



# Alternative Funding Opportunities for National Park Service Transit



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## Definitions

The following terms are used in this report:

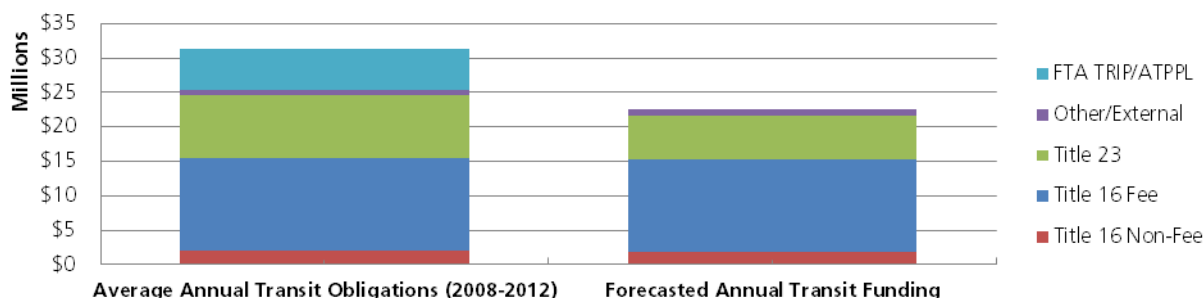
CMAQ	Congestion Mitigation and Air Quality Improvement Program
FLMA	Federal Land Management Agency
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
FTA	Federal Transit Administration
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MPO	Metropolitan Planning Organization
NPS	National Park Service
PDC	Programming Decisions Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TRIP	Paul S. Sarbanes Transit in Parks Program

## Introduction

The Federal surface transportation authorizing statute enacted in 2012, Moving Ahead for Progress in the 21<sup>st</sup> Century (Public Law 112-141 or “MAP-21”), in addition to sequestration and other changes are expected to reduce funding for National Park Service (NPS) transit systems by approximately 28 percent. This paper discusses potential opportunities for NPS to work with its partners to obtain funding for transit systems through Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs that have not been traditional funding sources for NPS transit. With a few notable exceptions, most grant programs discussed in this paper are aimed at States and local or regional transit providers; NPS eligibility for many of these programs is not clear and may vary by locality, although there are notable examples of NPS or its partners receiving funding from these sources. In this changed funding landscape, NPS will benefit from exploring new and expanded partnerships or funding structures which may open avenues for alternative funding. Audiences for this paper include NPS staff involved in the funding and administration of transit service, including NPS regional transportation coordinators, park unit superintendents, and managers of NPS transit systems.

In 2012, 147 transit systems operated in 72 NPS units provided visitors with memorable, safe, and often essential access to and within park units, accounting for over 36 million passenger boardings.<sup>1</sup> NPS transit services provide numerous benefits to both park units and their surrounding communities. Many systems are important tools for protecting natural and cultural resources. In some cases, park unit managers have chosen to limit visitor access to transit modes in order to minimize the negative impacts of private vehicle transportation on natural and cultural resources. Some NPS transit systems operate outside of park unit boundaries in partnership with gateway communities, States, local transit providers, and others. Transit provides transportation for visitors who do not own personal vehicles and those with limited mobility, expanding the public’s access to NPS park units.

**Figure 1**  
NPS transit historical funding and projections<sup>2, 3</sup>



Despite these benefits, changes in Federal transportation programs present challenges for NPS transit system managers. In particular, MAP-21 eliminated or reduced funding for many of the programs which traditionally funded NPS transit. The Paul S. Sarbanes Transit in Parks Program (TRIP) was discontinued, FHWA funding (Title 23) for NPS transit is projected to decrease by 30 percent, and NPS appropriated funds (Title 16 non-fee) are expected to decline by 8 percent due to sequestration. NPS transportation and recreations fees (Title 16 fee) are expected to remain constant. The net effect is a reduction of nearly \$9 million per year, a 28 percent decline in total transit funding for NPS (see *Figure 1*).

<sup>1</sup> NPS, *NPS National Transit Inventory, 2012, 2013*

<sup>2</sup> NPS, *National Long Range Transportation Plan DRAFT, 2014*

<sup>3</sup> Analysis of past Title 23 funding spending includes projects classified in related categories that support NPS transit systems, including: the Americans with Disabilities Act, Audio Tour, Equipment, Fuel, Intelligent Transportation Systems, Interpretation, Marina, Planning, Transportation Building, and Vehicle Wash.

