



Identification of Local Matching Fund Requirements for State-Administered Federal and Non-Federal Public Transportation Programs

DETAILS

116 pages | | PAPERBACK

ISBN 978-0-309-21322-6 | DOI 10.17226/14530

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NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

Responsible Senior Program Officer: Gwen Chisholm Smith

Research Results Digest 353

IDENTIFICATION OF LOCAL MATCHING FUND REQUIREMENTS FOR STATE-ADMINISTERED FEDERAL AND NON-FEDERAL PUBLIC TRANSPORTATION PROGRAMS

This digest presents the results of NCHRP Project 20-65 (Task 23), "Identification of State and Local Matching Fund Requirements for State-Administered Federal and Non-Federal Public Transportation Programs." The project was conducted by AECOM of Arlington, VA, with Principal Investigator Ashok Sundararajan, Vi Truong, and Laura Reigel.

INTRODUCTION

The Federal Transit Administration (FTA) has been providing financial assistance to transit agencies for more than four decades through its grant programs. Most of these grant programs require that either the state or the local entity contribute a certain percentage of funds to match the Federal grant. Traditionally, the Federal grant covers about 80 percent of the capital project expenses, while the remaining non-federal share of 20 percent is either matched by the state completely or partially matched by the state and the local entities. The non-federal matching requirements are different among the states and even within the same state depending on the grant program. In addition, states administer their own public transit grant programs with specific matching fund requirements that may differ between programs and type of transit systems (urban or rural).

Many resources are available on state and local funding for public transportation grant programs. The most authoritative source is the *Survey of State Funding for Public Transportation*, published by the American Association of State Highway and Transportation Officials (AASHTO). This annual report provides a snapshot by state

of the structure and the characteristics of each public transportation grant program. The report also summarizes state-by-state investment in public transportation from federal, state, and local funding sources. *NCHRP Report 569: Comparative Review and Analysis of State Transit Funding Programs* used this survey's data to develop a framework for conducting peer analyses and comparative assessment of transit funding programs across states. *TCRP Report 129: Local and Regional Funding Mechanisms for Public Transportation* provides a comprehensive summary of funding sources available for states and local entities to fund public transportation. These studies are highly useful to state Department of Transportation (DOT) transit officials and administrators in assessing and reviewing the levels of state and local funding provided for public transportation. However, none of the existing resources comprehensively documents the policies adopted by the states to provide matching funds for state-administered federal and non-federal public transportation grant programs.

The objective of this research was to develop a set of tables with information on (1) current state and local matching fund percentage requirements for each urban and

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rural federal program and (2) the local matching fund requirements for each non-federal public transportation program administered by each state.

RESEARCH APPROACH

The data collection for this survey was accomplished in two steps. First, data from publicly available sources over the internet was assembled. Second, a survey of the 50 state DOTs and the District of Columbia DOT was conducted to validate the information collected from the internet research and to collect missing information. Forty-five states and the District of Columbia responded to the survey. Phone interviews were conducted to confirm every survey response.

Internet Research

This step involved assembling useful data from existing data sources. The research team reviewed current publications, including the latest final report on *Survey of State Funding for Public Transportation*, state DOT's public transportation department websites, and the FTA website. Depending on the availability of data, the following information was assembled for each state:

- Federal grants administered by the states and federal/non-federal share requirements by eligible project expense type
- State and local share of non-federal portion for state-administered federal grants
- State and local share for the state public transportation grant programs

For each state, a separate table was prepared summarizing the research team's findings on the matching requirements. Assembling data prior to survey administration helped to solicit targeted information from the survey respondents so as to reduce the time required by the survey respondents to provide input. Also, assembling the data prior to the survey ensured that the researchers collected information consistently from all states. Appendix C provides the template used to assemble data from the internet research.

Survey of State DOTs

The data assembled from the internet research was not complete for many states. In this step, the research team contacted officials at the public trans-

portation department of the state DOT in order to collect missing data and verify the accuracy of the assembled data.

The research team used the contact list provided in the *Survey of State Funding for Public Transportation* report. State public transit department websites were also a source for the contact list.

Once a key contact was identified, the table containing the data assembled for that state from the internet research was delivered electronically. A request was made to arrange for a telephone interview upon receipt of survey results from most states. In the telephone interview, the researchers

- Verified that all federal grant programs administered by the state and the non-federal grant programs were included
- Developed an understanding of the state's policies on administering the federal and non-federal transit grants
- Verified that the federal, state and/or local matching requirements for each grant program were reported correctly

SURVEY RESULTS

The data collected from the states are presented in two formats, provided as Appendixes A and B.

In Appendix A, the **results are summarized by state** by grant program and by eligible expense type. There is one exhibit for each state that responded and, within each state, the results are organized by state-administered federal transit grant program and then by state-administered non-federal grant programs.

In Appendix B, **the results of state-administered federal transit grant programs are summarized by grant program**. Within each grant program, the results are documented by eligible expense type and by state. Appendix B allows for easy comparison of the matching requirements across the states.

During the survey, the researchers observed that some states distribute funds from the state-administered non-federal grant programs to the local entities, providing the local entities with the discretion to either use these funds as 100 percent state money (without requiring matching local funds) or use these funds to match federal transit grant programs. In such instances, the researchers assumed that the entire non-federal match was provided by the locals. Also, the state-administered non-federal transit grant programs that only provide matching funds

to federal transit grant programs are not listed in Appendix A for each state.

CONCLUSIONS AND SUGGESTED RESEARCH

The information in this publication can be used by state DOT administrators and transit officials, local and regional entities, transit system managers, and other interested parties in various ways. The summary of the matching requirements can serve as a resource when studying and comparing the policies adopted by peers on similar grant programs. State DOT transit officials can use the publication as a ref-

erence document to respond to queries and comments from legislators, transit managers, and local agencies. Administrators of state DOTs can use this information to review and modify their grant programs as needed.

The researchers observed that many states do not use the sliding scale matching percentages and the matching percentages for the incremental costs of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act, the Clean Air Act, and bicycle access projects.

Further research could determine each of these states' reasons for not using these programs.

APPENDIX A: SUMMARY OF MATCHING REQUIREMENTS BY STATE

Alabama

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	Alabama does not currently have any 5305 programs, but if any are applied for in the future, the locals would provide the entire non-federal match
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
	80%	20%	N/A	N/A	Alabama does not have any 5339 programs, but if any are applied for in the future, the locals would provide the entire non-federal match
Section 5339 Alternative Analysis					

AL State Program
None

Alaska

Grant Program Description	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal	Additional Comments or Notes
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	The State DOT does not administer this program
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	Alaska qualifies for, but does not use, the sliding scale rate for transit grants
Operating Assistance	50%	50%	0%	50%	Alaska is one of the 7 states in the pilot program that allows 5310 funds to be used for operating
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	90.97%	9.03%	0%	9.03%	Based on the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	56.82%	43.14%	0%	43.14%	Based on the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	90.97%	9.03%	0%	9.03%	Based on the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	56.82%	43.14%	0%	43.14%	Based on the sliding scale rate for transit grants
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
AK State Program					
Alaska Marine Highway (Ferry Program)	0%	100%	100%	0%	
Alaska Mental Health Trust Coordinated/Non-coordinated Transportation Program	0%	100%	80%	20%	The Alaska Mental Health Trust Authority, under the AK State Dept of Revenue, distributes funds each year from the trust fund derived from the sale of property holdings with additional discretionary capital appropriations of general funds from the Legislature.

Arizona

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	4%	16%	
Section 5305 - Planning Programs	80%	20%	4%	16%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	80%	20%	0%	20%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state does not administer this program
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	Arizona qualifies for, but does not use, the sliding scale rate for transit capital grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	Arizona qualifies for, but does not use, the sliding scale rate for transit capital grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	58.00%	42.00%	0%	42.00%	Based on the sliding scale rate for transit operating grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	93%	7%	0%	7%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	Arizona qualifies for, but does not use, the sliding scale rate for transit capital grants
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	58.00%	42.00%	0%	42.00%	Based on the sliding scale rate for transit operating grants
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
AZ State Program					
STP Flex	0%	100%	100%	0%	The State provides funding for a
Light Rail Safety	0%	100%	100%	0%	city/jurisdiction/transit agency and the recipient
Local Transportation Assistance Fund II (LTAF II)	0%	100%	100%	0%	decides what public transit program they will spend
Travel Reduction Program	0%	100%	100%	0%	the funds on

Arkansas

Grant Program Description	Federal Share	Non-Federal Share	State Share		Local Share	Notes
			of Non-Federal	of Non-Federal		
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%		
Section 5304 - Statewide Transportation Planning Program	80%	20%	0 or 20%	0 or 20%		If a local agency is receiving an earmark directly, that agency matches the full 20% non-federal share, otherwise the state provides the full 20% non-federal share
Section 5305 - Planning Programs	80%	20%	N/A	N/A		The state is not receiving funds under this program
Section 5307 Large Urban Cities						
UZA < 200 K Pop =						
Operating Assistance	50%	50%	0%	50%		
Planning and Capital Projects	80%	20%	0%	20%		
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%		
Projects or portions of projects related to bicycles	90%	10%	0%	10%		
Section 5309 Capital Investment Program						
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%		
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%		
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%		
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A		Arkansas does not have any Fixed Guideway programs, but if any are applied for in the future, the locals would provide the entire non-federal match
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A		Arkansas does not have any New Starts programs, but if any are applied for in the future, the locals would provide the entire non-federal match
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities						
Capital Projects	80%	20%	0%	20%		
Operating Assistance	0%	100%	N/A	N/A		Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%		
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%		
Section 5311 Rural and Small Urban Areas						
Capital Projects	80%	20%	0%	20%		
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%		
Operating Assistance	50%	50%	0%	50%		
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%		
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%		
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%		
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%		
Section 5311(f) (Intercity Public Transportation)						
Capital and project administration	80%	20%	0%	20%		
Americans with Disabilities Act (ADA)	90%	10%	0%	10%		
Clean Air Act (CAA)	90%	10%	0%	10%		
Bicycle Facility Portion	90%	10%	0%	10%		
Operating Assistance	50%	50%	0%	50%		
Section 5316 Job Access and Reverse Commute Program						
Capital and Planning	80%	20%	0%	20%		
Operating Assistance	50%	50%	0%	50%		
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%		
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%		
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%		
Section 5317 New Freedom Program						
Capital and Planning	80%	20%	0%	20%		
Operating Assistance	50%	50%	0%	50%		
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%		
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%		
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%		
	80%	20%	N/A	N/A		Arkansas does not have any 5339 programs, but if any are applied for in the future, the locals would provide the entire non-federal match
Section 5339 Alternative Analysis						
	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal	Notes	
AR State Program						
TransLease Program	0%	100%	100%	0%		

California

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	88.53%	11.47%	0%	up to 11.47%	CA has sliding scale for transit planning. State Law gives the MPO the ability to make the decision.
Section 5304 - Statewide Transportation Planning Program	88.53%	11.47%	varies	varies	CA follows a sliding scale, and the matching distribution varies from project to project.
Section 5305 - Planning Programs	88.53%	11.47%	varies	varies	CA follows a sliding scale, and the matching distribution varies from project to project.
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	The State DOT does not administer this program
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	88.53%	11.47%	0%	11.47%	Based on the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	88.53%	11.47%	0%	11.47%	Based on the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	55.33%	44.67%	0%	44.67%	Based on the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	88.53%	11.47%	0%	11.47%	Based on the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	CA qualifies for, but does not use, the sliding scale rate for these transit grants
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	0%	20%	
CA State Program					
Proposition 1B Public Transportation Modernization, Improvement	0%	100%	100%	0%	The State provides funding to local agencies to use as a federal match or to provide transit service. The local agency has discretion over the funds received from the state.
State Transit Program (STIP/TCRP)	0%	100%	100%	0%	The local agency has to get permission from the State of California Commission to spend these funds.
Transportation Development Act	0%	100%	varies	varies	This local program has two components- The State Transit Assistance Fund and the Local Transportation Fund. The local agency can decide how to spend their funding.
Agricultural Worker Transportation Program (AWTP)	0%	100%	100%	0%	This funding is available through June 30, 2011. \$20 is available to support work program for farm workers, which can be used to match federal JARC funding.
Public Transportation Account	0%	100%	100%	0%	Transit portion of the STIP
Traffic Congestion Relief Program	0%	100%	100%	0%	This fund is given to local agencies to use as a federal match or for other transit service at their discretion.

Colorado

Grant Program Description	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal	Additional Comments or Notes
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	0%	20%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	The State DOT does not administer this program
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	Colorado DOT does not administer 5309 Bus and Bus Facility
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	Colorado qualifies for, but does not use, the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	Colorado qualifies for, but does not use, the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	Colorado qualifies for, but does not use, the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	Colorado qualifies for, but does not use, the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	Colorado qualifies for, but does not use, the sliding scale rate for transit grants
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
CO State Program					
Competitive Grant program within New Transit and Rail Division in Colorado DOT	0%	100%	80%	20%	Colorado began collections of raised vehicle registration fees on July 1, 2009 (assumed \$5m per year) to fund this program. This program's policies are not finalized no money has been awarded, so the state and local percentages are assumed based on past policies for similar projects
Competitive Grant program within New Transit and Rail Division in Colorado DOT - Multimodal	0%	100%	80%	20%	Colorado began collections of raised vehicle registration fees on July 1, 2009 (assumed \$10m per year) to fund this program. This program's policies are not finalized no money has been awarded, so the state and local percentages are assumed based on past policies for similar projects

Connecticut

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	10%	10%	
Section 5305 - Planning Programs	80%	20%	10%	10%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	50%	0%	Additional funding provided by locals, if necessary
Planning and Capital Projects	80%	20%	20%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Projects or portions of projects related to bicycles	90%	10%	10%	0%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	20%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	20%	0%	
Capital Investment Program - New Starts Program	80%	20%	20%	0%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	20%	0%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	33%	17%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	N/A	N/A	No viable projects have been proposed
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	No viable projects have been proposed
Clean Air Act (CAA)	90%	10%	N/A	N/A	No viable projects have been proposed
Bicycle Facility Portion	90%	10%	N/A	N/A	No viable projects have been proposed
Operating Assistance	50%	50%	N/A	N/A	No viable projects have been proposed
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	N/A	N/A	The State uses 5316 for operating only
Operating Assistance	50%	50%	varies	varies	Match provided by the State and local agencies at varying percentages
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The State uses 5316 for operating only
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The State uses 5316 for operating only
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The State uses 5316 for operating only
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	varies	varies	Match provided by the State and local agencies at varying percentages
Operating Assistance	50%	50%	varies	varies	Match provided by the State and local agencies at varying percentages
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	Match provided by the State and local agencies at varying percentages
Bicycle access projects or portions of bicycle access projects	90%	10%	varies	varies	Match provided by the State and local agencies at varying percentages
Section 5339 Alternative Analysis	80%	20%	varies	varies	
CT State Program					
Rail freight capital improvement fund	0%	100%	100%	0%	This fund is used to match federal grants and other transit projects at the agency's discretion
Bus Capital Projects	0%	100%	100%	0%	This fund is used to match federal grants and other transit projects at the agency's discretion
Connecticut Clean Fuel Program	0%	100%	100%	0%	This fund is used to match federal grants and other transit projects at the agency's discretion
State Matching Grant Program for Demand Responsive Transportation for Elderly and People with Disabilities (Connecticut General Statutes 13b-38bb)	0%	100%	50%	50%	
Special Transportation fund	0%	100%	100%	0%	This fund is used to match federal grants and other transit projects at the agency's discretion
Rail Operations	0%	100%	100%	0%	
			varies	varies	This fund is under \$1.0M and used to match federal programs or provide additional operating assistance to transit agencies
Bus Operations	0%	100%	100%	0%	
Non-ADA	0%	100%	100%	0%	

District of Columbia

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	20%	0%	DDOT applies for these funds, and then pays to COG.
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	20%	0%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	N/A	N/A	The state is not receiving funds under this program
Planning and Capital Projects	80%	20%	N/A	N/A	The state is not receiving funds under this program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state is not receiving funds under this program
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state is not receiving funds under this program
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	N/A	N/A	WMATA is the designated recipient.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	WMATA is the designated recipient.
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	WMATA is the designated recipient.
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	WMATA is the designated recipient.
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	WMATA is the designated recipient.
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	20%	0%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	DDOT only participates in the Capital Projects.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	N/A	N/A	The state is not receiving funds under this program
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state is not receiving funds under this program
Operating Assistance	50%	50%	N/A	N/A	The state is not receiving funds under this program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state is not receiving funds under this program
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state is not receiving funds under this program
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	N/A	N/A	The state is not receiving funds under this program
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state is not receiving funds under this program
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state is not receiving funds under this program
Bicycle Facility Portion	90%	10%	N/A	N/A	The state is not receiving funds under this program
Operating Assistance	50%	50%	N/A	N/A	The state is not receiving funds under this program
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	N/A	N/A	COG is the designated recipient.
Operating Assistance	50%	50%	N/A	N/A	COG is the designated recipient.
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	COG is the designated recipient.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	COG is the designated recipient.
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	COG is the designated recipient.
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	N/A	N/A	COG is the designated recipient.
Operating Assistance	50%	50%	N/A	N/A	COG is the designated recipient.
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	COG is the designated recipient.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	COG is the designated recipient.
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	COG is the designated recipient.
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
DC State Program					
Operating Subsidy to WMATA	0%	100%	0%	100%	This budget is established annually.
School Transit Subsidy to WMATA	0%	100%	0%	100%	This budget is established annually.
Capital Subsidy to WMATA	0%	100%	0%	100%	This budget is based on the capital agreement. The agreement through FY 2010 is Metro Matters.

