

## TRANSPORTATION WEEKLY

### UPDATE – STIMULUS CONFERENCE REPORT FILED, HOUSE VOTE FRIDAY

THURSDAY, FEBRUARY 12, 2009 – 11:40 P.M.

The House-Senate conference committee reconciling the differing versions of the economic stimulus bill (H.R. 1) has filed its conference report. The text of the conference report may be viewed online at <http://rules.house.gov> (bear in mind these are very large scanned PDF files).

The House is scheduled to vote on the conference report on Friday afternoon. The timing of the Senate vote is up in the air. It requires no less than 60 votes to waive the Budget Act, borrow \$789 billion, and pass the conference report through the Senate. All 58 Democrats plus the three Republicans who voted for it earlier this week make 61. However, news reports indicate that Sen. Ted Kennedy (D-MA) is now too ill to travel to Washington, taking the total announced support for the bill down to 60 votes. And the mother of Sen. Sherrod Brown (D-OH) has passed away, and her funeral ceremonies are Friday night and Saturday morning in Ohio. So unless more than three Republicans support the conference report, the vote must either be held Friday morning or after Saturday afternoon. Scheduling a Friday morning vote would require the unanimous consent of the Senate.

The conference report appropriates \$48.12 billion for the U.S. Department of Transportation, more than either the House bill or the Senate amendment. The overage is due to the astoundingly high level of non-Amtrak rail funding in the bill.

**RAIL.** The House bill appropriated \$300 million for intercity passenger rail grants. The Senate bill appropriated \$250 million

for that program and added \$2 billion for high-speed rail projects.

The conference report combines those two programs into one and appropriates EIGHT BILLION DOLLARS for it. (Gulp.) The language in the conference report does not specify how much of that eight billion must go for normal-speed rail and how much must go for high-speed rail.

To put this number in perspective, just last year, Congress enacted an authorization law setting spending targets for both these programs. The intercity passenger rail authorizations totaled \$1.9 billion over five years and the high-speed rail authorizations totaled \$1.5 billion over five years. That adds up to \$3.4 billion. Over five years. The stimulus bill appropriates over twice that amount, all at once.

The money is appropriated for "an additional amount for section 501 of Public Law 110-432 and discretionary grants to States to pay for the costs of projects described in paragraphs (2)(A) and (2)(B) of section 24401 of title 49, United States Code, subsection (b) of section 24105 of such title". The funds are available for obligation through the end of FY 2012.

The provision also states that "the Secretary shall waive the requirement that a project conducted using funds provided under this heading be in a State rail plan developed under chapter 227 of title 49, United States Code". The federal share of project cost is 100 percent.

Other provisions of the conference agreement include:

**HIGHWAYS.** As reported earlier, the conference report contains \$27.5 billion in formula grants to states for highways and bridges. After set-asides for federal lands, territories, oversight and other items, \$27.66 billion should be apportioned to states (and

D.C.) via formula. The bill splits the difference between the House and Senate apportionment formulas – half of the \$27.66 billion will be apportioned to states via the STP formula (as under the Senate bill) and the other half will be apportioned via the FY 2008 obligation limitation ratio distribution (as under the House bill).

The conference report retains Senate language allowing states to use portions of their highway apportionment for "projects that address stormwater runoff, investments in passenger and freight rail transportation, and investments in port infrastructure". Of each state's apportionment, 30 percent must be sub-allocated on the basis of population and three percent must be set aside for transportation enhancements.

States will have 120 days after apportionment (apportionment must be made within 21 days of the law's enactment) to obligate the first 50 percent of their highway apportionments and until one year after apportionment to obligate the remainder.

**MASS TRANSIT.** The bill provides a total appropriation of \$8.4 billion for the Federal Transit Administration. \$6.9 billion goes towards capital formula grants, \$750 million goes towards fixed guideway modernization formula grants, and \$750 million goes towards new starts.

The \$6.9 billion is apportioned via three different formulas: 80% by the urbanized area formula, 10% by the non-urbanized area formula, and 10% by the high growth and high density state formula. \$100 million is set aside off the top for discretionary grants for making transit systems more energy-efficient.