## Key Findings

### FTA and FHWA grant programs may be funding opportunities for NPS

There are a number of longstanding and newly created FTA and FHWA grant programs for which NPS transit systems may be eligible. See *Table 2* and *Table 3* for an overview of funding programs discussed in this paper.

#### FTA Programs

- Formula grants for rural areas (§5311)
- Bus and bus facilities formula grants (§5339)
- Urbanized area formula grants (§5307)
- Fixed guideway capital investment grants (§5309)
- Formula grants for the enhanced mobility of seniors and individuals with disabilities (§5310)

#### FHWA Programs

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Federal Lands Access Program (FLAP)
- Federal Lands Transportation Program (FLTP)
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)
- Construction of Ferry Boats and Ferry Terminal Facilities

### Partnerships expand NPS access to FTA and FHWA grant programs

NPS transit systems can expand access to FTA and FHWA grant programs by working in partnership with local agencies, municipalities, and non-profits. Federal land management agencies (FLMAs) like NPS may not be eligible recipients of these fund sources on their own. In many cases funding is distributed to State, regional, and local governments by formula, and then suballocated to providers of transit services. There are examples where NPS park units have successfully worked with State and local governments, regional transit operators, and non-profits to secure grants from these programs. In other cases, it may be possible for NPS park units to qualify as a recipient or subrecipient of program funds, but no precedent has been set for this type of award.

### 50 existing NPS transit systems have business models well-suited for FTA and FHWA grant programs

One-third of NPS transit systems—those owned and operated by NPS, operated under a service contract, or operated under a cooperative agreement—may be able to benefit from the grant programs discussed in this paper. Transit systems under concession contracts are likely not eligible for Federal transit grants and are generally assumed to be financially self-sustaining. See *Table 1* for a count of existing NPS transit systems not under concession contract by region.

### NPS transit systems may qualify to be subrecipients for FTA grants

NPS transit systems may be able to qualify for funding from several Federal transit formula or discretionary grants as subrecipients. Grants have varying requirements for recipient eligibility. In many cases, FTA grants are distributed to an area's initial, or "direct," recipient (usually a State DOT or large transit agency) which then suballocates funds to smaller agencies, or "subrecipients." Some NPS transit systems are already benefiting from subrecipient allocations through partnerships, the most likely way to access these funds, but the opportunity exists for individual NPS transit systems to explore becoming subrecipients themselves.

### 316 park units may be eligible for FTA rural area formula funding

316 park units are located either partially or completely outside urbanized areas as defined by the 2010 Census. These units could potentially take advantage of FTA §5311 formula grants through partnerships with local or regional providers, or more directly as a subrecipient. 39 of the existing 147 NPS transit systems may be eligible for funding through §5311 because they are not operated under a concession contract and are located partially or completely in rural areas. \$608 million is authorized for this program in FY 2014. See *Attachment 3* for a list of park units and their 2010 Census urban/rural designation(s).

### 146 park units may be eligible for FTA urbanized area formula funding

The urbanized area formula grants program is the largest source of Federal funding for public transit in the United States. Park units providing a significant transit service in urbanized areas should explore funding opportunities through this grant program by working with the State DOT or designated recipient for the urbanized area. In recent guidance, FTA clarified that §5307 funds may be used to support projects previously funded under TRIP.<sup>4</sup>

146 park units are located in urbanized areas that receive §5307 urbanized area formula grants. 24 of the existing 147 NPS transit systems may be eligible for funding through §5307, as they are not operated under a concession contract and are located partially or completely in urbanized areas. The boundaries of some units span more than one urbanized area or both urban and rural areas, potentially increasing their program eligibility. Nearly \$4.5 billion is authorized for this program in FY 2014. See *Attachment 3* for a list of park units and their 2010 Census geographic designation(s).

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**Table 1**  
**Existing NPS transit systems not under concession contract, by region**

Region	In Urban Areas*	In Rural Areas*
IMR	0	8
MWR	1	4
NCR	1	1
NER	10	7
PWR	3	9
SER	2	4

\*Some park units may fall both within and outside of urbanized areas. For this table, systems are classified as operating in primarily urban or primarily rural areas.