Florida

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80% or 100%	0 % or 20%	0%	0% or 20%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	Small urban areas have a choice of whether or not they use 5307 for operating
Planning and Capital Projects	80% or 100%	0 % or 20%	0%	0% or 20%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90% or 100%	0 or 10%	0%	0% or 10%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Projects or portions of projects related to bicycles	90% or 100%	0 or 10%	0%	0% or 10%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80% or 100%	0 % or 20%	0%	0% or 20%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90% or 100%	0 or 10%	0%	0% or 10%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Bicycle access projects or portions of bicycle access projects	90% or 100%	0 or 10%	0%	0% or 10%	This program is either a toll credit soft match (effectively 100% Federal share), or all local match
Capital Investment Program - Fixed Guideway Modernization	80%	20%	up to 10%	up to 10%	
Capital Investment Program - New Starts Program	80%	20%	0 - 20%	0 - 20%	Depends on project
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	10%	10%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	20%	0%	
Americans with Disabilities Act (ADA)	90%	10%	10%	0%	
Clean Air Act (CAA)	90%	10%	10%	0%	
Bicycle Facility Portion	90%	10%	10%	0%	
Operating Assistance	50%	50%	50%	0%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	10%	10%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
FL State Program					
State Block Grant Program	0%	100%	50%	50%	
Transit Corridor Program	0%	100%	50%	50%	
Projects that alleviate congestion	0%	100%	up to 100%	0%	State provides all funding if the project is a regional project
Public Transit Service Development Program	0%	100%	50%	50%	
Commuter Assistance Program	0%	100%	up to 100%	0%	State provides all funding if the project is a regional project
Park and Ride Lot Program	0%	100%	50%	50%	
New Starts Transit Program (NSTP)	0%	100%	50%	50%	
Transportation Regional Incentive Program (TRIP)	0%	100%	50%	50%	
County Incentive Grant Program (CIGP)	0%	100%	50%	50%	
Rural Economic Development Initiative (REDI) Waiver	0%	100%	50%	0%	This program is for economically disadvantaged areas that allows a waiver of the 50% local match requirement. The local agency receives 50% of the projects needs from the state and the remaining 50% is not funded.

Georgia

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	Georgia DOT provides one-half of the non-federal match to each MPO in the state to carry out the FTA planning responsibilities.
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	Georgia provides the 20% non-federal match to oversee the MPO planning requirements for each of the 15 MPOs in the state.
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	Georgia DOT passes through federal funds to six sub-recipients and the state does not provide any operating assistance.
Planning and Capital Projects	80%	20%	10%	10%	Georgia provides one-half match of the non-federal costs for capital projects.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	Georgia DOT provides one-half match of the non-federal costs for capital ADA & Clean Air Act projects.
Projects or portions of projects related to bicycles	90%	10%	5%	5%	Georgia DOT provides one-half match of the non-federal costs for capital bicycle projects.
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	10%	10%	Georgia DOT provides one-half match of the non-federal costs for some capital projects for the Metropolitan Atlanta Rapid Transit system (MARTA) in Atlanta.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	Georgia DOT provides one-half match of the non-federal costs for some capital projects for the Metropolitan Atlanta Rapid Transit system (MARTA) in Atlanta.
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	Georgia DOT provides one-half match of the non-federal costs for some capital projects for the Metropolitan Atlanta Rapid Transit system (MARTA) in Atlanta.
Capital Investment Program - Fixed Guideway Modernization	80%	20%	10%	10%	Georgia DOT provides one-half match of the non-federal costs for some capital projects for the Metropolitan Atlanta Rapid Transit system (MARTA) in Atlanta.
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	There are no New Start Projects in Georgia at this time, but future projects would require local match
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	N/A	N/A	Georgia Department of Human Services (DHS) provides one-half match of the non-federal costs for this program to purchase transportation from the Section 5311 providers.
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	DHS utilizes the 10% eligible portion for state administration.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	up to 10%	10%	Georgia DOT provides for one-half of the non-federal match for capital projects under the Section 5311 Program.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	Georgia DOT utilizes the 15% set-aside for program administration under the Section 5311 Program.
Operating Assistance	50%	50%	0%	50%	Georgia DOT does not provide state operating support; however, it passes the 50% federal match to its 112 rural Section 5311 operators.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	Georgia DOT utilizes RTAP funds for training and technical assistance projects.
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	Georgia does not have any Indian Tribes.
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	Georgia DOT uses its Section 5311(f) funds for the purchase of MCI buses for two private intercity bus carriers. GDOT does not provide any state match or project administration for this program. The two private bus carriers provide the 20% non-federal match.
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	All new intercity buses are equipped with wheelchair lifts and tidowns. No state match. The private carriers use the 80/20 match
Clean Air Act (CAA)	90%	10%	N/A	N/A	All new intercity buses are equipped with latest Clean Air engines. No state match. The private carriers use the 80/20 match
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	N/A	N/A	GDOT does not use its Section 5311(f) program funds for operating assistance nor does it provide state operating assistance.
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	10%	10%	Georgia DOT provides for one-half of the non-federal match for capital projects under the Section 5316 Program.
Operating Assistance	50%	50%	0%	50%	Georgia DOT does not provide state operating support; however, it passes the 50% federal match to its Section 5316 operators.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	Georgia DOT utilizes the 10% set-aside for program administration under the Section 5316 Program.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	10%	10%	Georgia DOT provides for one-half of the non-federal match for capital projects under the Section 5317 Program.
Operating Assistance	50%	50%	0%	50%	Georgia DOT does not provide state operating support; however, it passes the 50% federal match to its Section 5317 operators.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	Georgia DOT utilizes the 10% set-aside for program administration under the Section 5317 Program.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	0%	20%	

GA State Program
None

Hawaii

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0 or 20%	0 or 20%	The non-federal share is dependent on who utilizes the funds.
Section 5305 - Planning Programs	80%	20%	N/A	N/A	DOT is not a recipient of these funds
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	Currently all vehicles are purchased by the Transit Agencies with oversight from the State.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	20%	0%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	Hawaii qualifies for, but does not use, the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	Hawaii qualifies for, but does not use, the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	Hawaii qualifies for, but does not use, the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Reservations	100%	0%	N/A	N/A	DOT is not a recipient of these funds
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	N/A	N/A	Not Applicable. Certifications provided by counties for exemption
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	
Clean Air Act (CAA)	90%	10%	N/A	N/A	
Bicycle Facility Portion	90%	10%	N/A	N/A	
Operating Assistance	50%	50%	N/A	N/A	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

HI State Program
None

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning	80%	20%	N/A	N/A	State does not administer
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	92%	8%	0%	8%	Based on the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	92%	8%	0%	8%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	92%	8%	0%	8%	Based on the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	57.5%	42.5%	0.0%	42.5%	Based on the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	92%	8%	0%	8%	
Bicycle access projects or portions of bicycle access projects	92%	8%	0%	8%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	92%	8%	0%	8%	Based on the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	92%	8%	0%	8%	
Clean Air Act (CAA)	92%	8%	0%	8%	
Bicycle Facility Portion	92%	8%	0%	8%	
Operating Assistance	57.5%	42.5%	0.0%	42.5%	Based on the sliding scale rate for transit grants
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

ID State Program	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Vehicle Investment Program	0%	100%	0%	100%	
(Vanpool/Rideshare Programs)	0%	100%	0%	100%	Most of the funding for the Vanpool Program is funded with the Federal Congestion Mitigation Air Quality (CMAQ) Program

Indiana

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	N/A	N/A	The State DOT does not administer this program
Planning and Capital Projects	80%	20%	N/A	N/A	The State DOT does not administer this program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The State DOT does not administer this program
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The State DOT does not administer this program
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	N/A	N/A	The State DOT does not administer this program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The State DOT does not administer this program
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The State DOT does not administer this program
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The State DOT does not administer this program
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The State DOT does not administer this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	10%	10%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	25%	25%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	10%	10%	
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	25%	25%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	10%	10%	
Operating Assistance	50%	50%	25%	25%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	10%	10%	
Operating Assistance	50%	50%	25%	25%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
IN State Program					
The Public Mass Transportation Fund (PMTF)	0%	100%	50%	50%	This state fund requires a dollar for dollar local match.
Electric Rail Service Fund	0%	100%	100%	0%	This funding is for the single commuter rail service in the state
Commuter Rail Service Fund- Sales Tax	0%	100%	100%	0%	This funding is for the single commuter rail service in the state
Commuter Rail Service Fund – Situs Tax	0%	100%	100%	0%	This funding is for the single commuter rail service in the state

Iowa

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The State does not utilize the higher eligible federal share
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	Iowa does not have any Fixed Guideway programs
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	Iowa does not have any New Starts programs
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	Varies	Varies	There is no policy for this grant program. A few 2-year pilot projects use 5317 money. 12% of capital expenses are provided by the state in the first year of the project only.
Operating Assistance	50%	50%	Varies	Varies	There is no policy for this grant program. A few 2-year pilot projects use 5317 money. 30% of operating expenses are provided by the state in the first year of the project and 20% of operating expenses are provided by the state in the second year of the project
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	0%	20%	
IA State Program					
Special Projects for coordination	0%	100%	1st year 80% 2nd year 50%	1st year 20% 2nd year 50%	2 Year program
Public Transit Infrastructure Grants to support facility improvement	0%	100%	80%	20%	These grants fund transit infrastructure projects and facility improvements and should be completed within 18 months of approval

Kansas

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	0%	20%	
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	KS provides the metropolitan areas with a lump-sum amount every year that they may use to match their federal program dollars.
Planning and Capital Projects	80%	20%	0%	20%	KS provides the metropolitan areas with a lump-sum amount every year that they may use to match their federal program dollars.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense. KS provides each 5310 transit provider (85 total) with \$4,000 annually (regardless of fleet size), if they are in good standing and ask for the money, to assist with the operations of their transit program
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	20%	30%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	100%	0%	0%	0%	Pilot program with Greyhound interlining allows for capital expenses to be used as a soft match for operating allowing 100% federal share of operating expenses
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
KS State Program					
Capital and Operating Assistance	0%	100%	100%	0%	KS provides an annual lump sum to transit providers to use at their discretion. \$6m annually (59% to urban), that can possibly be used as a federal match at the local discretion

Kentucky

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0 or 20%	0 or 20%	The state will match the 20% non-federal share unless a local agency provides support to the grant in which they would provide the 20% match
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	up to 10%	up to 20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0 - 10%	10 - 20%	varies by funding availability
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	Kentucky does not have any Fixed Guideway programs
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	Kentucky does not have any New Starts programs
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0 - 10%	10 - 20%	varies by funding availability
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0 - 10%	10 - 20%	varies by funding availability
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Bicycle access projects or portions of bicycle access projects	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0 - 10%	10 - 20%	varies by funding availability
Americans with Disabilities Act (ADA)	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Clean Air Act (CAA)	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Bicycle Facility Portion	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0 - 10%	10 - 20%	varies by funding availability
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	up to 10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0 - 10%	10 - 20%	varies by funding availability
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Bicycle access projects or portions of bicycle access projects	90%	10%	0 - 5%	5 - 10%	varies by funding availability
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
KY State Program					
None					

Louisiana

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	50%	50%	N/A	N/A	Louisiana is one of the 7 states in the pilot program that allows 5310 funds to be used for operating, but they do not utilize funds for this purpose
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
LA State Program					
Parish Transportation Fund	0%	100%	80%	20%	This Fund is from 2.5% of the gasoline tax revenues in Louisiana (\$125,000/year) to provide money for vehicle purchases (bus or van). This is not to match federal funds, but a yearly application process for all agencies in the state

Maine

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	10%	40%	The State provides 10% as matching funds until all Federal money is expended and, upon request, will increase its share to up to 50% of the operating deficit in special circumstances
Planning and Capital Projects	80%	20%	10%	10%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	7.5%	2.5%	
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	10% or 20%	10% or 20%	Exceptions: if the capital investments are for state owned facilities (like ferry service facilities) the state puts the full 20% match. If they are local projects like a bus station owned by a transit provider, the locals would pick up 20%.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state is not receiving funds under this program
Capital Investment Program - New Starts Program	80%	20%	Varies	Varies	New Starts non-federal share depends on the project
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	10%	10%	The State restricts its share of Capital expenses to ½ of the non-federal share as funds are available and local funds must make up the difference.
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	7.5%	2.5%	

Section 5311 Rural and Small Urban Areas

Capital Projects	80%	20%	10%	10%	The State restricts its share of Capital expenses to ½ of the non-federal share as funds are available and local funds must make up the difference.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	10%	40%	5311 programs may also receive up to 50% State funds as available. The State provides 10% as matching funds until all Federal money is expended and, upon request, will increase its share up to 50% of deficit for 5311 programs. There are currently no MaineDOT state funds for operating subsidy for non-5311 programs.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	7.5%	2.5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	20%	0%	
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	10%	10%	The State restricts its share of Capital expenses to ½ of the non-federal share as funds are available and local funds must make up the difference.
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	7.5%	2.5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	10%	10%	The State restricts its share of Capital expenses to ½ of the non-federal share as funds are available and local funds must make up the difference.
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	7.5%	2.5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

ME State Program
None

Maryland

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	10%	10%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0 - 25%	25- 50%	Local 25% match <i>minimum</i> , State may contribute UP TO 25%
Planning and Capital Projects	80%	20%	0 - 10%	10- 20%	Local match 10% <i>minimum</i> , State may contribute UP TO 10%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0 - 10%	10- 20%	Local match 10% <i>minimum</i> , State may contribute UP TO 10%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	20%	0%	
Capital Investment Program - New Starts Program	80%	20%	20%	0%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0 - 10%	10- 20%	Local match 10% <i>minimum</i> , State may contribute UP TO 10%
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0 - 25%	25- 50%	Local 25% match <i>minimum</i> , State may contribute UP TO 25%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program					
	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations					
	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	20%	0%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis					
	80%	20%	N/A	N/A	The state does not administer this program
MD State Program					
Large Urban Area Program (Baltimore)	0%	100%	0 - 75%	25 - 100%	Local 25% is <i>minimum</i> , State may contribute UP TO 75%
Large Urban Program (DC/MD Suburban Area)	0%	100%	0 - 75%	25 - 100%	Local 25% is <i>minimum</i> , State may contribute UP TO 75%
Statewide Special Transportation Assistance Program - Capital	0%	100%	0 - 95%	5- 100%	Local 5% is <i>minimum</i> , State may contribute UP TO 95%
Statewide Special Transportation Assistance Program - Operating	0%	100%	0 - 75%	25 - 100%	Local 25% is <i>minimum</i> , State may contribute UP TO 75%
ADA Services	0%	100%	0 - 90%	10- 100%	Local 10% is <i>minimum</i> , State may contribute UP TO 90%
<i>Statewide Technical Assistance and Coordination Activities</i>	0%	100%	0 - 75%	25 - 100%	Local 25% is <i>minimum</i> , State may contribute UP TO 75%

Massachusetts

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State</u>	<u>Local</u>	<u>Additional Comments or Notes</u>
			<u>Share of Non-Federal</u>	<u>Share of Non-Federal</u>	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	20%	0%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	20%	0%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	50%	0%	
Capital Project Cost	80%	20%	20%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Projects or portions of projects related to bicycles	90%	10%	10%	0%	
Section 5309 Rail and Fixed Guideway Modernization					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	20%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	20%	0%	
Capital Investment Program - New Starts Program	80%	20%	20%	0%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
	80%	20%			Regional Transit Authorities (RTAs) receive 20% funding from the Regional Transit Authority Capital Assistance Program (State funds). Private non-profit agencies must provide 20% match from local sources.
Capital Projects			0 or 20%	0 or 20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	20%	0%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	50%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0 or 20%	0 or 20%	RTAs receive 20% matching funds from State Contract Assistance funding. All other subrecipients must match Federal funds with appropriate non-Federal sources.
Operating Assistance	50%	50%	0 or 50%	0 or 50%	RTAs receive 50% matching funds from State Contract Assistance. All other subrecipients must provide matching funds from appropriate non-Federal sources.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0 or 10%	0 or 10%	RTAs receive matching funds from State Contract Assistance. All other subrecipients must utilize appropriate non-Federal match.
Bicycle access projects or portions of bicycle access projects	90%	10%	0 or 10%	0 or 10%	RTAs receive matching funds from State Contract Assistance. All other subrecipients must utilize appropriate non-Federal match.