States will have 120 days after apportionment (apportionment must be made within 21 days of the law's enactment) to obligate the first 50 percent of their highway apportionments and until one year after apportionment to obligate the remainder.

The rail modernization money faces a 180-day redistribution of any unobligated portion of the first 50 percent of its funding.

**AMTRAK.** The conference report provides an \$850 million appropriation for Amtrak capital grants (the same as the Senate bill) but also appropriates \$450 million through the Department of Transportation for Amtrak security upgrades. (There is also \$150 million for rail and transit security grants under the Department of Homeland Security.)

**DISCRETIONARY GRANTS.** The conference report includes a \$1.5 billion appropriation for a new program of discretionary grants for surface transportation projects (proposed by the Senate at \$5.5 billion). However, the conference report does not contain provisions in the Senate bill that would have added funds to this program by transferring any unused highway and transit formula money to the discretionary grants at final redistribution time.

Eligible projects shall include, but not be limited to, title 23-eligible highway and bridge projects, transit projects eligible under chapter 53 of title 49 U.S.C., passenger rail and freight rail transportation projects, and port infrastructure investments including multimodal port facilities. Maximum grant size is \$300 million and minimum grant size is \$20 million (but the Secretary of Transportation can waive the minimum size threshold) and not more than 20 percent of the \$1.5 billion can be allocated to any particular state. The federal share of all project costs is 100 percent..

**AVIATION.** The conference report appropriates \$1.1 billion for supplemental airport improvement grants and another \$200 million for Federal Aviation Administration procurement. The federal share of AIP project cost funded by the bill is 100 percent. (Within the DHS budget, \$1.0 billion is given for Transportation Security

Administration procurement and deployment of explosive detection systems at airports).

**MARITIME.** The conference report gives \$100 million to the Maritime Administration's aid program for small shipyards, as proposed by the Senate. (The DHS budget includes \$142 million for the Coast Guard for the alteration of bridges program, and \$98 million for Coast Guard procurement.) The DHS budget provides \$150 million for port security grants.

**WATER.** The conference report contains \$4.6 billion for the water resources programs of the Army Corps of Engineers, as proposed by the Senate, and \$6 billion for state revolving funds for wastewater and drinking water treatment plans (\$4 billion for wastewater plans and \$2 billion for drinking water treatment plants).

**TAXES.** In the text of the tax title (Division B, title I of the conference report), pay attention to the following sections:

- Sec. 1151 which increases the maximum tax-free employer-provided mass transit benefit from \$120 per month to \$230 per month (the same as the maximum free parking benefit) and indexes the total for subsequent inflation.
- Sec. 1503 which prevents interest on private activity bonds issued in 2009 and 2010 from being treated as a tax preference under sec. 57(a) of the tax code.
- Sec. 1504 which lowers the minimum speed a high-speed rail project can be able to maintain to be eligible for high-speed rail bonds under sec. 142(i) of the tax code.
- Sec. 1531 which allows certain state and local "Build America" bonds issued by the end of 2011 to pay a federal tax credit equivalent to 35 percent of the interest due.
- Sec. 1601 which applies the Davis-Bacon prevailing wage scheme to all projects funded by new energy bonds,

economic recovery bonds, school construction bonds, or QZABs under the Act.

**SUMMARY TABLES.** Attached to this email is a three-page PDF document. The first page shows the funding levels for each transportation or transportation-related infrastructure appropriations account in the conference report. The second page shows our best guess as to how much highway funding each state will receive under the conference report. The third page shows our best guess as to how much transit formula funding each state will receive under the conference report. (Realizing of course that estimating transit formula funding by state is inherently inaccurate because one can never know precisely how much money a multi-state transit agency will spend in any particular state in a given year). More official tables will be coming from House committees later this weekend.