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### FLAP is a source of funding for NPS transit systems, but it is an insufficient replacement for TRIP

FTA has referred to FLAP as a replacement for TRIP; however, there are numerous differences between FLAP and TRIP that raise potential issues with relying on FLAP for funding NPS transit. FLAP funds are awarded to State and local government agencies, not NPS or nonprofits, and there is no requirement that any portion of the funds go towards transit projects. The State allocation formula is based, in part, on a State's share of total Federal public roads miles, suggesting that the program is more oriented to funding road projects, not transit. However, transit is a specifically authorized use of FLAP funds, and may be an important source of funding, particularly in western States. As with other fund sources mentioned in this paper, forming effective partnerships at the State and local levels is the most likely path to a successful FLAP funding application.

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<sup>4</sup> FTA, *FTA Circular 9030.1E – Urbanized Area Formula Program*, [http://www.fta.dot.gov/legislation\\_law/12349\\_15209.html](http://www.fta.dot.gov/legislation_law/12349_15209.html)

## FTA and FHWA Funding Opportunities for NPS Transit Systems and Partners

FTA and FHWA grant programs provide funding for the majority of public transit systems and related projects across the country. This chapter introduces FTA and FHWA grant programs for which NPS is or may be eligible.

FTA funding for transit in urban areas is typically distributed from FTA to a “designated recipient,” designated by State governors, which is typically a prominent transit operator or an MPO. These funds can then be allocated to “subrecipients,” which are generally the other transit operators in the urbanized area. For rural areas, funds are typically allocated to the State DOTs, which then suballocate funds to transit operators in the State’s rural areas. FHWA grants discussed in this white paper have varying requirements for eligibility as discussed in the following sections.

FTA and FHWA grant programs provide an opportunity for funding NPS transit operating and capital expenses. A partnership with a gateway community, established transit operator, or State agency is the most likely path to access these fund sources, although it may also be possible for NPS transit systems to qualify as subrecipients themselves in some cases. See *Table 2* and *Table 3* for an overview of Federal programs discussed in this paper.

There are several examples of NPS park units forming successful partnerships with local transit agencies and benefiting from these fund sources.

- **Wolf Trap National Park for the Performing Arts** partners with the Fairfax Connector Bus System and benefits from FTA §5307 funding.
- Eastern Sierra Transit utilizes FTA §5311 funding and provides the primary means of access for most visitors between the town of Mammoth Lakes and **Devils Postpile National Monument**.
- **Acadia National Park’s** Island Explorer is a well-known successful partnership between the park and Downeast Transportation, a local transit operator that is a subrecipient of FTA §5311 funds in Maine. The system also received CMAQ funding during the startup phase of the service. The Island Explorer serves both local towns and destinations within Acadia.

Similarly, there are instances of other non-traditional transit providers being considered eligible subrecipients of Federal funds. Unitrans, a non-profit organization operated by the Associated Students of the University of California at Davis in partnership with the City of Davis, California, provided over 3.5 million unlinked trips in 2011 and received nearly \$1.5 million in funds under §5307.



**Table 2**  
**FTA grant programs (\$ in 1,000,000s)**

<b>Program</b>	<b>Page</b>	<b>FY13 Authorized</b>	<b>FY14 Authorized</b>	<b>Eligible Recipients</b>	<b>Eligible Subrecipients</b>	<b>Eligible Expenses and Projects</b>
<b>Formula grants for rural areas, §5311</b>	8	\$600	\$608	States	State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service	Planning, capital, operating, and the acquisition of public transportation services
<b>Bus and bus facilities formula grants, §5339</b>	9	\$422	\$428	States and designated recipients	Public agencies or private nonprofit organizations engaged in public transportation	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities
<b>Urbanized area formula grants, §5307</b>	10	\$4,398	\$4,459	Designated recipients	State and local governmental authorities, public transportation providers, FLMAs that have previously received TRIP funding	Capital projects and planning in all urbanized areas; up to 50% of operating costs for fixed route systems with 100 or fewer buses operating during the peak period
<b>Fixed guideway capital investment grants, "New/Small Starts," §5309</b>	11	\$1,907	\$1,907	State and local government agencies, including transit agencies	N/A	New fixed guideway systems or extensions to fixed guideway systems; bus rapid transit; projects that improve capacity on an existing fixed guideway system
<b>Formula grants for the enhanced mobility of seniors and individuals with disabilities, §5310</b>	12	\$255	\$258	States and designated recipients	Public agencies or private nonprofit organizations engaged in public transportation	Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities