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0 or 20%	0 or 20%	RTAs receive matching funds from State Contract Assistance. All other subrecipients must provide local match from appropriate non-Federal sources.
Operating Assistance	50%	50%	0 or 50%	0 or 50%	RTAs receive matching funds from State Contract Assistance. All other subrecipients must provide local match from appropriate non-Federal sources.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0 or 10%	0 or 10%	RTAs receive matching funds from State Contract Assistance. All other subrecipients must provide local match from appropriate non-Federal sources.
Bicycle access projects or portions of bicycle access projects	90%	10%	0 or 10%	0 or 10%	RTAs receive matching funds from State Contract Assistance. All other subrecipients must provide local match from appropriate non-Federal sources.
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

MA State Program

Operating & Capital Assistance for 15 Regional Transit Authorities (other than MBTA)	0%	100%	100%	0%	
Operating Assistance for MBTA	0%	100%	100%	0%	
Capital Assistance for MBTA	0%	100%	100%	0%	

Michigan

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	varies	varies	The non-federal share varies between projects. A project with local participation is ranked higher when selecting projects
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	varies	varies	State Public Act 1951 requires the state to provide operating assistance for areas with a population over 100,000 of up to 50% of eligible expenses. For areas with population under 100,000 the State provides operating assistance up to 60% of eligible expenses, in FY 2009, pop >100,000 received 30.16% and pop <100,000 received 35.62%
Planning and Capital Projects	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% cash match for all capital projects; starting in FY2005, the state has been able to provide 20% cash match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	Very few agencies have used this 90% funding
Projects or portions of projects related to bicycles	90%	10%	10%	0%	Very few agencies have used this 90% funding
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% cash match for all capital projects; starting in FY2005, the state has been able to provide 20% cash match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	Very few agencies have used this 90% funding
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	Very few agencies have used this 90% funding
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	varies	varies	The state does not have a dedicated funding source for this match and will review funds available as projects are developed.
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% cash match for all capital projects; starting in FY2005, the state has been able to provide 20% cash match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects.
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense. Operating assistance provided by the Michigan Specialized Services Program described below
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The 5310 program is only used for capital purchases
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	Will begin looking at this option in FY 2010

Section 5311 Rural and Small Urban Areas

Capital Projects	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% cash match for all capital projects; starting in FY2005, the state has been able to provide 20% cash match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects. The 5311 capital projects are flexed from FHWA from programs such as CMAQ and STP
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	We use approximately \$760,000 a year for administration of the rural program.
Operating Assistance	16%	84%	varies	varies	MI allocates all but a small amount for administration of 5311 for operating which provides 16% federal reimbursement for all nonurban eligible expenses. Federal program requires a 50/50 match. The State provides operating assistance up to 60% of eligible expenses, in FY 2009, nonurban systems received 35.62%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	This option has not been used for the projects flexed from FHWA.
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	This option has not been used for the projects flexed from FHWA.
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	

Section 5311(f) (Intercity Public Transportation)

Capital and project administration	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% match for all capital projects; starting in FY2005, the state has been able to provide 20% match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects.
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	50%	0%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% match for all capital projects; starting in FY2005, the state has been able to provide 20% match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects.
Operating Assistance	50%	50%	50%	0%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	20%	0%	Until FY2005, the state was able to provide 20% match for all capital projects; starting in FY2005, the state has been able to provide 20% match for all revenue vehicle purchases and facility construction, and toll credits to match all other capital projects.
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5339 Alternative Analysis

Section 5339 Alternative Analysis	80%	20%	20%	0%	Since 2005, toll credits have been used for this match
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MI State Program					
Local Bus Operating Assistance Program	0%	100%	varies	varies	State Public Act 1951 requires the state to provide operating assistance for areas with a population over 100,000 up to 50% of eligible expenses and population under 100,000 up to 60% of eligible expenses, in FY 2009, pop > 100,000 received 30.16% and pop < 100,000 received 35.62%
Specialized Services Program	0%	100%	varies	varies	Operating assistance for specialized transportation - reimbursement based on \$ per mile of service or passenger
Service Initiatives Program	0%	100%	varies	varies	Used for 100% state funded projects and as match for some of the Section 5304 projects.
Marine Passenger Program	0%	100%	90%	10%	The state provides 90% for marine capital projects and requires a 10% local match
Intercity Terminal Program	0%	100%	100%	0%	Used for 100% state funded projects and as 20% match for Section 5311f funded projects.
Intercity Services Program	0%	100%	100%	0%	Used for 100% state funded projects and as 20% match for Section 5311f funded projects.
Vanpooling Program	0%	100%	100%	0%	Most of the funding for the Michigan Vanpool Program is funded with Federal Congestion Mitigation Air Quality (CMAQ) Program. This program provides funding for the Michigan Vanpool Program in areas of the state not eligible for CMAQ funding.

Minnesota

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0 or 20%	0 or 20%	Statewide planning projects are matched with State funds. Certain local planning projects require the 20% match from local resources.
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	30-35%	15-20%	Transit systems in Greater Minnesota receive state assistance through a fixed-share funding formula (Minn Statutes, Sec 174.24). The formula sets a maximum local share of total operating costs. The balance is paid from state and federal sources.
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	Administered by Metropolitan Council, St. Paul, MN.
Capital Investment Program - New Starts Program	80%	20%	varies	varies	To be competitive under the New Starts Program, projects are over matched (e.g. Northstar Commuter Rail Project was 50% federal, 33% state, and 17% local, Central Corridor Light Rail Transit, 50% Federal, State 10%, Local 40%)
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	50%	50%	N/A	N/A	Minnesota is one of the 7 states in the pilot program that allows 5310 funds to be used for operating, but they do not utilize funds for this purpose
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	

Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	50%	50%	30-35%	15-20%	*Transit systems in Greater Minnesota receive state assistance through a fixed-share funding formula (Minn Statutes, Sec 174.24). The formula sets a maximum local share of total operating costs. The balance is paid from state and federal sources.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	NA	NA	The State DOT does not administer any grants under the Section 5311(c) program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis					
	80%	20%	0%	20%	
MN State Program					
Capital Facility Grant Program	0%	100%	80%	20%	Source of funds is State Bonds.
	0%	100%	varies	varies	Source of funds is Motor Vehicle Sales Tax and is used as part of Metropolitan Council's share for their Public Transit Program and in conjunction with Section 5307 (over 1 million pop).
Metro Area Transit Fund					
	0%	100%	varies	varies	Source of funds is State general fund and is used as part of Metropolitan Council's share for their Public Transit Program and in conjunction with Section 5307 (over 1 million pop).
Metro Area Transit Operating Assistance					
Hiawatha LRT Operations	0%	100%	50%	50%	Source of funds is State general fund.

Mississippi

Grant Program Description	Federal	Non-Federal	State Share of Non-	Local Share of Non-	Additional Comments or Notes
	Share	Share	Federal	Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	20%	0%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	Currently there are no 5305 grants in MS, but the state would provide the full non-federal match
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0 or 20%	0 or 20%	If the grants are administered through the State DOT, the DOT can provide a portion or all of the non-federal match through the Multi-modal Capital Program. If the grants are given directly to the locals through earmarks, the locals pay the entire non-federal match
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	ADA - 83% CAA - 90%	ADA - 17% CAA - 10%	ADA 0 or 17% CAA 0 or 10%	ADA 0 or 17% CAA 0 or 10%	FTA opened up the simpler process of 83/17 for ADA match; ADA - 83% refers to total capital cost. If the grants are administered through the State DOT, the DOT may provide a portion or all of the non-federal match through the Multi-modal Capital Program. If the grants are given directly to the locals through earmarks, the locals pay the entire non-federal match
Bicycle access projects or portions of bicycle access projects	90%	10%	0 or 10%	0 or 10%	If the grants are administered through the State DOT, the DOT provides the entire non-federal match, but if the grants are given directly to the locals through earmarks, the locals pay the entire non-federal match. There is no current experience with this type of program
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	Mississippi does not have any Fixed Guideway programs
Capital Investment Program - New Starts Program	80%	20%	0%	20%	There are no New Starts projects at this time in MS, but when New Starts projects are developed, the locals would provide the non-federal match
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	

Section 5311 Rural and Small Urban Areas

Capital Projects	80%	20%	0 to 20%	0 to 20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	50%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	

Section 5311(f) (Intercity Public Transportation)

Capital and project administration	80%	20%	0%	20%	Currently MDOT funds only 5311(f) capital projects.
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	20%	0%	MS is attempting to get into AA now and the State has paid for all preliminary AA funding

MS State Program

None

Missouri

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	20% for UZA > 200k 0% for UZA <200k	0% for UZA >200k 20% for UZA <200k	For MPO's in TMA's, MoDOT applies its state funded planning activities as a "soft match" to these MPO transportation planning grants. If the UZA is greater than 200k, then the state provides the non-federal match. For UZA's under 200k, the locals provide the full match
Section 5304 - Statewide Transportation Planning Program	80%	20%	20% for UZA > 200k 0% for UZA <200k	0% for UZA >200k 20% for UZA <200k	Where these 5304 grants are used for planning activities performed by MoDOT, state funds are the matching funds. If the UZA is greater than 200k, then the state provides the non-federal match. For UZA's under 200k, the locals provide the full match
Section 5305 - Planning Programs	80%	20%	20% for UZA > 200k 0% for UZA <200k	0% for UZA >200k 20% for UZA <200k	Where 5305 grants are used for planning activities performed by MoDOT, state funds are the matching funds. If the UZA is greater than 200k, then the state provides the non-federal match. For UZA's under 200k, the locals provide the full match
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	5%	45%	On average, historically state transit assistance comprises 5% of large urban transit operational funding.
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating Assistance is not an eligible expense. It is supported by the MEHTAP grant described below.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	

Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	5%	45%	On average, historically State Transit Operating assistance offsets 5% of the cost of rural transit operations.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	All the Sec. 5307 urban providers and Sec. 5311 rural providers receiving JARC have chose to use state funds to match 5307 & 5311, rather than for JARC operations.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	0%	20%	
MO State Program					
The Missouri Elderly and Handicapped Transportation Assistance Program	0%	100%	10%	90%	On average, the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) offset approximately 10% of the direct cost of providing mobility services to seniors and/or persons with disabilities. MEHTAP complements this grant

Montana

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state is not receiving funds under this program
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	86.58%	13.42%	0%	13.42%	Based on the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5311 Rural and Small Urban Areas

Capital Projects	86.58%	13.42%	0%	13.42%	Based on the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	54.11%	45.89%	0%	45.89%	Based on the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	

Section 5311(f) (Intercity Public Transportation)

Capital and project administration	86.58%	13.42%	0%	13.42%	Based on the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	54.11%	45.89%	0%	45.89%	Based on the sliding scale rate for transit grants

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5339 Alternative Analysis

	80%	20%	N/A	N/A	The state does not administer this program
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MT State Program

Transit Capital and Operations	0%	100%	100%	0%	\$75,000 of gas tax money used for operations, for cities with transit districts set up
TransADE Elderly and Disabled Services	0%	100%	54.11%	45.89%	State funded from 2001 legislature from 25c to the \$1 spent on vehicle registration fees in the state to fund operations for TransADE

Nebraska

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State</u>	<u>Local</u>	<u>Additional Comments or Notes</u>
			<u>Share of Non-Federal</u>	<u>Share of Non-Federal</u>	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	N/A	N/A	The state does not administer this program
Planning and Capital Projects	80%	20%	N/A	N/A	The state does not administer this program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state does not administer this program
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state does not administer this program
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state is not receiving funds under this program
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5311 Rural and Small Urban Areas

Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	25%	25%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program

Section 5311(f) (Intercity Public Transportation)

Capital and project administration	80%	20%	N/A	N/A	The state is not receiving funds under this program
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	50%	0%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5339 Alternative Analysis

	80%	20%	N/A	N/A	The state does not administer this program
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NE State Program
None

Nevada

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	20% up to \$37,500	remaining project cost after state and federal shares provided by locals	NDOT (State) matches 20% of capital project costs annually, up to \$37,500. The remaining project costs after state and local shares are to be provided by the locals.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	10%	10%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	10%	10%	Nevada qualifies for, but does not use, the scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	Nevada qualifies for, but does not use, the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	Nevada qualifies for, but does not use, the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	Nevada qualifies for, but does not use, the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	Nevada qualifies for, but does not use, the sliding scale rate for transit grants

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
0%	10%	
0%	10%	

Section 5317 New Freedom Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	Mobility Management is provided at 20% local match
0%	50%	
0%	0%	
0%	10%	
0%	10%	
N/A	N/A	The state does not administer this program

Section 5339 Alternative Analysis

NV State Program
None

New Hampshire

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	Varies	Varies	The state distributes operating funds to the 10 transit systems by a formula in the amount appropriated in the state budget.
Planning and Capital Projects	80%	20%	10%	10%	The 10% match is for vehicles and facilities only and depends on budget appropriation
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	10%	10%	The 10% match is for vehicles and facilities only and depends on budget appropriation
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	New Hampshire is not eligible for Fixed Guideway Modernization grants at this time.
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	Limited State match approved for 2010 grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense. The state distributes operating funds to the 10 transit systems by a formula in the amount appropriated in the state budget.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	10%	10%	The 10% match is for vehicles and facilities only and depends on budget appropriation
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	Varies	Varies	The state distributes operating funds to the 10 transit systems by a formula in the amount appropriated in the state budget.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
0%	10%	
0%	10%	

Section 5317 New Freedom Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
0%	10%	
0%	10%	

Section 5339 Alternative Analysis

80% 20%

0%	20%	5339 grants are earmarks only. No State money is available
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NH State Program

None

New Mexico

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0 or 20%	0 or 20%	Who ever receives the funds is responsible for 20% match
Section 5305 - Planning Programs	80%	20%	0 or 20%	0 or 20%	Who ever receives the funds is responsible for 20% match
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0 or 20%	0 or 20%	Whoever receives the earmark pays for the full local share.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state is not receiving funds under this program
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	New Mexico qualifies for, but does not use, the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	New Mexico qualifies for, but does not use, the sliding scale rate for transit grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	New Mexico qualifies for, but does not use, the sliding scale rate for transit grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	NA	NA	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0 or 20%	0 or 20%	New Mexico qualifies for, but does not use, the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0 or 50%	0 or 50%	New Mexico qualifies for, but does not use, the sliding scale rate for transit grants. Who ever receives the funds is responsible for 50% match

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	10%	10%	NM administers capital for JARC at 50/50, but has not purchased capital recently under this program due to limited funds.
Operating Assistance	50%	50%	0%	50%	The locals may receive federal TANF funds through the State Human Services Department for this purpose.
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

NM State Program

New Mexico Park and Ride Programs	0%	100%	100%	0%	Approximately 10% of 5311f funds are used for this program
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New Jersey

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	N/A	N/A	
Section 5304 - Statewide Transportation Planning Program	80%	20%	N/A	N/A	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	N/A	N/A	
Capital Project Cost	80%	20%	N/A	N/A	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	N/A	N/A	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	20%	0%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	10%	10%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	25%	25%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	100%		
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	20%	0%	
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

N/A	N/A	
0%	50%	
0%	0%	
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	

Section 5339 Alternative Analysis

	80%	20%
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NJ State Program

Transit Operations	0%	100%
Rail Programs	0%	100%
Bus LRT Programs	0%	100%
Urban Core Programs	0%	100%
System-wide Capital Improvements	0%	100%
Elderly and Disabled	0%	100%

New York

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State</u>	<u>Local</u>	<u>Additional Comments or Notes</u>
			<u>Share of Non-Federal</u>	<u>Share of Non-Federal</u>	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	10%	10%	
Section 5305 - Planning Programs	80%	20%	10%	10%	
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	50%	0%	Systems use Statewide Mass Transportation Operating Assistance (STOA) funds as required federal match for those systems eligible to use federal OA .
Planning and Capital Projects	80%	20%	10%	10%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Projects or portions of projects related to bicycles	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	10%	10%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Capital Investment Program - Fixed Guideway Modernization	80%	20%	10%	10%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Capital Investment Program - New Starts Program	80%	20%	10%	10%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	New York State provides capital-only assistance for the purchase of vehicles to transport the elderly individuals and individuals with disabilities. Recipients of program funds responsible for non-federal matching share (20%)
Operating Assistance	50%	50%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5311 Rural and Small Urban Areas

Capital Projects	80%	20%	10%	10%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	50%	0%	Systems use Statewide Mass Transportation Operating Assistance (STOA) funds as required federal match for those systems eligible to use federal OA .
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	

Section 5311(f) (Intercity Public Transportation)

Capital and project administration	80%	20%	10%	10%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Americans with Disabilities Act (ADA)	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Clean Air Act (CAA)	90%	10%	5%	5%	State provides 50% of the non-federal share - not to exceed 10% of the total federally-aided project costs for systems other than the Metropolitan Transportation Authority (MTA). MTA contribution is negotiated as part of five-year transportation plan as approved by the State Legislature.
Bicycle Facility Portion	90%	10%	N/A	N/A	The State does not utilize the higher eligible federal share
Operating Assistance	50%	50%	50%	0%	Systems use Statewide Mass Transportation Operating Assistance (STOA) funds as required federal match for those systems eligible to use federal OA .