**TRANSPORTATION AND INFRASTRUCTURE SPENDING LEVELS IN THE CONFERENCE  
REPORT ON THE ECONOMIC STIMULUS BILL (H.R. 1)**

**U.S. Department of Transportation**

Admin. Account	House Passed	Senate Amend.	Conference
OST Competitive surface transportation grants	\$ -	\$ 5,500,000,000	\$ 1,500,000,000
FAA Facilities and equipment	\$ -	\$ 200,000,000	\$ 200,000,000
FAA Airport improvement grants	\$ 3,000,000,000	\$ 1,100,000,000	\$ 1,100,000,000
FHWA Highways and bridges	\$ 30,000,000,000	\$ 27,060,000,000	\$ 27,500,000,000
FRA Intercity passenger rail*	\$ 300,000,000	\$ 250,000,000	\$ -
FRA High-speed rail projects*	\$ -	\$ 2,000,000,000	\$ -
FRA High-speed rail and intercity pass. rail*	\$ -	\$ -	\$ 8,000,000,000
FRA Amtrak capital grants	\$ 800,000,000	\$ 850,000,000	\$ 850,000,000
FRA Amtrak security upgrades	\$ -	\$ -	\$ 450,000,000
FTA Transit formula grants	\$ 7,500,000,000	\$ 8,400,000,000	\$ 6,900,000,000
Formula grants: Urbanized area formula	\$ 6,750,000,000	\$ 5,964,000,000	\$ 5,520,000,000
Formula grants: Nonurbanized area formula	\$ 750,000,000	\$ 840,000,000	\$ 690,000,000
Formula grants: Dense/fast growth formula	\$ -	\$ 1,596,000,000	\$ 690,000,000
FTA Transit fixed guideway modernization	\$ 2,000,000,000	\$ -	\$ 750,000,000
FTA Transit new starts	\$ 2,500,000,000	\$ -	\$ 750,000,000
MARAD Assistance to small shipyards	\$ -	\$ 100,000,000	\$ 100,000,000
OIG Office of Inspector General	\$ 20,000,000	\$ 7,750,000	\$ 20,000,000
<b>Total, USDOT</b>	<b>\$ 46,120,000,000</b>	<b>\$ 45,467,750,000</b>	<b>\$ 48,120,000,000</b>

**U.S. Department of Homeland Security**

Admin. Account	House Passed	Senate Amend.	Conference
DHS Under Sec. for Management (new HQ)	\$ -	\$ 198,000,000	\$ 200,000,000
DHS Office of Inspector General	\$ 2,000,000	\$ 5,000,000	\$ 5,000,000
CBP Salaries and expenses (sea port EDS)	\$ 100,000,000	\$ 198,000,000	\$ 160,000,000
CBP Border security fencing	\$ -	\$ 200,000,000	\$ 100,000,000
CBP Construction (land ports of entry)	\$ 150,000,000	\$ 800,000,000	\$ 420,000,000
ICE Automation modernization	\$ -	\$ 27,800,000	\$ 20,000,000
TSA Aviation security (EDS/checkpoints)	\$ 500,000,000	\$ 1,000,000,000	\$ 1,000,000,000
USCG Acquisition, construction & improvements	\$ -	\$ 450,000,000	\$ 98,000,000
USCG Alteration of bridges	\$ 150,000,000	\$ 240,400,000	\$ 142,000,000
FEMA Management and administration	\$ -	\$ 6,000,000	\$ -
FEMA State and local programs	\$ -	\$ 950,000,000	\$ 300,000,000
S&LP: Transit and rail security grants	\$ -	\$ 100,000,000	\$ 150,000,000
S&LP: Port security grants	\$ -	\$ 100,000,000	\$ 150,000,000
S&LP: Emergency operations centers	\$ -	\$ 250,000,000	\$ -
S&LP: Critical infrastructure grants	\$ -	\$ 500,000,000	\$ -
FEMA Firefighter assistance grants	\$ -	\$ 500,000,000	\$ 210,000,000
FEMA Emergency food and shelter	\$ 200,000,000	\$ 100,000,000	\$ 100,000,000
FLETC Acquisition, construction & improvements	\$ -	\$ 15,000,000	\$ -
<b>Total, USDHS</b>	<b>\$ 1,102,000,000</b>	<b>\$ 4,690,200,000</b>	<b>\$ 2,755,000,000</b>