**Table 3**  
**FHWA funding and grant programs (\$ in 1,000,000s)**

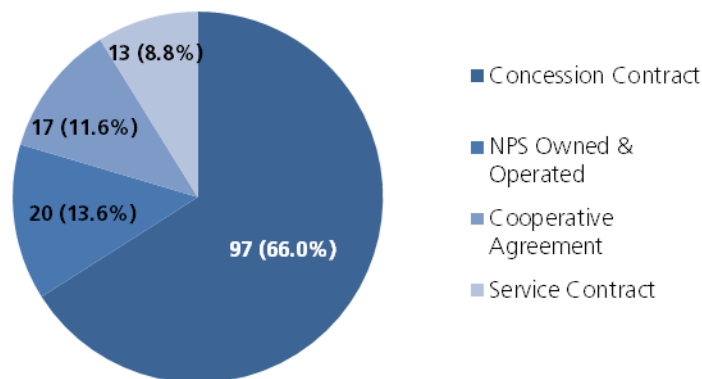
Program	Page	FY13 Authorized	FY14 Authorized	Eligible Recipients	Eligible Subrecipients	Relevant Eligible Expenses and Projects
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</b>	12	\$2,210	\$2,230	States, MPOs	N/A	Projects likely to contribute to the attainment or maintenance of a national ambient air quality standard; transit capital and operating costs
<b>Federal Lands Access Program (FLAP)</b>	13	\$250	\$250	States	State DOTs and local governments, FLMAs that have previously received TRIP funding	Planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands Access Transportation Facilities located on or adjacent to, or that provide access to, Federal land
<b>Federal Lands Transportation Program (FLTP)</b>	15	\$240*	\$240*	FLMAs; NPS	N/A	Operations and maintenance of transit facilities; congestion mitigation
<b>Surface Transportation Program (STP)</b>	15	\$10,000	\$10,100	States	State DOTs, MPOs, local governments	Capital costs for transit projects eligible for FTA grant funding, including vehicles and facilities
<b>Transportation Alternatives Program (TAP)</b>	16	\$808	\$819	States	Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools, tribes	On- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, etc.
<b>Construction of Ferry Boats and Ferry Terminal Facilities</b>	17	\$67	\$67	States	Specified ferry systems and public entities responsible for developing ferries	Construction of ferry boat and terminal facilities and the capital cost of leasing a vessel or facilities

\*FLTP is authorized at a total of \$300 million annually, with NPS receiving \$240 million annually by statute.

NPS park units must often consult with a variety of partners to conceive, plan, implement, and operate effective transit systems.<sup>5</sup> Out of 147 NPS transit systems in 72 NPS units, only 20 systems are entirely owned and operated by NPS, and these are generally smaller ferry, shuttle, or rail systems (see *Figure 2*). Larger transit systems may require specific knowledge and technical skills that are beyond those of typical NPS park units.

A system’s business model is an important element to consider when exploring funding opportunities, and NPS transit system business models vary. The majority of NPS transit systems are owned or operated by non-NPS entities. Two-thirds of NPS transit systems operate under concession contract and therefore are not well-suited for FTA and FHWA funding programs. In these arrangements, a concessioner pays the NPS park unit a franchise fee to operate inside the unit. It is assumed that the concessioner makes a profit and does not require funding assistance from the Federal government.

**Figure 2**  
**NPS transit systems by business model<sup>6</sup>**



Transit systems that are owned and operated by NPS, operated under a service contract, or operated under a cooperative agreement are potential candidates for the funding programs discussed in this paper. See *Attachment 1* for a list of the existing NPS transit systems that do not operate under a concession contract business model.