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	Recipients of program funds responsible for non-federal matching share (20%)
Operating Assistance	50%	50%	50%	0%	For eligible public transportation systems - may use Statewide Mass Transportation Operating Assistance (STOA) funds as required federal match for those systems eligible to use federal OA . For non-eligible recipients of STOA - responsible for non-federal matching share.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	20%	Recipients of program funds responsible for non-federal matching share (20%)
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	20%	Recipients of program funds responsible for non-federal matching share (20%)

Section 5317 New Freedom Program

Capital and Planning	100%	0%	0%	0%	
Operating Assistance	50%	50%	50%	0%	For eligible public transportation systems - may use Statewide Mass Transportation Operating Assistance (STOA) funds as required federal match for those systems eligible to use federal OA . For non-eligible recipients of STOA - responsible for non-federal matching share.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	20%	Recipients of program funds responsible for non-federal matching share (20%)
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	20%	Recipients of program funds responsible for non-federal matching share (20%)
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

NY State Program

New York has three capital assistance programs:

(1) The Transit Omnibus program	0%	100%	100%	0%	- this program provides fifty percent of the non-federal share for federally-aided capital projects - \$21 million in SFY 2009-10.
(2) The Transit State Dedicated Fund program	0%	100%	100%	0%	- this program provides 100 percent State funding to address capital needs that exceed available federal and local resources - \$21 million in SFY 2009-10
(3) Transit Clean Fuel Vehicle Initiative	0%	100%	100%	0%	- this program provides 100 percent of the incremental cost associated with mainstreaming alternative fuel vehicles into public fleets - \$10 Million in SFY 2009-10.
(4) Statewide Mass Transportation Operating Assistance (STOA)	0%	100%	varies	varies	New York provides \$4.3 billion annual in Statewide Mass Transportation Operating Assistance (STOA). Of that total only \$222 million requires a 100% local match

Ohio

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	N/A	N/A	These funds are transferred to FHWA as part of the Consolidated Planning Grant (FHWA PL & FTA 5303). The funds are directly allocated to the MPO's to administer the program.
Section 5304 - Statewide Transportation Planning Program	80%	20%	0 or 20%	0 or 20%	ODOT uses these funds to perform statewide planning. Through the Ohio Technical Assistance Program, ODOT provides statewide technical assistance and training,. Locals provide the Non-Federal share for special projects specific to their area
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	N/A	N/A	The State DOT does not administer this grant
Planning and Capital Projects	80%	20%	N/A	N/A	The State DOT does not administer this grant
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The State DOT does not administer this grant
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The State DOT does not administer this grant
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	N/A	N/A	The State DOT does not administer this grant
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The State DOT does not administer this grant
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The State DOT does not administer this grant
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The State DOT does not administer this grant
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The State DOT does not administer this grant
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	ODOT uses a portion of these funds to administer this Program. Through the Ohio Technical Assistance Program, ODOT provides statewide technical assistance and training,.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	ODOT administers this program. The State Non-Federal Share is determined each year based on the amount of State GRF funding available. In CY 2010, State Non-Federal share is 0% and Local Non-Federal Share is 20%.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	ODOT uses a portion of these funds to administer the program..
Operating Assistance	50%	50%	varies	varies	ODOT administers this program. Funds are apportioned based on project need.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
	100%	0%	0%	0%	ODOT administers this program. Through the Ohio Technical Assistance Program, ODOT provides statewide technical assistance and training, for the Rural Transit Program.
Section 5311(b)(3) Rural Transit Assistant Program					
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	ODOT administers this program. Funds are used to support ticketing agents in three rural locations. State funds are not available for the Non-Federal share
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	ODOT administers this program. Funds are used to support one inter-city bus route. State funds are not available for the Non-Federal share

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	ODOT administers this program in the small urbanized and rural areas. The Local provides the Non-Federal Share
Operating Assistance	50%	50%	0%	50%	ODOT administers this program in the small urbanized and rural areas. The Local provides the Non-Federal Share
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	ODOT uses a portion of these funds to administer this Program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	ODOT administers this program in the small urbanized and rural areas. The Local provides the Non-Federal Share
Operating Assistance	50%	50%	0%	50%	ODOT administers this program in the small urbanized and rural areas. The Local provides the Non-Federal Share
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	ODOT uses a portion of these funds to administer this Program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

OH State Program

Ohio Elderly and Disabled Transit Fare Assistance Program	0%	100%	100%	0%	This is a reimbursement program for Public Transit Systems in Ohio that provide reduced fares to the elderly and people with disabilities.
Ohio Coordination Program	0%	100%	varies	varies	This program structure has changed. Although a State program, federal and local funds are used to support eligible activities. Mobility manager.

Oklahoma

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	MPO receives the money directly.
Section 5304 - Statewide Transportation Planning Program	80%	20%	varies	varies	Revolving funds are used to match this grant
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	N/A	N/A	ODOT does not administer this program
Planning and Capital Projects	80%	20%	N/A	N/A	ODOT does not administer this program
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	ODOT does not administer this program
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	ODOT does not administer this program
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	varies	varies	State funds given to local agencies to use at their discretion
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	Based on mileage allocation.
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state is not receiving funds under this program
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	N/A	N/A	Administered by the Dept of Human Services
Operating Assistance	50%	50%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	varies	varies	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	varies	varies	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	varies	varies	These funds are distributed based on the service provided by each route connected by bus station based on route and mileage on inter city service.
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	varies	varies	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	varies	varies	
Operating Assistance	50%	50%	varies	varies	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	varies	varies	
Operating Assistance	50%	50%	varies	varies	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

OK State Program

The Revolving Fund	0%	100%	varies	varies	Each agency applies each year based on service and mileage.
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Oregon

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	89.73%	10.27%	0%	10.27%	Based on the sliding scale rate for transit grants
Operating Assistance	56.08%	43.92%	0%	43.92%	Oregon is one of the 7 states in the pilot program that allows 5310 funds to be used for operating.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	Refer to STF program below
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	Refer to STF program below
Section 5311 Rural and Small Urban Areas					
Capital Projects	89.73%	10.27%	0.00%	10.27%	Based on the sliding scale rate for transit grants. Many of these projects are matched locally using the state STF funds. Refer to STF program below
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	Refer to STF program below
Operating Assistance	56.08%	43.92%	0%	43.92%	Based on the sliding scale rate for transit grants. Many of these projects are matched locally using the state STF funds. Refer to STF program below
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	Refer to STF program below
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	Refer to STF program below
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	89.73%	10.27%	0%	10.27%	Based on the sliding scale rate for transit grants. Refer to STF program below
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	Refer to STF program below
Clean Air Act (CAA)	90%	10%	0%	10%	Refer to STF program below
Bicycle Facility Portion	90%	10%	0%	10%	Refer to STF program below
Operating Assistance	56.08%	43.98%	varies	varies	State general fund match. Operating assistance for contracted Amtrak intercity connections to passenger rail and bus is State match at 44%. Operating Assistance for contracted services with private entities making long distance connections is State match at 44%. Operating Assistance for public entities making regional connections is Local match at 44%.

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	Many of these projects are matched locally using the state STF funds.
Operating Assistance	50%	50%	0%	50%	Many of these projects are matched locally using the state STF funds.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	NA	NA	The State does not utilize the higher eligible federal share

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	Many of these projects are matched locally using the state STF funds.
Operating Assistance	50%	50%	0%	50%	Many of these projects are matched locally using the state STF funds.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	NA	NA	The state does not administer this program

OR State Program

Oregon Streetcar Program	0%	100%	100%	0%	No local match required
TriMet Urban Light Rail Program	0%	100%	100%	0%	No local match required
Oregon Passenger Rail Program	0%	100%	100%	0%	No local match required
Commuter Rail Program	0%	100%	100%	0%	No local match required
Transit Direct Assistance	0%	100%	100%	0%	No local match required
Connect Oregon	0%	100%	80%	20%	This state funded program requires 20% local match.
	0%	100%	varies	varies	This program provides funds based on population formula to local governments. Many local governments use STF to match 5311 and 5310 projects. They use the coordinated planning process to make best use of the matching opportunities.
Special Transportation Fund (STF)					

Pennsylvania

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	42.5%	7.5%	
Planning and Capital Projects	80%	20%	19.355%	0.645%	State Law states that local match requirement is 3 1/3% of non-federal share
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	9.6775%	0.3225%	State Law states that local match requirement is 3 1/3% of non-federal share
Projects or portions of projects related to bicycles	90%	10%	9.6775%	0.3225%	State Law states that local match requirement is 3 1/3% of non-federal share
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	19.355%	0.645%	State Law states that local match requirement is 3 1/3% of non-federal share
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	9.6775%	0.3225%	State Law states that local match requirement is 3 1/3% of non-federal share
Bicycle access projects or portions of bicycle access projects	90%	10%	9.6775%	0.3225%	State Law states that local match requirement is 3 1/3% of non-federal share
Capital Investment Program - Fixed Guideway Modernization	80%	20%	19.355%	0.645%	State Law states that local match requirement is 3 1/3% of non-federal share
Capital Investment Program - New Starts Program	80%	20%	19.355%	0.645%	State Law states that local match requirement is 3 1/3% of non-federal share
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	50%	50%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	19.355%	0.645%	State Law states that local match requirement is 3 1/3% of non-federal share
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	42.5%	7.5%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	9.6775%	0.3225%	
Bicycle access projects or portions of bicycle access projects	90%	10%	9.6775%	0.3225%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	10%	10%	State law require a cap of 50% state 50% local
Americans with Disabilities Act (ADA)	90%	10%	5%	5%	State law require a cap of 50% state 50% local
Clean Air Act (CAA)	90%	10%	5%	5%	State law require a cap of 50% state 50% local
Bicycle Facility Portion	90%	10%	5%	5%	State law require a cap of 50% state 50% local
Operating Assistance	50%	50%	25%	25%	State law require a cap of 50% state 50% local

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	20%	0%	
Operating Assistance	50%	50%	50%	0%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	

Section 5317 New Freedom Program

Capital and Planning	80%	20%	20%	0%	
Operating Assistance	50%	50%	50%	0%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	

Section 5339 Alternative Analysis

	80%	20%	N/A	N/A	The state does not administer this program
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PA State Program

Operating Assistance	0%	100%	85%	15%	
Asset Improvement	0%	100%	96.775%	3.225%	Local Match required is 3-1/3%
Capital Improvement	0%	100%	100%	0%	
New Initiatives	0%	100%	96.775%	3.225%	No less than 3-1/3% Local Match
Persons with Disabilities	0%	100%	Up to 85%	15%	
Intercity Transportation	0%	100%	50%	50%	
Community Transportation	0%	100%	100%	0%	
Technical Assistance and Demonstration	0%	100%	96.67%	3.33%	
Program Oversight and Administration	0%	100%	100%	0%	
Dedicated Public Transportation Assistance Fund (PTAF)	0%	100%	96.67%	3.33%	
Dedicated Supplemental Funds (Act 3 Revenue Enhancement Init	0%	100%	96.67%	3.33%	
Senior Citizen Transportation Program Shared Ride Service	0%	100%	Up to 85%	15%	

Rhode Island

Grant Program Description	Federal Share	Non-Federal Share	State	Local	Additional Comments or Notes
			Share of Non-Federal	Share of Non-Federal	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	20%	0%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	N/A	N/A	The state DOT does not administer these funds
Planning and Capital Projects	80%	20%	N/A	N/A	The state DOT does not administer these funds
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state DOT does not administer these funds
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state DOT does not administer these funds
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	20%	0%	
Capital Investment Program - New Starts Program	80%	20%	20%	0%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	Currently there are no 5339 programs, but the full non-federal match would be provided by locals
RI State Program					
Operating Assistance	0%	100%	100%	0%	State gas tax money to RIPTA to support operations
Elderly Affairs Program	0%	100%	100%	0%	State gas tax money to RIPTA to support elderly affairs program

South Dakota

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State</u>	<u>Local</u>	<u>Additional Comments or Notes</u>
			<u>Share of Non-Federal</u>	<u>Share of Non-Federal</u>	
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	0%	20%	
Section 5307 Large Urban Cities <i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	0%	50%	Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Planning and Capital Projects	80%	20%	0%	20%	Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Projects or portions of projects related to bicycles	90%	10%	0%	10%	Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	N/A	N/A	The state is not receiving funds under this program
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	81.95%	18.05%	0%	18.05%	Based on the sliding scale rate for transit grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	81.95%	18.05%	0%	18.05%	Based on the sliding scale rate for transit grants. Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Operating Assistance	51.22%	48.78%	0%	48.78%	Based on the sliding scale rate for transit grants. Sometimes the State has some matching funds available, but these are very small % of the total funds. Most matching funds come from local agencies
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	South Dakota qualifies for, but does not use, the sliding scale rate for transit grants
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	South Dakota qualifies for, but does not use, the sliding scale rate for transit grants

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state does not administer this program

Section 5339 Alternative Analysis

	80%	20%
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SD State Program

None

Tennessee

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	25- 50%	0 - 25%	
Planning and Capital Projects	80%	20%	10%	10%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	
Projects or portions of projects related to bicycles	90%	10%	5%	5%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	10%	10%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	10%	10%	
Capital Investment Program - New Starts Program	80%	20%	10%	10%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	10%	10%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	10%	10%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	25- 50%	0 - 25%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	10%	10%	
Americans with Disabilities Act (ADA)	90%	10%	5%	5%	
Clean Air Act (CAA)	90%	10%	5%	5%	
Bicycle Facility Portion	90%	10%	5%	5%	
Operating Assistance	50%	50%	25- 50%	0 - 25%	
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	10%	10%	
Operating Assistance	50%	50%	25%	25%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	10%	10%	
Operating Assistance	50%	50%	25%	25%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	5%	5%	
Bicycle access projects or portions of bicycle access projects	90%	10%	5%	5%	
Section 5339 Alternative Analysis	80%	20%	NA	NA	The state does not administer this program
TN State Program					
State Operating	0%	100%	100%	0%	
Human Services Transportation Coordination	0%	100%	varies	varies	
Community Transportation Assistance Program	0%	100%	100%	0%	
Urban Operating Assistance	0%	100%	100%	0%	
Urban/Rural Training Assistance and Student Intern Program	0%	100%	100%	0%	

Texas

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80% or 100%	0% or 20%	0% or 20%	0%	This program is either a transportation development credit (TDC) soft match (effectively 100% Federal share), or all state match
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	In limited cases a local match may be required
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	50%	0%	Funds available from state grant program and may be used as match
Planning and Capital Projects	80%	20%	20%	0%	Funds available from state grant program and may be used as match
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	Funds available from state grant program and may be used as match
Projects or portions of projects related to bicycles	90%	10%	10%	0%	Funds available from state grant program and may be used as match
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80% or 100%	0% or 20%	0%	0% or 20%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Bicycle access projects or portions of bicycle access projects	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Capital Investment Program - Fixed Guideway Modernization	80% or 100%	0% or 20%	0%	0% or 20%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share). State grant not likely as these tend to be larger urban systems.
Capital Investment Program - New Starts Program	80% or 100%	0% or 20%	0%	0% or 20%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share). State grant not likely as these tend to be larger urban systems.
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80% or 100%	0% or 20%	0%	0% or 20%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	20%	0%	Funds are available from state grant program and may be used as match
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	50%	0%	Funds are available from state grant program and may be used as match
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	10%	0%	Funds are available from state grant program and may be used as match
Bicycle access projects or portions of bicycle access projects	90%	10%	10%	0%	Funds are available from state grant program and may be used as match

Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80% or 100%	0% or 20%	0% or 20%	0%	If a transit agency gets state funds, they may use the state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share)
Americans with Disabilities Act (ADA)	90% or 100%	0% or 10%	0% or 10%	0%	If a transit agency gets state funds, they may use the state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share)
Clean Air Act (CAA)	90% or 100%	0% or 10%	0% or 10%	0%	If a transit agency gets state funds, they may use the state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share)
Bicycle Facility Portion	90% or 100%	0% or 10%	0% or 10%	0%	If a transit agency gets state funds, they may use the state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share)
Operating Assistance	50% or 100%	0% or 50%	0% or 50%	0%	If a transit agency gets state funds, they may use the state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share)
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80% or 100%	0% or 20%	0%	0% or 20%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Operating Assistance			0%	0% or 50%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Program Administration, Planning, and Technical Assistance	50% or 100%	0% or 50%	100%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Bicycle access projects or portions of bicycle access projects	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Section 5317 New Freedom Program					
Capital and Planning	80% or 100%	0% or 20%	0%	0% or 20%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Operating Assistance			0%	0% or 50%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Program Administration, Planning, and Technical Assistance	50% or 100%	0% or 50%	100%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Bicycle access projects or portions of bicycle access projects	90% or 100%	0% or 10%	0%	0% or 10%	If transit agency gets state funds they may use state funds to provide the local match. Alternatively, TxDOT may also award TDC for match (effectively 100% Federal share).
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
TX State Program					
State grant program	0%	100%	varies	varies	Texas DOT does have a state grant program, however the funds are subject to biennial appropriation process and funding is not specifically dedicated to public transportation grants.