**U.S. Army Corps of Engineers (Civil Works)**

Admin. Account	House Passed	Senate Amend.	Conference
USACE Investigations	\$ -	\$ 25,000,000	\$ 25,000,000
USACE Construction	\$ 2,000,000,000	\$ 2,000,000,000	\$ 2,000,000,000
USACE Mississippi River and tributaries	\$ 250,000,000	\$ 500,000,000	\$ 375,000,000
USACE Operation and maintenance	\$ 2,225,000,000	\$ 1,900,000,000	\$ 2,075,000,000
USACE Regulatory program	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000
USACE Formerly utilized sites (cleanup)	\$ -	\$ 100,000,000	\$ 100,000,000
USACE Flood control and coastal emergencies	\$ -	\$ 50,000,000	\$ -
<b>Total, USACE (Civil)</b>	<b>\$ 4,500,000,000</b>	<b>\$ 4,600,000,000</b>	<b>\$ 4,600,000,000</b>

**Environmental Protection Agency**

Admin. Account	House Passed	Senate Amend.	Conference
EPA Hazardous substance Superfund	\$ 800,000,000	\$ 600,000,000	\$ 600,000,000
EPA LUST trust fund	\$ 200,000,000	\$ 200,000,000	\$ 200,000,000
EPA State and tribal assistance grants	\$ 8,400,000,000	\$ 6,400,000,000	\$ 6,400,000,000
STAG: Clean Water State Revolving Funds	\$ 6,000,000,000	\$ 4,000,000,000	\$ 4,000,000,000
STAG: Drinking Water State Revolving Funds	\$ 2,000,000,000	\$ 2,000,000,000	\$ 2,000,000,000
STAG: Brownfields remediation grants	\$ 100,000,000	\$ 100,000,000	\$ 100,000,000
STAG: Diesel emission reduction grants	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000
EPA Office of the Inspector General	\$ -	\$ -	\$ 20,000,000
<b>Total, EPA</b>	<b>\$ 9,400,000,000</b>	<b>\$ 7,200,000,000</b>	<b>\$ 7,220,000,000</b>

HIGHWAY FORMULA FUNDING IN THE FINAL STIMULUS CONFERENCE REPORT

(Dollar amounts in thousands of dollars)

