition of this request. If you have any questions, please call Sharon Peerenboom at 503-986-4414.

S~~~~

Michael R. Ward, Administrator
Public Transit Division
Oregon Department of Transportation

Cc: Sherrin Coleman, Planning Program Manager
Sharon Peerenboom, Section 5311 Program Manager

ES, PH



South Carolina
Department of Transportation

August 5, 2005

Mr. Rick Krochalis, Acting Regional Administrator
Federal Transit Administration, Region IV
Atlanta Federal Center, Suite 17T50
61 Forsyth Street, SW
Atlanta, GA 30303-8917



Re: FTA Section 5307 Flex Funds (Small Urbanized Area Formula Program)

Dear Mr. Krochalis:

The Rock Hill and Mauldin/Simpsonville urbanized areas were given authorization to apply for funds under the South Carolina Small Urbanized Area Program (Section 5307) in the Federal Fiscal Years 2001 & 2002. As of this date, neither of the areas has submitted an application for these funds.

This letter is to request transfer of funds from the Small Urbanized Area Program to the Non-Urban Program (Rural-Section 5311). These funds will be used to assist with transportation services in the rural communities.

I would like to request that \$1,834,690 be transferred from the following Section 5307 Small Urbanized un-obligated allocation of funds as outlined below:

Small Urban Area	Transfer from Federal FY 03-04 Section 5307	Transfer from Federal FY 04-05 Section 5307	Transfer To Federal FY 04-05 Section 5311
Rock Hill	\$1,248,452	\$0	\$1,248,452
Mauldin/Simpsonville	\$251,548	\$334,690	\$586,238
TOTALS	\$1,500,000	\$334,690	\$1,834,690

Please advise when this request is approved so that we can submit a grant amendment to the Section 5311 application in the TEAM system. Thank you for your consideration.

Sincerely,


Glennith Johnson
Deputy Director of Mass Transit

G CJ/dgw

cc: Doug Frate, FTA Community Planner ✓
Michelle Rayford, SCDOT Program Manager
MT Budget

File: MT/CGB





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

Memorandum

Subject: Transfer of Section 5307 funds to Section 5311

Date: August 10, 2005

From: Rick Krochalis 
Acting Regional Administrator (TRO4)

**Reply to
Attn. of:** Marie Lopez

To: Mary Martha Churchman
Chief, Resource Management and
State Programs Division (TPM-11)

The South Carolina Department of Transportation has requested the transfer of Section 5307 funds to the Section 5311 program in the amount of \$1,834,690.

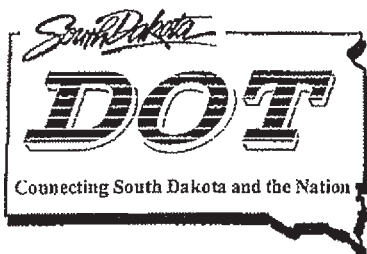
FROM: UZA - 450000

	<u>Section 5307</u>	
South Carolina Governors	2003.21.90.91.1	\$1,500,000
South Carolina Governors	2004.21.90.91.1	334,690

TO: UZA - 450000

	<u>Section 5311</u>	
South Carolina	2003.21.18.U8.1	\$1,500,000
South Carolina	2004.21.18.U8.1	334,690

If you have any questions, please feel free to contact Doug Frate at 404-562-3514 or Marie Lopez at 404-562-3516. Thanks



Department of Transportation

Division of Finance & Management

Office of Local Transportation Programs

700 East Broadway Avenue

Pierre, South Dakota 57501-2586

OFFICE: 605/773-3574

FAX: 605/773-3921

June 19, 2007

Terry Rosapep, Acting Regional Administrator
Federal Transit Administration, Region 8
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

Dear Mr. Rosapep:

South Dakota Department of Transportation is requesting the approval to transfer the allocations of JARC and New Freedom funds of Fiscal Year 2006 and Fiscal Year 2007 to the operating grant for 5311 funds.

Recipient's that have been selected to receive JARC and New Freedom Funds are; Brookings Area Transit-Brookings, Palace Transit-Mitchell, People's Transit-Huron, River Cities Transit-Pierre.

If you have any questions feel free to contact Jackie Mattheis at (605) 773-4169, E-mail at Jackie.Mattheis@state.sd.us or write to Jackie Mattheis, South Dakota Department of Transportation, Office of Local Transportation Programs, 700 Broadway Avenue East, Pierre, South Dakota 57501-2586.

A handwritten signature in black ink, appearing to read "B. Lindholm", written over a horizontal line.

Bruce Lindholm, Program Manager
South Dakota Department of Transportation

A handwritten signature in black ink, appearing to read "Terry Rosapep", written over a horizontal line.

Terry Rosapep, Acting Regional Administrator
Federal Transit Administration, Region 8

FTA RECEIVED

25 JUN '07 PM2:06



Division of Transportation
Investment Management
Bureau of Transit, Local Roads, Rails and Harbors
PO Box 7913
Madison, WI 53707-7913

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-264-9532

Facsimile (FAX): 608-266-0658

June 28, 2006

Ms. Marisol Simon,
Administrator
Federal Transit Administration, Region V
200 West Adams Street
Suite 320
Chicago, IL 60606

Dear Ms. Simon:

RE: Allocation of Governor's Apportionment

Attached is a document showing the distribution of federal operating assistance for CY 2006 to Wisconsin's small-urbanized area transit systems (50,000 to 200,000 in population). The distribution, totaling \$18,000,377, includes \$16,073,122 from the 2006 Governor's Apportionment under Section 55-07 plus \$1,927,255 in 2006 Section 5311 transfer funds.

Should you have any questions, please contact David Vickman at (608) 264-9532.

Sincerely,

A handwritten signature in black ink, appearing to read "John Alley".

John Alley, Chief
Public & Specialized Transit Section

Cc: Rod Clark, Bureau Director, WisDOT
R. Stewart McKenzie, Community Planner, FTA

Enclosure: Allocation Chart

**Allocation of Section 5307 Funds (Governor's Apportionment + Section 5311
Transfer) Among Urbanized Areas of Less Than 200,000 in Population for CY 2006
Operating Assistance**

Urbanized Area	2006 Projected Expenses	Federal Operating Assistance	% of Expenses
Appleton	\$6,515,276	\$2,129,796	32.7%
Beloit	\$1,734,736	\$567,072	32.7%
Chippewa Falls	\$411,635	\$134,560	32.7%
Eau Claire	\$4,092,000	\$1,337,645	32.7%
Fond du Lac	\$1,484,309	\$485,210	32.7%
Green Bay	\$7,818,146	\$2,555,694	32.7%
Janesville	\$2,362,417	\$772,257	32.7%
Kenosha	\$6,085,513	\$1,989,309	32.7%
La Crosse	\$4,512,029	\$1,474,949	32.7%
Onalaska	\$353,572	\$115,580	32.7%
Oshkosh	\$4,246,055	\$1,388,004	32.7%
Racine	\$6,679,661	\$2,183,532	32.7%
Sheboygan	\$3,798,103	\$1,241,572	32.7%
Superior	\$1,164,918	\$380,803	32.7%
Wausau	\$3,806,734	\$1,244,393	32.7%
Total	\$55,065,104	\$18,000,377	32.7%

*Note:

2006 Governor's Apportionment = \$16,073,122

2006 Section 5311 Transfer = \$1,927,255

Total Section 5307 for 2006 = **\$18,000,377**



Transportation Research Board

500 Fifth Street, NW
Washington, DC 20001

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