Utah

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	97%	3%	0%	3%	5303 is a consolidated planning program through FHWA, and requires ~3% local match
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	Utah qualifies for, but does not use, the sliding scale rate for transit capital grants
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	Utah qualifies for, but does not use, the sliding scale rate for transit capital grants
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	0%	50%	Utah qualifies for, but does not use, the sliding scale rate for transit capital grants
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	0%	0%	
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	The operating match for 5311 (f) is from the Greyhound in-kind match program. Utah is still in pilot project stages of this program and has not set a policy
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	The operating match for 5311 (f) is from the Greyhound in-kind match program. Utah is still in pilot project stages of this program and has not set a policy

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%
Operating Assistance	50%	50%
Program Administration, Planning, and Technical Assistance	100%	0%
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%
Bicycle access projects or portions of bicycle access projects	90%	10%

0%	20%	
0%	50%	
0%	0%	
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state uses the standard 80% federal share for these capital projects
N/A	N/A	The state does not administer this program

Section 5339 Alternative Analysis

80%	20%
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N/A	N/A	The state does not administer this program
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UT State Program

None

Vermont

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	0%	20%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0 or 10%	10 or 20%	Statewide Bus programs are supported by 10% state funds match. Non-statewide earmarks would require a 20% non-federal, non-state match
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	10%	10%	All 5310 funds in VT are to purchase E&D vehicles (capital).
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	VTrans does not take advantage of this opportunity.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	10 or 20%	10 or 20%	Preventative Maintenance and Project Administration is 20% State Match
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	50%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	No Federally identified Indian Tribes in Vermont
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	N/A	N/A	VT conducts the Intercity consultation process and certifies as such to FTA. No current projects are being funded under Section 5311(f) program due to limited FTA allocation funds and no ability to overmatch with state funds.
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state is not receiving funds under this program
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state is not receiving funds under this program
Bicycle Facility Portion	90%	10%	N/A	N/A	The state is not receiving funds under this program
Operating Assistance	50%	50%	N/A	N/A	The state is not receiving funds under this program

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	10%	10%	
Operating Assistance	50%	50%	50%	0%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	VTTrans does not take advantage of this opportunity.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	VTTrans does not take advantage of this opportunity
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	

Section 5339 Alternative Analysis

	80%	20%	N/A	N/A	The state does not administer this program
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VT State Program

None

Virginia

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	State receives the money directly and the MPO contracts with DRPT for the funding
Section 5304 - Statewide Transportation Planning Program	80%	20%	10%	10%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	varies	varies	Matched with state operating assistance. State match percentage depends on funds available per fiscal year and on operating assistance makeup of each grantee.
Planning and Capital Projects	80%	20%	varies	varies	State match percentage depends on funds available per fiscal year.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	varies	varies	State match percentage depends on funds available per fiscal year.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	varies	varies	State match percentage depends on funds available per fiscal year.
Capital Investment Program - New Starts Program	80%	20%	16%	4%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	50%	50%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	varies	varies	State match percentage depends on funds available per fiscal year.
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
	50%	50%	varies	varies	Matched with state operating assistance. State match percentage depends on funds available per fiscal year and on operating assistance makeup of each grantee.
Operating Assistance					
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	N/A	N/A	The state is not receiving funds under this program
Americans with Disabilities Act (ADA)	90%	10%	N/A	N/A	The state is not receiving funds under this program
Clean Air Act (CAA)	90%	10%	N/A	N/A	The state is not receiving funds under this program
Bicycle Facility Portion	90%	10%	N/A	N/A	The state is not receiving funds under this program
Operating Assistance	50%	50%	varies	varies	Matched with state operating assistance. State match percentage depends on funds available per fiscal year and on operating assistance makeup of each grantee.

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	19%	1%	Includes Mobility Management. In FY10, the match was 20% state, 0% local.
Operating Assistance	50%	50%	47.5%	2.5%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

VA State Program

Operating Assistance	0%	100%	40%-50%	50%-60%	
Capital Assistance	0%	100%	20%-65%	35%-80%	
Demonstration Program Assistance	0%	100%	95%	5%	
Technical Assistance	0%	100%	50%	50%	Is used to fund the Transportation Demand Management study, or the Transportation Development Plan
Public Transportation Intern Program	0%	100%	95%	5%	College students involved in transit field.
TDM/Commuter Assistance	0%	100%	80%	20%	Operating assistance for commuter program throughout the state
Transp. Efficiency Improvement Fund (TEIF)	0%	100%	80%	20%	Similar to TDM nature, non driving transportation.
Senior Transportation Program	0%	100%	95%	5%	Voucher for underserved elderly population.
Telework!VA	0%	100%	100%	0%	Grants available to companies to set up telework program.

Washington

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	They have a consolidated planning program with the FHWA. They have a planning staff develop the plan with MPOs.
Section 5304 - Statewide Transportation Planning Program	80%	20%	20%	0%	
Section 5305 - Planning Programs	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5307 Large Urban Cities UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	The State DOT does not administer this program.
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Bicycle access projects or portions of bicycle access projects	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Capital Investment Program - Fixed Guideway Modernization	80%	20%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Capital Investment Program - New Starts Program	80%	20%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
	80%	20%	varies	varies	Washington qualifies for, but does not use, the sliding scale rate for transit grants. varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Capital Projects					
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Section 5311 Rural and Small Urban Areas					
	80%	20%	varies	varies	Washington qualifies for, but does not use, the sliding scale rate for transit grants. varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Capital Projects					
Program Administration, Planning, and Technical Assistance	100%	0%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
	50%	50%	varies	varies	Washington qualifies for, but does not use, the sliding scale rate for transit grants. varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Operating Assistance					
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Bicycle access projects or portions of bicycle access projects	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.

Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	Washington qualifies for, but does not use, the sliding scale rate for transit grants. The match for 5311 (f) is provided by the private company or operator
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	The match for 5311 (f) is provided by the private company or operator
Clean Air Act (CAA)	90%	10%	0%	10%	The match for 5311 (f) is provided by the private company or operator
Bicycle Facility Portion	90%	10%	0%	10%	The match for 5311 (f) is provided by the private company or operator
Operating Assistance	50%	50%	0%	50%	Washington qualifies for, but does not use, the sliding scale rate for transit grants. The match for 5311 (f) is provided by the private company or operator
Section 5316 Job Access and Reverse Commute Program					
Capital and Planning	80%	20%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Operating Assistance	50%	50%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Program Administration, Planning, and Technical Assistance	100%	0%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Bicycle access projects or portions of bicycle access projects	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Section 5317 New Freedom Program					
Capital and Planning	80%	20%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Operating Assistance	50%	50%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Program Administration, Planning, and Technical Assistance	100%	0%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Bicycle access projects or portions of bicycle access projects	90%	10%	varies	varies	varies based on competitive process. If project is chosen, the state's share varies and can be the entire non-federal share.
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program
WA State Program					
Rural Mobility Grants	0%	100%	varies	varies	These are part of the consolidated program. There is no mandatory matching requirement. They mix and match their fund programs.
Paratransit and Special Needs Grants	0%	100%	varies	varies	These are part of the consolidated program. There is no mandatory matching requirement. They mix and match their fund programs.
Vanpool Grants	0%	100%	100%	0%	For transit system to purchase vanpool equipment to expand the program.
Commute Trip Reduction	0%	100%	100%	0%	State funds go to the jurisdiction directly allocated on a formula basis.

West Virginia

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	10%	10%	State portion of 5303 is provided by the Department of Highways
Section 5304 - Statewide Transportation Planning Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5305 - Planning Programs	80%	20%	20%	0%	
Section 5307 Large Urban Cities					
UZA < 200 K Pop =					
Operating Assistance	50%	50%	0%	50%	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	Varies	Varies	Currently, state share ranges from 12.5% for urban systems up to 17.5% for some rural systems
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Capital Investment Program - Fixed Guideway Modernization	80%	20%	20%	0%	The State share is provided by West Virginia University Student Activity fees
Capital Investment Program - New Starts Program	80%	20%	N/A	N/A	The state is not receiving funds under this program
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	0%	100%	N/A	N/A	Operating is not an eligible expense
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	Varies	Varies	Varies from grantee to grantee
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	Varies	Varies	Varies from grantee to grantee
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	May provide small assistance if State funds are available, but mostly local match
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Operating Assistance	50%	50%	0%	50%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5339 Alternative Analysis

	80%	20%	N/A	N/A	The state does not administer this program
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WV State Program

None

Wisconsin

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%	0%	20%	
Section 5304 - Statewide Transportation Planning Program	80%	20%	0%	20%	
Section 5305 - Planning Programs	80%	20%	0%	20%	
Section 5307 Large Urban Cities					
<i>UZA < 200 K Pop =</i>					
Operating Assistance	50%	50%	varies	varies	
Planning and Capital Projects	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Projects or portions of projects related to bicycles	90%	10%	0%	10%	
Section 5309 Capital Investment Program					
Capital Investment Program - Bus and Bus Facility Program	80%	20%	0%	20%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Capital Investment Program - Fixed Guideway Modernization	80%	20%	0%	20%	
Capital Investment Program - New Starts Program	80%	20%	0%	20%	
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%	0%	20%	
Operating Assistance	50%	50%	N/A	N/A	Wisconsin is one of the 7 states in the pilot program that allows 5310 funds to be used for operating, but they do not utilize funds for this purpose
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5311 Rural and Small Urban Areas					
Capital Projects	80%	20%	0%	20%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Operating Assistance	50%	50%	varies	varies	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	0%	10%	
Bicycle access projects or portions of bicycle access projects	90%	10%	0%	10%	
Section 5311(b)(3) Rural Transit Assistant Program	100%	0%	0%	0%	
Section 5311(c) Public Transportation on Indian Reservations	100%	0%	N/A	N/A	The state is not receiving funds under this program
Section 5311(f) (Intercity Public Transportation)					
Capital and project administration	80%	20%	0%	20%	
Americans with Disabilities Act (ADA)	90%	10%	0%	10%	
Clean Air Act (CAA)	90%	10%	0%	10%	
Bicycle Facility Portion	90%	10%	0%	10%	
Operating Assistance	50%	50%	0%	50%	

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%	N/A	N/A	It is state policy to not use this funding program for capital
Operating Assistance	50%	50%	0-25%	25 -50%	
Program Administration, Planning, and Technical Assistance	100%	0%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects

Section 5317 New Freedom Program

Capital and Planning	80%	20%	0%	20%	
Operating Assistance	50%	50%	0%	50%	
Program Administration, Planning, and Technical Assistance	100%	0%	0%	0%	
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Bicycle access projects or portions of bicycle access projects	90%	10%	N/A	N/A	The state uses the standard 80% federal share for these capital projects
Section 5339 Alternative Analysis	80%	20%	N/A	N/A	The state does not administer this program

WI State Program

County Elderly and Disabled Program	0%	100%	80%	20%	
Elderly and Disabled Capital Assistance Program	0%	100%	80%	20%	

APPENDIX B: SUMMARY OF MATCHING REQUIREMENTS BY FEDERAL PROGRAM

State	Section 5303 - Metropolitan Transportation Planning Program			
	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	88.53%	11.47%	0%	up to 11.47%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	10%	10%
District of Columbia	80%	20%	20%	0%
Florida	80%	20%	0%	20%
Georgia	80%	20%	10%	10%
Hawaii	80%	20%	10%	10%
Idaho	80%	20%	N/A	N/A
Indiana	80%	20%	0%	20%
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0%	20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	0%	20%
Maryland	80%	20%	10%	10%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	0%	20%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	20%	0%
Missouri	80%	20%	20% for UZA > 200k 0% for UZA <200k	0% for UZA >200k 20% for UZA <200k
Montana	80%	20%	0%	20%
Nebraska	80%	20%	0%	20%
Nevada	80%	20%	0%	20%
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	0%	20%
New York	80%	20%	10%	10%
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	0%	20%
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	0%	20%
Rhode Island	80%	20%	0%	20%
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0% or 20%	0% or 20%	0%
Utah	97%	3%	0%	3%
Vermont	80%	20%	0%	20%
Virginia	80%	20%	10%	10%
Washington	80%	20%	0%	20%
West Virginia	80%	20%	10%	10%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5304 - Statewide Transportation Planning Program				
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	80%	20%	0%	20%
Alaska	80%	20%	20%	0%
Arizona	80%	20%	4%	16%
Arkansas	80%	20%	0 or 20%	0 or 20%
California	88.53%	11.47%	varies	varies
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	10%	10%
District of Columbia	80%	20%	20%	0%
Florida	80% or 100%	0 % or 20%	0%	0% or 20%
Georgia	80%	20%	20%	0%
Hawaii	80%	20%	0 or 20%	0 or 20%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	20%	0%
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 or 20%	0 or 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	20%	0%
Maryland	80%	20%	10%	10%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	varies	varies
Minnesota	80%	20%	0 or 20%	0 or 20%
Mississippi	80%	20%	20%	0%
Missouri	80%	20%	20% for UZA > 200k 0% for UZA <200k	0% for UZA >200k 20% for UZA <200k
Montana	80%	20%	0%	20%
Nebraska	80%	20%	20%	0%
Nevada	80%	20%	0%	20%
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	0 or 20%	0 or 20%
New York	80%	20%	10%	10%
Ohio	80%	20%	0 or 20%	0 or 20%
Oklahoma	80%	20%	varies	varies
Oregon	80%	20%	20%	0%
Pennsylvania	80%	20%	20%	0%
Rhode Island	80%	20%	20%	0%
South Dakota	80%	20%	20%	0%
Tennessee	80%	20%	20%	0%
Texas	80%	20%	20%	0%
Utah	80%	20%	0%	20%
Vermont	80%	20%	20%	0%
Virginia	80%	20%	10%	10%
Washington	80%	20%	20%	0%
West Virginia	80%	20%	N/A	N/A
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5305 - Planning Programs				
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	80%	20%	N/A	N/A
Alaska	80%	20%	N/A	N/A
Arizona	80%	20%	4%	16%
Arkansas	80%	20%	N/A	N/A
California	88.53%	11.47%	varies	varies
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	10%	10%
District of Columbia	80%	20%	20%	0%
Florida	80%	20%	N/A	N/A
Georgia	80%	20%	N/A	N/A
Hawaii	80%	20%	N/A	N/A
Idaho	80%	20%	N/A	N/A
Indiana	80%	20%	N/A	N/A
Iowa	80%	20%	N/A	N/A
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	N/A	N/A
Louisiana	80%	20%	N/A	N/A
Maine	80%	20%	N/A	N/A
Maryland	80%	20%	N/A	N/A
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	N/A	N/A
Minnesota	80%	20%	N/A	N/A
Mississippi	80%	20%	N/A	N/A
Missouri	80%	20%	20% for UZA > 200k 0% for UZA <200k	0% for UZA >200k 20% for UZA <200k
Montana	80%	20%	N/A	N/A
Nebraska	80%	20%	N/A	N/A
Nevada	80%	20%	N/A	N/A
New Hampshire	80%	20%	N/A	N/A
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	0 or 20%	0 or 20%
New York	80%	20%	10%	10%
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	N/A	N/A
Oregon	80%	20%	N/A	N/A
Pennsylvania	80%	20%	N/A	N/A
Rhode Island	80%	20%	20%	0%
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	N/A	N/A
Texas	80%	20%	N/A	N/A
Utah	80%	20%	N/A	N/A
Vermont	80%	20%	0%	20%
Virginia	80%	20%	N/A	N/A
Washington	80%	20%	N/A	N/A
West Virginia	80%	20%	20%	0%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5307 - Large Urban Cities - (UZA < 200K Pop)- Operating Assistance				
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	50%	50%	0%	50%
Alaska	50%	50%	0%	50%
Arizona	50%	50%	0%	50%
Arkansas	50%	50%	0%	50%
California	50%	50%	0%	50%
Colorado	50%	50%	0%	50%
Connecticut	50%	50%	50%	0%
District of Columbia	50%	50%	N/A	N/A
Florida	50%	50%	0%	50%
Georgia	50%	50%	0%	50%
Hawaii	50%	50%	0%	50%
Idaho	50%	50%	0%	50%
Indiana	50%	50%	N/A	N/A
Iowa	50%	50%	0%	50%
Kansas	50%	50%	0%	50%
Kentucky	50%	50%	0%	50%
Louisiana	50%	50%	0%	50%
Maine	50%	50%	10%	40%
Maryland	50%	50%	0 - 25%	25- 50%
Massachusetts	50%	50%	50%	0%
Michigan	50%	50%	varies	varies
Minnesota	50%	50%	30-35%	15-20%
Mississippi	50%	50%	0%	50%
Missouri	50%	50%	5%	45%
Montana	50%	50%	0%	50%
Nebraska	50%	50%	N/A	N/A
Nevada	50%	50%	0%	50%
New Hampshire	50%	50%	Varies	Varies
New Jersey	50%	50%	N/A	N/A
New Mexico	50%	50%	0%	50%
New York	50%	50%	50%	0%
Ohio	50%	50%	N/A	N/A
Oklahoma	50%	50%	N/A	N/A
Oregon	50%	50%	0%	50%
Pennsylvania	50%	50%	42.500%	7.500%
Rhode Island	50%	50%	N/A	N/A
South Dakota	50%	50%	0%	50%
Tennessee	50%	50%	25- 50%	0 - 25%
Texas	50%	50%	50%	0%
Utah	50%	50%	0%	50%
Vermont	50%	50%	0%	50%
Virginia	50%	50%	varies	varies
Washington	50%	50%	0%	50%
West Virginia	50%	50%	0%	50%
Wisconsin	50%	50%	varies	varies