	House	Senate	Final	Breakdown of Final		
				At State Discretion	Sub-Alloc. By Pop.	Transp. Enhancem.
<b>Total highway appropriation</b>	<b>30,000,000</b>	<b>27,060,000</b>	<b>27,500,000</b>			
Set-aside for Indian reservation roads:	300,000	320,000	310,000			
Set-aside for National park roads:	250,000	100,000	170,000			
Set-aside for forest highways:	-	70,000	60,000			
Set-aside for refuge roads:	-	10,000	10,000			
Set-aside for ferry boats:	-	60,000	60,000			
Set-aside for FHWA admin./other:	100,000	12,000	80,000			
Set-aside for Puerto Rico/territories:*	154,207	132,440	150,000			
<b>Remainder, to be apportioned:</b>	<b>29,195,793</b>	<b>26,355,560</b>	<b>26,660,000</b>			
ALABAMA	559,666	510,389	<b>513,692</b>	344,174	154,108	15,411
ALASKA	238,322	132,440	<b>175,461</b>	117,559	52,638	5,264
ARIZONA	586,554	502,431	<b>521,958</b>	349,712	156,588	15,659
ARKANSAS	370,303	360,744	<b>351,544</b>	235,535	105,463	10,546
CALIFORNIA	2,796,972	2,554,368	<b>2,569,568</b>	1,721,611	770,870	77,087
COLORADO	412,851	425,788	<b>403,924</b>	270,629	121,177	12,118
CONNECTICUT	391,354	243,836	<b>302,054</b>	202,376	90,616	9,062
DELAWARE	120,854	132,440	<b>121,829</b>	81,625	36,549	3,655
DIST. OF COL.	124,532	132,440	<b>123,508</b>	82,750	37,052	3,705
FLORIDA	1,461,783	1,342,640	<b>1,346,735</b>	902,312	404,021	40,402
GEORGIA	1,045,903	897,639	<b>931,586</b>	624,162	279,476	27,948
HAWAII	129,435	132,440	<b>125,746</b>	84,250	37,724	3,772
IDAHO	216,573	164,198	<b>181,935</b>	121,896	54,580	5,458
ILLINOIS	1,001,676	945,433	<b>935,593</b>	626,847	280,678	28,068
INDIANA	746,339	627,201	<b>657,968</b>	440,838	197,390	19,739
IOWA	353,045	389,443	<b>358,162</b>	239,969	107,449	10,745
KANSAS	317,232	401,224	<b>347,817</b>	233,038	104,345	10,435
KENTUCKY	457,310	419,755	<b>421,095</b>	282,134	126,328	12,633
LOUISIANA	470,649	425,063	<b>429,859</b>	288,006	128,958	12,896
MAINE	138,665	133,323	<b>130,752</b>	87,604	39,226	3,923
MARYLAND	478,655	419,971	<b>431,035</b>	288,793	129,310	12,931
MASSACHUSETTS	506,364	408,468	<b>437,865</b>	293,370	131,360	13,136
MICHIGAN	875,167	884,624	<b>847,205</b>	567,627	254,161	25,416
MINNESOTA	477,633	561,776	<b>502,284</b>	336,530	150,685	15,069
MISSISSIPPI	353,025	382,311	<b>354,564</b>	237,558	106,369	10,637
MISSOURI	688,320	638,286	<b>637,122</b>	426,872	191,137	19,114
MONTANA	277,453	168,286	<b>211,793</b>	141,902	63,538	6,354
NEBRASKA	230,261	257,910	<b>235,589</b>	157,845	70,677	7,068
NEVADA	217,736	201,570	<b>201,352</b>	134,906	60,406	6,041
NEW HAMPSHIRE	137,526	132,440	<b>129,441</b>	86,725	38,832	3,883
NEW JERSEY	777,809	586,516	<b>651,774</b>	436,689	195,532	19,553
NEW MEXICO	281,159	245,711	<b>252,644</b>	169,272	75,793	7,579
NEW YORK	1,354,887	992,306	<b>1,120,685</b>	750,859	336,205	33,621
NORTH CAROLINA	802,259	729,907	<b>735,527</b>	492,803	220,658	22,066
NORTH DAKOTA	194,498	160,775	<b>170,126</b>	113,985	51,038	5,104
OHIO	1,036,087	914,599	<b>935,677</b>	626,904	280,703	28,070
OKLAHOMA	464,228	499,512	<b>464,655</b>	311,319	139,397	13,940
OREGON	349,352	344,745	<b>333,902</b>	223,715	100,171	10,017
PENNSYLVANIA	1,254,267	897,061	<b>1,026,429</b>	687,707	307,929	30,793
RHODE ISLAND	154,292	132,440	<b>137,096</b>	91,854	41,129	4,113
SOUTH CAROLINA	479,859	482,315	<b>463,081</b>	310,265	138,924	13,892
SOUTH DAKOTA	198,689	182,487	<b>183,027</b>	122,628	54,908	5,491
TENNESSEE	613,114	578,765	<b>572,701</b>	383,710	171,810	17,181
TEXAS	2,420,703	2,263,163	<b>2,250,015</b>	1,507,510	675,005	67,500
UTAH	221,325	222,407	<b>213,546</b>	143,076	64,064	6,406
VERMONT	129,533	132,440	<b>125,791</b>	84,280	37,737	3,774
VIRGINIA	745,537	699,909	<b>694,461</b>	465,289	208,338	20,834
WASHINGTON	529,547	495,070	<b>492,242</b>	329,802	147,673	14,767
WEST VIRGINIA	243,473	197,039	<b>210,852</b>	141,271	63,256	6,326
WISCONSIN	563,779	537,075	<b>529,112</b>	354,505	158,734	15,873
WYOMING	199,237	132,440	<b>157,616</b>	105,603	47,285	4,728
<b>TOTAL</b>	<b>29,195,793</b>	<b>26,355,560</b>	<b>26,660,000</b>	<b>17,862,200</b>	<b>7,998,000</b>	<b>799,800</b>

Final apportionments calculated using the numbers provided by FHWA to the T&I Committee for the ob lim ratio half of the final formula and the actual October 1 2008 STP apportionment shares for FY 2009 for the STP half of the final formula. The conference report specifies that 30% of each state's total apportionment is sub-allocated by population and 3% is for enhancements.



**COMPARISON OF TRANSIT FORMULA FUNDING APPORTIONMENTS BY STATE IN THE STIMULUS BILLS - EXCLUDES FIXED GUIDEWAY MODERNIZATION FORMULA**

State	HOUSE		SENATE		FINAL		BREAKDOWN OF FINAL		
	Total		Total		Total		5307 Urban Formula (80%)	5311 Rural Formula (10%)	5340 Growth-Density (10%)
Alabama	\$ 48,924,912	\$	\$ 58,472,258	\$	\$ 46,415,241	\$	\$ 24,399,320	\$ 16,953,159	\$ 5,062,763
Alaska	\$ 49,459,615	\$	\$ 46,927,830	\$	\$ 41,610,396	\$	\$ 32,207,493	\$ 8,632,261	\$ 770,643
Arizona	\$ 112,251,100	\$	\$ 119,154,367	\$	\$ 99,890,259	\$	\$ 79,617,566	\$ 12,236,187	\$ 8,036,506
Arkansas	\$ 29,478,938	\$	\$ 36,151,414	\$	\$ 28,375,931	\$	\$ 12,257,077	\$ 12,971,878	\$ 3,146,976
California	\$ 1,188,547,795	\$	\$ 1,134,529,952	\$	\$ 1,002,201,285	\$	\$ 931,971,397	\$ 29,224,361	\$ 41,005,527
Colorado	\$ 118,744,370	\$	\$ 119,184,233	\$	\$ 102,687,210	\$	\$ 85,936,348	\$ 11,011,624	\$ 5,739,238
Connecticut	\$ 85,109,128	\$	\$ 159,047,369	\$	\$ 105,487,117	\$	\$ 65,560,761	\$ 3,418,587	\$ 36,507,770
Delaware	\$ 14,171,814	\$	\$ 26,646,485	\$	\$ 17,639,437	\$	\$ 10,036,045	\$ 1,562,599	\$ 6,040,793
District of Columbia	\$ 137,762,684	\$	\$ 119,676,972	\$	\$ 111,026,519	\$	\$ 111,026,519	\$ -	\$ -
Florida	\$ 356,787,967	\$	\$ 363,330,402	\$	\$ 310,742,161	\$	\$ 272,521,460	\$ 16,944,900	\$ 21,275,802
Georgia	\$ 151,686,518	\$	\$ 163,611,810	\$	\$ 136,126,045	\$	\$ 103,504,964	\$ 21,140,653	\$ 11,480,428
Hawaii	\$ 51,964,053	\$	\$ 49,036,198	\$	\$ 43,576,152	\$	\$ 39,673,010	\$ 2,488,368	\$ 1,414,774
Idaho	\$ 19,478,168	\$	\$ 23,039,273	\$	\$ 18,378,911	\$	\$ 8,816,196	\$ 7,762,042	\$ 1,800,673
Illinois	\$ 441,029,412	\$	\$ 419,811,962	\$	\$ 371,402,027	\$	\$ 339,359,697	\$ 18,133,866	\$ 13,908,464
Indiana	\$ 86,237,802	\$	\$ 95,259,616	\$	\$ 78,382,716	\$	\$ 54,225,091	\$ 17,230,236	\$ 6,927,389
Iowa	\$ 39,402,623	\$	\$ 44,946,161	\$	\$ 36,449,666	\$	\$ 20,106,640	\$ 13,139,026	\$ 3,204,000
Kansas	\$ 32,589,995	\$	\$ 38,426,249	\$	\$ 30,695,479	\$	\$ 15,309,859	\$ 12,356,600	\$ 3,029,020
Kentucky	\$ 54,272,675	\$	\$ 62,034,266	\$	\$ 50,253,047	\$	\$ 29,286,016	\$ 16,302,583	\$ 4,664,448
Louisiana	\$ 70,996,989	\$	\$ 75,535,071	\$	\$ 63,274,579	\$	\$ 45,452,845	\$ 13,270,443	\$ 4,551,291