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5307 - Large Urban Cities - (UZA < 200K Pop)- Capital Project Cost				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	80%	20%	0%	20%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	20%	0%
District of Columbia	80%	20%	N/A	N/A
Florida	80% or 100%	0% or 20%	0%	0% or 20%
Georgia	80%	20%	10%	10%
Hawaii	80%	20%	0%	20%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	N/A	N/A
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	up to 10%	up to 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	10%	10%
Maryland	80%	20%	0 - 10%	10- 20%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0%	20%
Missouri	80%	20%	0%	20%
Montana	80%	20%	0%	20%
Nebraska	80%	20%	N/A	N/A
Nevada	80%	20%	20% up to \$37,500	remaining project cost
New Hampshire	80%	20%	10%	10%
New Jersey	up to 80%	20%	N/A	N/A
New Mexico	80%	20%	0%	20%
New York	80%	20%	10%	10%
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	N/A	N/A
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	19.355%	0.645%
Rhode Island	80%	20%	N/A	N/A
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	10%	10%
Texas	80%	20%	20%	0%
Utah	80%	20%	0%	20%
Vermont	80%	20%	0%	20%
Virginia	80%	20%	varies	varies
Washington	80%	20%	0%	20%
West Virginia	80%	20%	0%	20%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5307 - Large Urban Cities - (UZA < 200K Pop)- Cost of vehicle-related equipment related to ADA & CAA			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	0%	10%
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	10%	0%
District of Columbia	90%	10%	N/A	N/A
Florida	90% or 100%	0 or 10%	0%	0% or 10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0%	10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	8%	3%
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	N/A	N/A
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	0%	10%
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	9.678%	0.323%
Rhode Island	90%	10%	N/A	N/A
South Dakota	90%	10%	0%	10%
Tennessee	90%	10%	5%	5%
Texas	90%	10%	10%	0%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	0%	10%
West Virginia	90%	10%	0%	10%
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5307 - Large Urban Cities - (UZA < 200K Pop)- Projects related to bicycles				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	0%	10%
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	10%	0%
District of Columbia	90%	10%	N/A	N/A
Florida	90% or 100%	0 or 10%	0%	0% or 10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0%	10%
Louisiana	90%	10%	N/A	N/A
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	N/A	N/A
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	0%	10%
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	9.678%	0.323%
Rhode Island	90%	10%	N/A	N/A
South Dakota	90%	10%	0%	10%
Tennessee	90%	10%	5%	5%
Texas	90%	10%	10%	0%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	0%	10%
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5309 - Capital Investment Program - Bus and Bus Facility Program				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	80%	20%	0%	20%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	20%	0%
District of Columbia	80%	20%	N/A	N/A
Florida	80% or 100%	0 % or 20%	0%	0% or 20%
Georgia	80%	20%	10%	10%
Hawaii	80%	20%	0%	20%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	N/A	N/A
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 - 10%	10 - 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	10% or 20%	10% or 20%
Maryland	80%	20%	0 - 10%	10- 20%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0 or 20%	0 or 20%
Missouri	80%	20%	0%	20%
Montana	80%	20%	0%	20%
Nebraska	80%	20%	0%	20%
Nevada	80%	20%	10%	10%
New Hampshire	80%	20%	10%	10%
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	0 or 20%	0 or 20%
New York	80%	20%	10%	10%
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	varies	varies
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	19.355%	0.645%
Rhode Island	80%	20%	0%	20%
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0 % or 20%	0%	0% or 20%
Utah	80%	20%	0%	20%
Vermont	80%	20%	0 or 10%	10 or 20%
Virginia	80%	20%	varies	varies
Washington	80%	20%	varies	varies
West Virginia	80%	20%	Varies	Varies
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5309 - Capital Investment Program - Cost of vehicle-related equipment related to ADA & CAA				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	80%	20%	0%	20%
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	10%	0%
District of Columbia	90%	10%	N/A	N/A
Florida	90% or 100%	0 or 10%	0%	0% or 10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	ADA - 83% CAA - 90%	ADA - 17% CAA - 10%	ADA 0 or 17%	ADA 0 or 17%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	varies	varies
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	9.678%	0.323%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5309 - Capital Investment Program - Projects related to bicycles				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	10%	0%
District of Columbia	90%	10%	N/A	N/A
Florida	90% or 100%	0 or 10%	0%	0% or 10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	N/A	N/A
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0%	10%
Louisiana	90%	10%	N/A	N/A
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0 or 10%	0 or 10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	9.678%	0.323%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5309 - Capital Investment Program - Fixed Guideway Modernization			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	N/A	N/A
Arkansas	80%	20%	N/A	N/A
California	80%	20%	0%	20%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	20%	0%
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	up to 10%	up to 10%
Georgia	80%	20%	10%	10%
Hawaii	80%	20%	0%	20%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	N/A	N/A
Iowa	80%	20%	N/A	N/A
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	N/A	N/A
Louisiana	80%	20%	0%	20%
Maine	80%	20%	N/A	N/A
Maryland	80%	20%	20%	0%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	0%	20%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	N/A	N/A
Missouri	80%	20%	0%	20%
Montana	80%	20%	N/A	N/A
Nebraska	80%	20%	N/A	N/A
Nevada	80%	20%	N/A	N/A
New Hampshire	80%	20%	N/A	N/A
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	N/A	N/A
New York	80%	20%	10%	10%
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	N/A	N/A
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	19.355%	0.645%
Rhode Island	80%	20%	20%	0%
South Dakota	80%	20%	N/A	N/A
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0% or 20%	0%	0% or 20%
Utah	80%	20%	0%	20%
Vermont	80%	20%	0%	20%
Virginia	80%	20%	varies	varies
Washington	80%	20%	varies	varies
West Virginia	80%	20%	20%	0%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5309 - Capital Investment Program - New Starts Program				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	N/A	N/A
California	80%	20%	0%	20%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	20%	0%
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	0 - 20%	0 - 20%
Georgia	80%	20%	N/A	N/A
Hawaii	80%	20%	20%	0%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	N/A	N/A
Iowa	80%	20%	N/A	N/A
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	N/A	N/A
Louisiana	80%	20%	0%	20%
Maine	80%	20%	Varies	Varies
Maryland	80%	20%	20%	0%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	varies	varies
Minnesota	80%	20%	varies	varies
Mississippi	80%	20%	0%	20%
Missouri	80%	20%	0%	20%
Montana	80%	20%	N/A	N/A
Nebraska	80%	20%	N/A	N/A
Nevada	80%	20%	N/A	N/A
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	N/A	N/A
New York	80%	20%	10%	10%
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	N/A	N/A
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	19.355%	0.645%
Rhode Island	80%	20%	20%	0%
South Dakota	80%	20%	N/A	N/A
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0% or 20%	0%	0% or 20%
Utah	80%	20%	0%	20%
Vermont	80%	20%	0%	20%
Virginia	80%	20%	16%	4%
Washington	80%	20%	varies	varies
West Virginia	80%	20%	N/A	N/A
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5310 - Special Needs for Elderly Individuals and Individuals with Disabilities - Operating Assistance			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	0%	100%	N/A	N/A
Alaska	50%	50%	0%	50%
Arizona	0%	100%	N/A	N/A
Arkansas	0%	100%	N/A	N/A
California	0%	100%	N/A	N/A
Colorado	0%	100%	N/A	N/A
Connecticut	0%	100%	N/A	N/A
District of Columbia	0%	100%	N/A	N/A
Florida	0%	100%	N/A	N/A
Georgia	0%	100%	N/A	N/A
Hawaii	0%	100%	N/A	N/A
Idaho	0%	100%	N/A	N/A
Indiana	0%	100%	N/A	N/A
Iowa	0%	100%	N/A	N/A
Kansas	0%	100%	N/A	N/A
Kentucky	0%	100%	N/A	N/A
Louisiana	50%	50%	N/A	N/A
Maine	0%	100%	N/A	N/A
Maryland	0%	100%	N/A	N/A
Michigan	0%	100%	N/A	N/A
Minnesota	50%	50%	N/A	N/A
Mississippi	0%	100%	N/A	N/A
Missouri	0%	100%	N/A	N/A
Montana	0%	100%	N/A	N/A
Nebraska	0%	100%	N/A	N/A
Nevada	0%	100%	N/A	N/A
New Hampshire	0%	100%	N/A	N/A
New Jersey	0%	100%	N/A	N/A
New Mexico	0%	100%	N/A	N/A
New York	50%	50%	N/A	N/A
Ohio	0%	100%	N/A	N/A
Oklahoma	50%	50%	N/A	N/A
Oregon	50%	50%	0%	50%
Pennsylvania	50%	50%	N/A	N/A
Rhode Island	0%	100%	N/A	N/A
South Dakota	0%	100%	N/A	N/A
Tennessee	0%	100%	N/A	N/A
Texas	0%	100%	N/A	N/A
Utah	0%	100%	N/A	N/A
Vermont	0%	100%	N/A	N/A
Virginia	50%	50%	N/A	N/A
Washington	0%	100%	N/A	N/A
West Virginia	0%	100%	N/A	N/A
Wisconsin	50%	50%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5310 - Special Needs for Elderly Individuals and Individuals with Disabilities - Capital Project Cost			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	88.53%	11.47%	0%	11.47%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	0%	20%
District of Columbia	80%	20%	20%	0%
Florida	80%	20%	10%	10%
Georgia	80%	20%	N/A	N/A
Hawaii	80%	20%	0%	20%
Idaho	92%	8%	0%	8%
Indiana	80%	20%	0%	20%
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 - 10%	10 - 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	10%	10%
Maryland	80%	20%	0%	20%
Massachusetts	80%	20%	0 or 20%	0 or 20%
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0%	20%
Missouri	80%	20%	0%	20%
Montana	86.58%	13.42%	0.00%	13.42%
Nebraska	80%	20%	0%	20%
Nevada	80%	20%	10%	10%
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	20%	0%
New Mexico	80%	20%	0%	20%
New York	80%	20%	0%	20%
Ohio	80%	20%	0%	20%
Oklahoma	80%	20%	N/A	N/A
Oregon	89.73%	10.27%	0%	10.27%
Pennsylvania	80%	20%	0%	20%
Rhode Island	80%	20%	0%	20%
South Dakota	81.95%	18.05%	0.00%	18.05%
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0% or 20%	0%	0% or 20%
Utah	80%	20%	0%	20%
Vermont	80%	20%	10%	10%
Virginia	80%	20%	0%	20%
Washington	80%	20%	varies	varies
West Virginia	80%	20%	0%	20%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5310 - Special Needs for Elderly Individuals and Individuals with Disabilities - Program Administration, Planning, and Technical Assistance				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	100%	0%	0%	0%
Alaska	100%	0%	0%	0%
Arizona	100%	0%	0%	0%
Arkansas	100%	0%	0%	0%
California	100%	0%	0%	0%
Colorado	100%	0%	0%	0%
Connecticut	100%	0%	0%	0%
District of Columbia	100%	0%	N/A	N/A
Florida	100%	0%	0%	0%
Georgia	100%	0%	0%	0%
Hawaii	100%	0%	0%	0%
Idaho	100%	0%	0%	0%
Indiana	100%	0%	0%	0%
Iowa	100%	0%	0%	0%
Kansas	100%	0%	0%	0%
Kentucky	100%	0%	0%	0%
Louisiana	100%	0%	0%	0%
Maine	100%	0%	0%	0%
Maryland	100%	0%	0%	0%
Michigan	100%	0%	N/A	N/A
Minnesota	100%	0%	0%	0%
Mississippi	100%	0%	0%	0%
Missouri	100%	0%	0%	0%
Montana	100%	0%	0%	0%
Nebraska	100%	0%	N/A	N/A
Nevada	100%	0%	0%	0%
New Hampshire	100%	0%	0%	0%
New Jersey	100%	0%	0%	0%
New Mexico	100%	0%	0%	0%
New York	100%	0%	N/A	N/A
Ohio	100%	0%	0%	0%
Oklahoma	100%	0%	0%	0%
Oregon	100%	0%	0%	0%
Pennsylvania	100%	0%	0%	0%
Rhode Island	100%	0%	0%	0%
South Dakota	100%	0%	0%	0%
Tennessee	100%	0%	0%	0%
Texas	100%	0%	0%	0%
Utah	100%	0%	0%	0%
Vermont	100%	0%	N/A	N/A
Virginia	100%	0%	0%	0%
Washington	100%	0%	varies	varies
West Virginia	100%	0%	0%	0%
Wisconsin	100%	0%	0%	0%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5310 - Special Needs for Elderly Individuals and Individuals with Disabilities - Cost of vehicle-related equipment related to ADA & CAA				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	N/A	N/A
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	N/A	N/A
Hawaii	90%	10%	N/A	N/A
Idaho	92%	8%	0%	8%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0%	10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	8%	3%
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	N/A	N/A
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	N/A	N/A
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	0%	10%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	0%	10%
Wisconsin	90%	10%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5311 - Rural and Small Urban Areas - Operating Assistance				
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	50%	50%	0%	50%
Alaska	56.82%	43.14%	0%	43.14%
Arizona	58.00%	42.00%	0.00%	42.00%
Arkansas	50%	50%	0%	50%
California	55.33%	44.67%	0.00%	44.67%
Colorado	50%	50%	0%	50%
Connecticut	50.00%	50.00%	33.00%	17.00%
District of Columbia	50%	50%	N/A	N/A
Florida	50%	50%	0%	50%
Georgia	50%	50%	0%	50%
Hawaii	50%	50%	0%	50%
Idaho	57.50%	42.50%	0.00%	42.50%
Indiana	50%	50%	25%	25%
Iowa	50%	50%	0%	50%
Kansas	50%	50%	20%	30%
Kentucky	50%	50%	0%	50%
Louisiana	50%	50%	0%	50%
Maine	50%	50%	10%	40%
Maryland	50%	50%	0 - 25%	25- 50%
Massachusetts	50%	50%	50%	0%
Michigan	16%	84%	varies	varies
Minnesota	100%	0%	0%	0%
Mississippi	50%	50%	50%	0%
Missouri	50%	50%	5%	45%
Montana	54.11%	45.89%	0.00%	45.89%
Nebraska	50%	50%	25%	25%
Nevada	50%	50%	0%	50%
New Hampshire	50%	50%	Varies	Varies
New Jersey	50%	50%	25%	25%
New Mexico	50%	50%	0%	50%
New York	50%	50%	50%	0%
Ohio	50%	50%	varies	varies
Oklahoma	50%	50%	varies	varies
Oregon	56.08%	43.92%	0.00%	43.92%
Pennsylvania	50%	50%	42.500%	7.500%
Rhode Island	50%	50%	0%	50%
South Dakota	51.22%	48.78%	0.00%	48.78%
Tennessee	50%	50%	25- 50%	0 - 25%
Texas	50%	50%	50%	0%
Utah	50%	50%	0%	50%
Vermont	50%	50%	50%	0%
Virginia	50%	50%	varies	varies
Washington	50%	50%	varies	varies
West Virginia	50%	50%	Varies	Varies
Wisconsin	50%	50%	varies	varies