Maine	\$ 13,697,115	\$	\$ 16,934,758	\$	\$ 13,247,947	\$	\$ 4,808,909	\$ 7,026,852	\$ 1,412,186
Maryland	\$ 144,527,477	\$	\$ 235,116,000	\$	\$ 163,980,265	\$	\$ 110,944,534	\$ 6,241,773	\$ 46,793,957
Massachusetts	\$ 242,008,690	\$	\$ 377,047,180	\$	\$ 267,343,713	\$	\$ 191,113,635	\$ 4,429,820	\$ 71,800,258
Michigan	\$ 151,066,948	\$	\$ 161,078,254	\$	\$ 134,766,029	\$	\$ 102,084,644	\$ 22,179,453	\$ 10,501,932
Minnesota	\$ 104,988,226	\$	\$ 108,567,098	\$	\$ 92,199,119	\$	\$ 70,056,493	\$ 16,418,194	\$ 5,724,431
Mississippi	\$ 25,553,818	\$	\$ 33,222,523	\$	\$ 25,428,025	\$	\$ 7,460,005	\$ 14,814,570	\$ 3,153,450
Missouri	\$ 93,462,525	\$	\$ 100,591,729	\$	\$ 83,798,200	\$	\$ 59,577,412	\$ 17,760,661	\$ 6,460,128
Montana	\$ 16,538,581	\$	\$ 19,480,727	\$	\$ 15,584,680	\$	\$ 4,054,694	\$ 10,460,467	\$ 1,069,507
Nebraska	\$ 25,269,031	\$	\$ 28,617,220	\$	\$ 23,286,937	\$	\$ 12,591,624	\$ 8,767,679	\$ 1,927,646
Nevada	\$ 56,345,293	\$	\$ 58,201,936	\$	\$ 49,446,182	\$	\$ 39,375,311	\$ 6,806,763	\$ 3,264,109
New Hampshire	\$ 13,905,674	\$	\$ 16,532,538	\$	\$ 13,153,201	\$	\$ 7,301,291	\$ 4,405,242	\$ 1,446,668
New Jersey	\$ 417,462,545	\$	\$ 618,634,331	\$	\$ 447,385,140	\$	\$ 332,811,436	\$ 4,097,096	\$ 110,476,609
New Mexico	\$ 30,083,250	\$	\$ 34,058,996	\$	\$ 27,721,421	\$	\$ 14,440,802	\$ 11,058,152	\$ 2,222,467
New York	\$ 1,071,036,538	\$	\$ 1,170,691,208	\$	\$ 967,377,347	\$	\$ 843,330,515	\$ 22,384,139	\$ 101,662,693
North Carolina	\$ 110,978,677	\$	\$ 127,998,285	\$	\$ 103,233,739	\$	\$ 65,249,945	\$ 27,284,982	\$ 10,698,811
North Dakota	\$ 12,021,686	\$	\$ 13,381,519	\$	\$ 10,982,844	\$	\$ 4,800,403	\$ 5,513,455	\$ 668,986
Ohio	\$ 188,567,070	\$	\$ 198,198,952	\$	\$ 166,969,842	\$	\$ 129,398,775	\$ 25,459,642	\$ 12,111,425
Oklahoma	\$ 41,555,420	\$	\$ 48,975,085	\$	\$ 39,125,791	\$	\$ 20,530,145	\$ 14,618,274	\$ 3,977,371
Oregon	\$ 85,386,976	\$	\$ 87,316,428	\$	\$ 74,558,186	\$	\$ 57,484,403	\$ 12,780,596	\$ 4,293,187
Pennsylvania	\$ 306,803,578	\$	\$ 303,386,470	\$	\$ 263,332,736	\$	\$ 224,399,873	\$ 25,785,349	\$ 13,147,514
Rhode Island	\$ 20,061,378	\$	\$ 48,155,466	\$	\$ 29,486,442	\$	\$ 15,514,533	\$ 737,037	\$ 13,234,871
South Carolina	\$ 42,736,684	\$	\$ 52,409,272	\$	\$ 41,118,400	\$	\$ 22,152,771	\$ 13,861,878	\$ 5,103,751
South Dakota	\$ 11,945,886	\$	\$ 14,112,976	\$	\$ 11,271,791	\$	\$ 3,688,250	\$ 6,698,966	\$ 884,576
Tennessee	\$ 78,118,190	\$	\$ 88,439,797	\$	\$ 71,942,365	\$	\$ 47,188,589	\$ 17,785,954	\$ 6,967,821
Texas	\$ 419,955,754	\$	\$ 441,417,894	\$	\$ 371,806,104	\$	\$ 301,055,797	\$ 42,181,107	\$ 28,569,200
Utah	\$ 67,019,287	\$	\$ 67,521,453	\$	\$ 58,067,811	\$	\$ 48,235,323	\$ 6,516,252	\$ 3,316,235
Vermont	\$ 5,744,298	\$	\$ 7,365,876	\$	\$ 5,671,857	\$	\$ 1,639,444	\$ 3,372,504	\$ 659,910
Virginia	\$ 125,751,486	\$	\$ 133,357,168	\$	\$ 111,855,825	\$	\$ 87,520,712	\$ 15,594,174	\$ 8,740,938
Washington	\$ 202,860,062	\$	\$ 196,486,192	\$	\$ 172,315,650	\$	\$ 152,620,838	\$ 12,259,693	\$ 7,435,120
West Virginia	\$ 19,183,828	\$	\$ 23,241,797	\$	\$ 18,343,732	\$	\$ 7,773,816	\$ 8,670,198	\$ 1,899,719
Wisconsin	\$ 90,932,494	\$	\$ 97,461,649	\$	\$ 81,353,121	\$	\$ 58,026,071	\$ 17,210,603	\$ 6,116,447
Wyoming	\$ 9,867,351	\$	\$ 11,586,353	\$	\$ 9,283,546	\$	\$ 2,170,205	\$ 6,521,769	\$ 591,571
American Samoa	\$ 374,273	\$	\$ 411,174	\$	\$ 340,220	\$	\$ -	\$ 340,220	\$ -
Guam	\$ 1,011,643	\$	\$ 1,111,388	\$	\$ 919,599	\$	\$ -	\$ 919,599	\$ -
Northern Marianas	\$ 1,375,086	\$	\$ 1,207,808	\$	\$ 1,114,157	\$	\$ 1,061,782	\$ 52,375	\$ -
Puerto Rico	\$ 84,438,286	\$	\$ 73,885,450	\$	\$ 68,289,743	\$	\$ 66,184,604	\$ 2,105,139	\$ -
Virgin Islands	\$ 1,593,338	\$	\$ 1,384,162	\$	\$ 1,284,112	\$	\$ 1,284,112	\$ -	\$ -
Indian Reservations	\$ 22,500,000	\$	\$ 24,591,000	\$	\$ 17,000,000	\$	\$ -	\$ 17,000,000	\$ -
FTA Oversight	\$ 54,375,000	\$	\$ 3,000,000	\$	\$ 51,000,000	\$	\$ 40,800,000	\$ 5,100,000	\$ 5,100,000
Discretionary Grants	\$ -	\$	\$ 200,000,000	\$	\$ 100,000,000	\$	\$ 80,000,000	\$ 10,000,000	\$ 10,000,000
<b>Total</b>	<b>\$ 7,500,000,000</b>	<b>\$</b>	<b>\$ 8,400,000,000</b>	<b>\$</b>	<b>\$ 6,900,000,000</b>	<b>\$</b>	<b>\$ 5,520,000,000</b>	<b>\$ 690,000,000</b>	<b>\$ 690,000,000</b>

Final apportionments calculated using formula shares from tables previously provided by FTA to the T&I Committee, plugging those shares into the 80-10 split in the conference report, after taking out the oversight and Indian set-asides in the conference report.