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5311 - Rural and Small Urban Areas - Capital Project Cost				
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	80%	20%	0%	20%
Alaska	90.07%	9.03%	0%	9.03%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	88.53%	11.47%	0.00%	11.47%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	20%	0%
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	0%	20%
Georgia	80%	20%	up to 10%	10%
Hawaii	80%	20%	0%	20%
Idaho	92%	8%	0%	8%
Indiana	80%	20%	10%	10%
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 - 10%	10 - 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	10%	10%
Maryland	80%	20%	0 - 10%	10- 20%
Massachusetts	80%	20%	20%	0%
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0 to 20%	0 to 20%
Missouri	80%	20%	0%	20%
Montana	86.58%	13.42%	0.00%	13.42%
Nebraska	80%	20%	0%	20%
Nevada	80%	20%	0%	20%
New Hampshire	80%	20%	10%	10%
New Jersey	80%	20%	10%	10%
New Mexico	80%	20%	0%	20%
New York	80%	20%	10%	10%
Ohio	80%	20%	0%	20%
Oklahoma	80%	20%	varies	varies
Oregon	89.73%	10.27%	0.00%	10.27%
Pennsylvania	80%	20%	19.355%	0.645%
Rhode Island	80%	20%	0%	20%
South Dakota	81.95%	18.05%	0.00%	18.05%
Tennessee	80%	20%	10%	10%
Texas	80%	20%	20%	0%
Utah	80%	20%	0%	20%
Vermont	80%	20%	10 or 20%	10 or 20%
Virginia	80%	20%	varies	varies
Washington	80%	20%	varies	varies
West Virginia	80%	20%	Varies	Varies
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311 - Rural and Small Urban Areas - Program Administration, Planning, and Technical Assistance			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	100%	0%	0%	0%
Alaska	100%	0%	0%	0%
Arizona	100%	0%	0%	0%
Arkansas	100%	0%	0%	0%
California	100%	0%	0%	0%
Colorado	100%	0%	0%	0%
Connecticut	100%	0%	0%	0%
District of Columbia	100%	0%	N/A	N/A
Florida	100%	0%	0%	0%
Georgia	100%	0%	0%	0%
Hawaii	100%	0%	0%	0%
Idaho	100%	0%	0%	0%
Indiana	100%	0%	0%	0%
Iowa	100%	0%	0%	0%
Kansas	100%	0%	0%	0%
Kentucky	100%	0%	0%	0%
Louisiana	100%	0%	0%	0%
Maine	100%	0%	0%	0%
Maryland	100%	0%	0%	0%
Michigan	100%	0%	0%	0%
Minnesota	50%	50%	30-35%	15-20%
Mississippi	100%	0%	0%	0%
Missouri	100%	0%	0%	0%
Montana	100%	0%	0%	0%
Nebraska	100%	0%	N/A	N/A
Nevada	100%	0%	0%	0%
New Hampshire	100%	0%	0%	0%
New Jersey	100%	0%	0%	0%
New Mexico	100%	0%	0%	0%
New York	100%	0%	0%	0%
Ohio	100%	0%	0%	0%
Oklahoma	100%	0%	0%	0%
Oregon	100%	0%	0%	0%
Pennsylvania	100%	0%	0%	0%
Rhode Island	100%	0%	0%	0%
South Dakota	100%	0%	0%	0%
Tennessee	100%	0%	0%	0%
Texas	100%	0%	0%	0%
Utah	100%	0%	0%	0%
Vermont	100%	0%	0%	0%
Virginia	100%	0%	0%	0%
Washington	100%	0%	varies	varies
West Virginia	100%	0%	0%	0%
Wisconsin	100%	0%	0%	0%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311 - Rural and Small Urban Areas - Cost of vehicle-related equipment related to ADA & CAA			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	93%	7%	0%	7%
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	10%	0%
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	N/A	N/A
Hawaii	90%	10%	N/A	N/A
Idaho	92%	8%	0%	8%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	8%	3%
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	N/A	N/A
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	varies	varies
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	9.678%	0.323%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90%	10%	10%	0%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311 - Rural and Small Urban Areas - Projects related to bicycles			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	10%	0%
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	N/A	N/A
Hawaii	90%	10%	N/A	N/A
Idaho	92%	8%	0%	8%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	N/A	N/A
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	10%	0%
Michigan	90%	10%	N/A	N/A
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	9.678%	0.323%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90%	10%	10%	0%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5311 (b)(3) Rural Transit Assistance Program				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	100%	0%	0%	0%
Alaska	100%	0%	0%	0%
Arizona	100%	0%	0%	0%
Arkansas	100%	0%	0%	0%
California	100%	0%	0%	0%
Colorado	100%	0%	0%	0%
Connecticut	100%	0%	0%	0%
District of Columbia	100%	0%	N/A	N/A
Florida	100%	0%	0%	0%
Georgia	100%	0%	0%	0%
Hawaii	100%	0%	0%	0%
Idaho	100%	0%	0%	0%
Indiana	100%	0%	0%	0%
Iowa	100%	0%	0%	0%
Kansas	100%	0%	0%	0%
Kentucky	100%	0%	0%	0%
Louisiana	100%	0%	0%	0%
Maine	100%	0%	0%	0%
Maryland	100%	0%	0%	0%
Michigan	100%	0%	0%	0%
Minnesota	100%	0%	0%	0%
Mississippi	100%	0%	0%	0%
Missouri	100%	0%	0%	0%
Montana	100%	0%	0%	0%
Nebraska	100%	0%	N/A	N/A
Nevada	100%	0%	0%	0%
New Hampshire	100%	0%	0%	0%
New Jersey	100%	0%	100%	0%
New Mexico	100%	0%	0%	0%
New York	100%	0%	0%	0%
Ohio	100%	0%	0%	0%
Oklahoma	100%	0%	0%	0%
Oregon	100%	0%	0%	0%
Pennsylvania	100%	0%	0%	0%
Rhode Island	100%	0%	0%	0%
South Dakota	100%	0%	0%	0%
Tennessee	100%	0%	0%	0%
Texas	100%	0%	0%	0%
Utah	100%	0%	0%	0%
Vermont	100%	0%	0%	0%
Virginia	100%	0%	0%	0%
Washington	100%	0%	varies	varies
West Virginia	100%	0%	0%	0%
Wisconsin	100%	0%	0%	0%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5311(c) Public Transportation on Indian Reservations				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	100%	0%	0%	0%
Alaska	100%	0%	0%	0%
Arizona	100%	0%	0%	0%
Arkansas	100%	0%	0%	0%
California	100%	0%	0%	0%
Colorado	100%	0%	N/A	N/A
Connecticut	100%	0%	0%	0%
District of Columbia	100%	0%	N/A	N/A
Florida	100%	0%	N/A	N/A
Georgia	100%	0%	N/A	N/A
Hawaii	100%	0%	N/A	N/A
Idaho	100%	0%	N/A	N/A
Indiana	100%	0%	N/A	N/A
Iowa	100%	0%	N/A	N/A
Kansas	100%	0%	0%	0%
Kentucky	100%	0%	N/A	N/A
Louisiana	100%	0%	N/A	N/A
Maine	100%	0%	0%	0%
Maryland	100%	0%	0%	0%
Michigan	100%	0%	0%	0%
Minnesota	100%	0%	NA	NA
Mississippi	100%	0%	0%	0%
Missouri	100%	0%	0%	0%
Montana	100%	0%	0%	0%
Nebraska	100%	0%	N/A	N/A
Nevada	100%	0%	0%	0%
New Hampshire	100%	0%	0%	0%
New Jersey	100%	0%	N/A	N/A
New Mexico	100%	0%	NA	NA
New York	100%	0%	0%	0%
Ohio	100%	0%	N/A	N/A
Oklahoma	100%	0%	0%	0%
Oregon	100%	0%	0%	0%
Pennsylvania	100%	0%	N/A	N/A
Rhode Island	100%	0%	0%	0%
South Dakota	100%	0%	0%	0%
Tennessee	100%	0%	N/A	N/A
Texas	100%	0%	0%	0%
Utah	100%	0%	0%	0%
Vermont	100%	0%	N/A	N/A
Virginia	100%	0%	N/A	N/A
Washington	100%	0%	varies	varies
West Virginia	100%	0%	N/A	N/A
Wisconsin	100%	0%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311(f) Intercity Public Transportation - Operating Assistance			
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	50%	50%	0%	50%
Alaska	56.82%	43.14%	0%	43.14%
Arizona	58.00%	42.00%	0.00%	42.00%
Arkansas	50%	50%	0%	50%
California	50%	50%	0%	50%
Colorado	50%	50%	0%	50%
Connecticut	50%	50%	N/A	N/A
District of Columbia	50%	50%	N/A	N/A
Florida	50%	50%	50%	0%
Georgia	50%	50%	N/A	N/A
Hawaii	50%	50%	N/A	N/A
Idaho	57.50%	42.50%	0.00%	42.50%
Indiana	50%	50%	25%	25%
Iowa	50%	50%	0%	50%
Kansas	100%	0%	0%	0%
Kentucky	50%	50%	0%	50%
Louisiana	50%	50%	0%	50%
Maine	50%	50%	0%	50%
Maryland	50%	50%	0%	50%
Massachusetts	50%	50%	0%	50%
Michigan	50%	50%	50%	0%
Minnesota	50%	50%	0%	50%
Mississippi	50%	50%	0%	50%
Missouri	50%	50%	0%	50%
Montana	54.11%	45.89%	0.00%	45.89%
Nebraska	50%	50%	50%	0%
Nevada	50%	50%	0%	50%
New Hampshire	50%	50%	0%	50%
New Jersey	50%	50%	0%	50%
New Mexico	50%	50%	0 or 50%	0 or 50%
New York	50%	50%	50%	0%
Ohio	50%	50%	0%	50%
Oklahoma	50%	50%	varies	varies
Oregon	56.08%	43.98%	varies	varies
Pennsylvania	50%	50%	25%	25%
Rhode Island	50%	50%	0%	50%
South Dakota	50%	50%	0%	50%
Tennessee	50%	50%	25- 50%	0 - 25%
Texas	50% or 100%	0% or 50%	0% or 50%	0%
Utah	50%	50%	0%	50%
Vermont	50%	50%	N/A	N/A
Virginia	50%	50%	varies	varies
Washington	50%	50%	0%	50%
West Virginia	50%	50%	0%	50%
Wisconsin	50%	50%	0%	50%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311(f) Intercity Public Transportation - Capital Project Cost			
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	80%	20%	0%	20%
Alaska	90.07%	9.03%	0%	9.03%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	89%	11%	0%	11%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	N/A	N/A
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	20%	0%
Georgia	80%	20%	0%	20%
Hawaii	80%	20%	N/A	N/A
Idaho	92%	8%	0%	8%
Indiana	80%	20%	10%	10%
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 - 10%	10 - 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	20%	0%
Maryland	80%	20%	20%	0%
Massachusetts	80%	20%	0%	20%
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0%	20%
Missouri	80%	20%	0%	20%
Montana	86.58%	13.42%	0.00%	13.42%
Nebraska	80%	20%	N/A	N/A
Nevada	80%	20%	0%	20%
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	20%	0%
New Mexico	80%	20%	0 or 20%	0 or 20%
New York	80%	20%	10%	10%
Ohio	80%	20%	0%	20%
Oklahoma	80%	20%	varies	varies
Oregon	89.73%	10.27%	0.00%	10.27%
Pennsylvania	80%	20%	10%	10%
Rhode Island	80%	20%	0%	20%
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0% or 20%	0% or 20%	0%
Utah	80%	20%	0%	20%
Vermont	80%	20%	N/A	N/A
Virginia	80%	20%	N/A	N/A
Washington	80%	20%	0%	20%
West Virginia	80%	20%	0%	20%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311(f) Intercity Public Transportation - Cost of vehicle-related equipment related to ADA & CAA			
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	N/A	N/A
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	10%	0%
Georgia	90%	10%	N/A	N/A
Hawaii	90%	10%	N/A	N/A
Idaho	92%	8%	0%	8%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	0%	10%
Michigan	90%	10%	N/A	N/A
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	5%	5%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	5%	5%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0% or 10%	0%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	N/A	N/A
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	0%	10%
West Virginia	90%	10%	0%	10%
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5311(f) Intercity Public Transportation - Projects related to bicycles			
State	Federal Share	Non-Federal Share	State Share of Non-Federal	Local Share of Non-Federal
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	N/A	N/A
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	10%	0%
Georgia	90%	10%	N/A	N/A
Hawaii	90%	10%	N/A	N/A
Idaho	92%	8%	0%	8%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	N/A	N/A
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	N/A	N/A
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Massachusetts	90%	10%	0%	10%
Michigan	90%	10%	N/A	N/A
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	N/A	N/A
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	N/A	N/A
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	5%	5%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0% or 10%	0%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	N/A	N/A
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	0%	10%
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	0%	10%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5316 - Job Access and Reverse Commute - Operating Assistance				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	50%	50%	0%	50%
Alaska	50%	50%	0%	50%
Arizona	50%	50%	0%	50%
Arkansas	50%	50%	0%	50%
California	50%	50%	0%	50%
Colorado	50%	50%	0%	50%
Connecticut	50%	50%	varies	varies
District of Columbia	50%	50%	N/A	N/A
Florida	50%	50%	0%	50%
Georgia	50%	50%	0%	50%
Hawaii	50%	50%	0%	50%
Idaho	50%	50%	0%	50%
Indiana	50%	50%	25%	25%
Iowa	50%	50%	0%	50%
Kansas	50%	50%	0%	50%
Kentucky	50%	50%	0%	50%
Louisiana	50%	50%	0%	50%
Maine	50%	50%	0%	50%
Maryland	50%	50%	0%	50%
Michigan	50%	50%	50%	0%
Minnesota	50%	50%	0%	50%
Mississippi	50%	50%	0%	50%
Missouri	50%	50%	0%	50%
Montana	50%	50%	0%	50%
Nebraska	50%	50%	0%	50%
Nevada	50%	50%	0%	50%
New Hampshire	50%	50%	0%	50%
New Jersey	50%	50%	0%	50%
New Mexico	50%	50%	0%	50%
New York	50%	50%	50%	0%
Ohio	50%	50%	0%	50%
Oklahoma	50%	50%	varies	varies
Oregon	50%	50%	0%	50%
Pennsylvania	50%	50%	50%	0%
Rhode Island	50%	50%	0%	50%
South Dakota	50%	50%	0%	50%
Tennessee	50%	50%	25%	25%
Texas	50% or 100%	0% or 50%	0%	0% or 50%
Utah	50%	50%	0%	50%
Vermont	50%	50%	50%	0%
Virginia	50%	50%	0%	50%
Washington	50%	50%	varies	varies
West Virginia	50%	50%	0%	50%
Wisconsin	50%	50%	0-25%	25 -50%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5316 - Job Access and Reverse Commute - Capital Project Cost			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	80%	20%	0%	20%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	N/A	N/A
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	10%	10%
Georgia	80%	20%	10%	10%
Hawaii	80%	20%	0%	20%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	10%	10%
Iowa	80%	20%	0%	20%
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 - 10%	10 - 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	10%	10%
Maryland	80%	20%	0%	20%
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0%	20%
Missouri	80%	20%	0%	20%
Montana	80%	20%	0%	20%
Nebraska	80%	20%	0%	20%
Nevada	80%	20%	0%	20%
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	N/A	N/A
New Mexico	80%	20%	10%	10%
New York	80%	20%	0%	20%
Ohio	80%	20%	0%	20%
Oklahoma	80%	20%	varies	varies
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	20%	0%
Rhode Island	80%	20%	0%	20%
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0% or 20%	0%	0% or 20%
Utah	80%	20%	0%	20%
Vermont	80%	20%	10%	10%
Virginia	80%	20%	0%	20%
Washington	80%	20%	varies	varies
West Virginia	80%	20%	0%	20%
Wisconsin	80%	20%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5316 - Job Access and Reverse Commute - Program Administration, Planning, and Technical Assistance			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	100%	0%	0%	0%
Alaska	100%	0%	0%	0%
Arizona	100%	0%	0%	0%
Arkansas	100%	0%	0%	0%
California	100%	0%	0%	0%
Colorado	100%	0%	0%	0%
Connecticut	100%	0%	N/A	N/A
District of Columbia	100%	0%	N/A	N/A
Florida	100%	0%	0%	0%
Georgia	100%	0%	0%	0%
Hawaii	100%	0%	0%	0%
Idaho	100%	0%	0%	0%
Indiana	100%	0%	N/A	N/A
Iowa	100%	0%	0%	0%
Kansas	100%	0%	0%	0%
Kentucky	100%	0%	0%	0%
Louisiana	100%	0%	0%	0%
Maine	100%	0%	0%	0%
Maryland	100%	0%	0%	0%
Michigan	100%	0%	0%	0%
Minnesota	100%	0%	0%	0%
Mississippi	100%	0%	0%	0%
Missouri	100%	0%	0%	0%
Montana	100%	0%	0%	0%
Nebraska	100%	0%	N/A	N/A
Nevada	100%	0%	0%	0%
New Hampshire	100%	0%	0%	0%
New Jersey	100%	0%	0%	0%
New Mexico	100%	0%	NA	NA
New York	100%	0%	0%	0%
Ohio	100%	0%	0%	0%
Oklahoma	100%	0%	0%	0%
Oregon	100%	0%	0%	0%
Pennsylvania	100%	0%	0%	0%
Rhode Island	100%	0%	0%	0%
South Dakota	100%	0%	0%	0%
Tennessee	100%	0%	0%	0%
Texas	100%	0%	0%	0%
Utah	100%	0%	0%	0%
Vermont	100%	0%	N/A	N/A
Virginia	100%	0%	0%	0%
Washington	100%	0%	varies	varies
West Virginia	100%	0%	0%	0%
Wisconsin	100%	0%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5316 - Job Access and Reverse Commute - Cost of vehicle-related equipment related to ADA & CAA			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	N/A	N/A
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	0%	10%
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	8%	3%
Maryland	90%	10%	0%	10%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	0%	20%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	varies	varies
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	10%	0%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	0%	10%
Wisconsin	90%	10%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5316 - Job Access and Reverse Commute - Projects related to bicycles				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	N/A	N/A
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	N/A	N/A
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0%	up to 10%
Louisiana	90%	10%	N/A	N/A
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	0%	20%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	NA	NA
Pennsylvania	90%	10%	10%	0%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5317 - New Freedom Program - Operating Assistance				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	50%	50%	0%	50%
Alaska	50%	50%	0%	50%
Arizona	50%	50%	0%	50%
Arkansas	50%	50%	0%	50%
California	50%	50%	0%	50%
Colorado	50%	50%	0%	50%
Connecticut	50%	50%	varies	varies
District of Columbia	50%	50%	N/A	N/A
Florida	50%	50%	0%	50%
Georgia	50%	50%	0%	50%
Hawaii	50%	50%	0%	50%
Idaho	50%	50%	0%	50%
Indiana	50%	50%	25%	25%
Iowa	50%	50%	Varies	Varies
Kansas	50%	50%	0%	50%
Kentucky	50%	50%	0%	50%
Louisiana	50%	50%	0%	50%
Maine	50%	50%	0%	50%
Maryland	50%	50%	0%	50%
Michigan	50%	50%	0%	50%
Minnesota	50%	50%	0%	50%
Mississippi	50%	50%	0%	50%
Missouri	50%	50%	0%	50%
Montana	50%	50%	0%	50%
Nebraska	50%	50%	0%	50%
Nevada	50%	50%	0%	50%
New Hampshire	50%	50%	0%	50%
New Jersey	50%	50%	0%	50%
New Mexico	50%	50%	0%	50%
New York	50%	50%	50%	0%
Ohio	50%	50%	0%	50%
Oklahoma	50%	50%	varies	varies
Oregon	50%	50%	0%	50%
Pennsylvania	50%	50%	50%	0%
Rhode Island	50%	50%	0%	50%
South Dakota	50%	50%	0%	50%
Tennessee	50%	50%	25%	25%
Texas	50% or 100%	0% or 50%	0%	0% or 50%
Utah	50%	50%	0%	50%
Vermont	50%	50%	0%	50%
Virginia	50%	50%	48%	3%
Washington	50%	50%	varies	varies
West Virginia	50%	50%	0%	50%
Wisconsin	50%	50%	0%	50%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5317 - New Freedom Program - Capital Project Cost				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	0%	20%
Alaska	80%	20%	0%	20%
Arizona	80%	20%	0%	20%
Arkansas	80%	20%	0%	20%
California	80%	20%	0%	20%
Colorado	80%	20%	0%	20%
Connecticut	80%	20%	varies	varies
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	0%	20%
Georgia	80%	20%	10%	10%
Hawaii	80%	20%	0%	20%
Idaho	80%	20%	0%	20%
Indiana	80%	20%	10%	10%
Iowa	80%	20%	Varies	Varies
Kansas	80%	20%	0%	20%
Kentucky	80%	20%	0 - 10%	10 - 20%
Louisiana	80%	20%	0%	20%
Maine	80%	20%	10%	10%
Maryland	80%	20%	0%	20%
Michigan	80% or 100%	0 % or 20%	0%	0% or 20%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	0%	20%
Missouri	80%	20%	0%	20%
Montana	80%	20%	0%	20%
Nebraska	80%	20%	0%	20%
Nevada	80%	20%	0%	20%
New Hampshire	80%	20%	0%	20%
New Jersey	80%	20%	0%	20%
New Mexico	80%	20%	0%	20%
New York	100%	0%	0%	0%
Ohio	80%	20%	0%	20%
Oklahoma	80%	20%	varies	varies
Oregon	80%	20%	0%	20%
Pennsylvania	80%	20%	20%	0%
Rhode Island	80%	20%	0%	20%
South Dakota	80%	20%	0%	20%
Tennessee	80%	20%	10%	10%
Texas	80% or 100%	0 % or 20%	0%	0% or 20%
Utah	80%	20%	0%	20%
Vermont	80%	20%	0%	20%
Virginia	80%	20%	19%	1%
Washington	80%	20%	varies	varies
West Virginia	80%	20%	0%	20%
Wisconsin	80%	20%	0%	20%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5317 - New Freedom Program - Program Administration, Planning, and Technical Assistance				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	100%	0%	0%	0%
Alaska	100%	0%	0%	0%
Arizona	100%	0%	0%	0%
Arkansas	100%	0%	0%	0%
California	100%	0%	0%	0%
Colorado	100%	0%	0%	0%
Connecticut	100%	0%	0%	0%
District of Columbia	100%	0%	N/A	N/A
Florida	100%	0%	0%	0%
Georgia	100%	0%	0%	0%
Hawaii	100%	0%	0%	0%
Idaho	100%	0%	0%	0%
Indiana	100%	0%	N/A	N/A
Iowa	100%	0%	0%	0%
Kansas	100%	0%	0%	0%
Kentucky	100%	0%	0%	0%
Louisiana	100%	0%	0%	0%
Maine	100%	0%	0%	0%
Maryland	100%	0%	0%	0%
Michigan	100%	0%	0%	0%
Minnesota	100%	0%	0%	0%
Mississippi	100%	0%	0%	0%
Missouri	100%	0%	0%	0%
Montana	100%	0%	0%	0%
Nebraska	100%	0%	N/A	N/A
Nevada	100%	0%	0%	0%
New Hampshire	100%	0%	0%	0%
New Jersey	100%	0%	0%	0%
New Mexico	100%	0%	NA	NA
New York	100%	0%	0%	0%
Ohio	100%	0%	0%	0%
Oklahoma	100%	0%	0%	0%
Oregon	100%	0%	0%	0%
Pennsylvania	100%	0%	0%	0%
Rhode Island	100%	0%	0%	0%
South Dakota	100%	0%	0%	0%
Tennessee	100%	0%	0%	0%
Texas	100%	0%	0%	0%
Utah	100%	0%	0%	0%
Vermont	100%	0%	N/A	N/A
Virginia	100%	0%	0%	0%
Washington	100%	0%	varies	varies
West Virginia	100%	0%	0%	0%
Wisconsin	100%	0%	0%	0%

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

Section 5317 - New Freedom Program - Cost of vehicle-related equipment related to ADA & CAA				
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	varies	varies
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	N/A	N/A
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	0%	10%
Maine	90%	10%	8%	3%
Maryland	90%	10%	0%	10%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	0%	20%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	varies	varies
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	10%	0%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	0%	10%
Wisconsin	90%	10%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5317 - New Freedom Program - Projects related to bicycles			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	90%	10%	0%	10%
Alaska	90%	10%	0%	10%
Arizona	90%	10%	N/A	N/A
Arkansas	90%	10%	0%	10%
California	90%	10%	0%	10%
Colorado	90%	10%	N/A	N/A
Connecticut	90%	10%	varies	varies
District of Columbia	90%	10%	N/A	N/A
Florida	90%	10%	0%	10%
Georgia	90%	10%	5%	5%
Hawaii	90%	10%	N/A	N/A
Idaho	90%	10%	0%	10%
Indiana	90%	10%	N/A	N/A
Iowa	90%	10%	N/A	N/A
Kansas	90%	10%	N/A	N/A
Kentucky	90%	10%	0 - 5%	5 - 10%
Louisiana	90%	10%	N/A	N/A
Maine	90%	10%	N/A	N/A
Maryland	90%	10%	0%	10%
Michigan	90%	10%	10%	0%
Minnesota	90%	10%	0%	10%
Mississippi	90%	10%	0%	10%
Missouri	90%	10%	0%	10%
Montana	90%	10%	N/A	N/A
Nebraska	90%	10%	N/A	N/A
Nevada	90%	10%	0%	10%
New Hampshire	90%	10%	0%	10%
New Jersey	90%	10%	N/A	N/A
New Mexico	90%	10%	N/A	N/A
New York	90%	10%	0%	20%
Ohio	90%	10%	N/A	N/A
Oklahoma	90%	10%	N/A	N/A
Oregon	90%	10%	0%	10%
Pennsylvania	90%	10%	10%	0%
Rhode Island	90%	10%	0%	10%
South Dakota	90%	10%	N/A	N/A
Tennessee	90%	10%	5%	5%
Texas	90% or 100%	0% or 10%	0%	0% or 10%
Utah	90%	10%	N/A	N/A
Vermont	90%	10%	0%	10%
Virginia	90%	10%	N/A	N/A
Washington	90%	10%	varies	varies
West Virginia	90%	10%	N/A	N/A
Wisconsin	90%	10%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

	Section 5339 - Alternatives Analysis			
<u>State</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>
Alabama	80%	20%	N/A	N/A
Alaska	80%	20%	N/A	N/A
Arizona	80%	20%	N/A	N/A
Arkansas	80%	20%	N/A	N/A
California	80%	20%	0%	20%
Colorado	80%	20%	N/A	N/A
Connecticut	80%	20%	varies	varies
District of Columbia	80%	20%	N/A	N/A
Florida	80%	20%	N/A	N/A
Georgia	80%	20%	0%	20%
Hawaii	80%	20%	N/A	N/A
Idaho	80%	20%	N/A	N/A
Indiana	80%	20%	N/A	N/A
Iowa	80%	20%	0%	20%
Kansas	80%	20%	N/A	N/A
Kentucky	80%	20%	N/A	N/A
Louisiana	80%	20%	N/A	N/A
Maine	80%	20%	N/A	N/A
Maryland	80%	20%	N/A	N/A
Massachusetts	80%	20%	N/A	N/A
Michigan	80%	20%	20%	0%
Minnesota	80%	20%	0%	20%
Mississippi	80%	20%	20%	0%
Missouri	80%	20%	0%	20%
Montana	80%	20%	N/A	N/A
Nebraska	80%	20%	N/A	N/A
Nevada	80%	20%	N/A	N/A
New Hampshire	80%	20%	0%	20%
New Jersey	up to 80%	20% or more	N/A	N/A
New Mexico	80%	20%	NA	NA
New York	80%	20%	N/A	N/A
Ohio	80%	20%	N/A	N/A
Oklahoma	80%	20%	N/A	N/A
Oregon	80%	20%	NA	NA
Pennsylvania	80%	20%	N/A	N/A
Rhode Island	80%	20%	N/A	N/A
South Dakota	80%	20%	N/A	N/A
Tennessee	80%	20%	NA	NA
Texas	80%	20%	N/A	N/A
Utah	80%	20%	N/A	N/A
Vermont	80%	20%	N/A	N/A
Virginia	80%	20%	N/A	N/A
Washington	80%	20%	N/A	N/A
West Virginia	80%	20%	N/A	N/A
Wisconsin	80%	20%	N/A	N/A

Notes

N/A - Refer to Exhibit A. Summary of Federal and Non-Federal Programs and Their Matching Requirements for the State for Additional Comments

APPENDIX C: SURVEY FORM

Summary of Federal Grants and Their Matching Requirements

STATE

<u>Grant Program Description</u>	<u>Federal Share</u>	<u>Non-Federal Share</u>	<u>State Share of Non-Federal</u>	<u>Local Share of Non-Federal</u>	<u>Additional Comments or Notes</u>
Section 5303 - Metropolitan Transportation Planning Program	80%	20%			
Section 5304 - Statewide Transportation Planning Program	80%	20%			
Section 5305 - Planning Programs	80%	20%			
Section 5307 Large Urban Cities					
UZA > 1 Mill Pop =					
Operating Assistance	0%	100%			
Capital Project Cost	up to 80%	20%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Projects or portions of projects related to bicycles	90%	10%			
UZA >200K & < 1 M Pop =					
Operating Assistance	0%	100%			
Capital Project Cost	up to 80%	20%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Projects or portions of projects related to bicycles	90%	10%			
UZA < 200 K Pop =					
Operating Assistance	50%	50%			
Capital Project Cost	up to 80%	20%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Projects or portions of projects related to bicycles	90%	10%			
Section 5309 Rail and Fixed Guideway Modernization					
Capital Investment Program - Bus and Bus Facility Program	80%	20%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Bicycle access projects or portions of bicycle access projects	90%	10%			
Capital Investment Program - Fixed Guideway Modernization	80%	20%			
Capital Investment Program - New Starts Program	80%	20%			
Section 5310 Special Needs for Elderly Individuals and Individuals with Disabilities					
Capital Projects	80%	20%			
Operating Assistance	0%	100%			
Program Administration, Planning, and Technical Assistance	100%	0%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Bicycle access projects or portions of bicycle access projects	90%	10%			

Section 5311 Rural and Small Urban Areas

Capital Projects	80%	20%			
Program Administration, Planning, and Technical Assistance	100%	0%			
Operating Assistance	50%	50%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Bicycle access projects or portions of bicycle access projects	90%	10%			

Section 5311(b)(3) Rural Transit Assistant Program

Section 5311(c) Public Transportation on Indian Reservations	100%	0%			
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Section 5311(f) (Intercity Public Transportation)

Capital and project administration	80%	20%			
Americans with Disabilities Act (ADA)	90%	10%			
Clean Air Act (CAA)	90%	10%			
Bicycle Facility Portion	90%	10%			
Operating Assistance	50%	50%			

Section 5316 Job Access and Reverse Commute Program

Capital and Planning	80%	20%			
Operating Assistance	50%	50%			
Program Administration, Planning, and Technical Assistance	100%	0%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Bicycle access projects or portions of bicycle access projects	90%	10%			

Section 5317 New Freedom Program

Capital and Planning	80%	20%			
Operating Assistance	50%	50%			
Program Administration, Planning, and Technical Assistance	100%	0%			
Cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act	90%	10%			
Bicycle access projects or portions of bicycle access projects	90%	10%			

Section 5339 Alternative Analysis

up to 80%	20% or more			
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State Program	0%	100%			
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Transportation Research Board

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