### FTA Funding Programs

FTA grant funding under MAP-21 is generally distributed to State and local governments, MPOs, and transit agencies. *NPS National Transit Inventory, 2012* did not specifically identify park units or partners utilizing FTA funds other than those awarded under TRIP. However, some park units are already taking advantage of these programs. Park units with existing or planned transit service should consider opportunities for funding through FTA programs, either as individual units or through partnerships with local transit agencies and nonprofits.

<sup>5</sup> Volpe Center, *Partnering for Success: Techniques for Working with Partners to Plan for Alternative Transportation in National Park Service Units*, 2003

<sup>6</sup> NPS, *NPS National Transit Inventory, 2012, 2013*

## Formula grants for rural areas, §5311

- **Authorized:** \$600 million and \$608 million in FY 2013 and FY 2014, respectively
- **Eligible recipients:** States
- **Eligible subrecipients:** State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service
- **Eligible expenses and projects:** Planning, capital, operating, and the acquisition of public transportation services
- **How to apply:** Form a partnership with an existing subrecipient or form a subrecipient agreement with the State DOT

§5311 funds transit planning, capital projects, operating costs, and acquisition of public transportation services in rural areas with a population of less than 50,000 residents, as defined by the U.S. Census Bureau in the most recent decennial census. FTA distributes \$608 million to States and territories, which then distribute funds to subrecipients within the State. Subrecipients can be a State or local governmental authority, nonprofit organization, or operator of public transportation or intercity bus service. As of 2011, there were 1,647 subrecipients of §5311 funds.<sup>7</sup>

### *Opportunities for NPS*

Of the FTA grant programs discussed in this paper, §5311 has perhaps the greatest potential for application to NPS transit. 316 park units are in areas eligible for funding under this program, and 39 existing NPS transit systems not operated under concession contracts are located partially or completely within rural areas (see *Table 3*). §5311 funds can be used to cover nearly every aspect of transit service in rural areas, including both capital and operating expenses.

NPS transit systems may be able to access §5311 funds through two methods: 1) forming a partnership with an existing subrecipient, or 2) being designated by the State as a subrecipient of §5311 funds. To be designated as a subrecipient of these funds, the unit or partner would have to form a subrecipient agreement with the State DOT. Some NPS transit systems are already taking advantage of §5311 funding through partnerships, and there may be potential to expand these types of relationships to other systems.

Yellowstone National Park presents a recent noteworthy practice in NPS transit. In the Greater Yellowstone region, the Linx is a locally owned cooperative of transportation providers and investors operating a regional transportation network. The Linx Bus in Yellowstone connects with the larger Linx transportation network and regional airports.<sup>9</sup> The Linx is not owned or operated by the park unit; rather,

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### Noteworthy Practice

Acadia National Park's Island Explorer transit service is the result of a partnership between the park unit, a nonprofit that supports the park, the local transit operator, and local towns and businesses.

Funding has been provided by MaineDOT, FTA, FHWA, the Department of the Interior, towns, and local businesses, including L.L. Bean. NPS funds supplied the initial buses while MaineDOT, using Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, provided the initial operating funds (see page 12 for more information about CMAQ).

Downeast Transportation, the local transit operator, is a subrecipient of FTA §5311 funds provided by the State of Maine. These funds are used to help cover system operating costs.<sup>8</sup>

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<sup>7</sup> National Transit Database, *2011 Subrecipient Contact Info*, <http://www.ntdprogram.gov/ntdprogram/data.htm>

<sup>8</sup> FTA, *Transit at the Table III*, 2011, [http://www.planning.dot.gov/documents/TransPlanning/TAT\\_III\\_FinalReport.pdf](http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf)

<sup>9</sup> Linx, *Linx Bus in Yellowstone—Gateway Connections*, 2013, <https://sites.google.com/site/linxbusinyellowstone2013/>

service is extended into the park by existing transit providers. Support for the bus service comes through grant funds from the FTA and Wyoming Department of Transportation.

**Table 3**  
**Park units located completely or partially in rural areas with existing transit systems, by NPS Region code (excludes concession-based services)**

NER	PWR	IMR	SER	MWR	NCR
ACAD	DEPO	BRCA	CARL	CUVA	HAFE
ALPO	EUON	DINO	CASA	ISRO	
CACO	GOGA	GLAC	CUIS	SCBL	
ELRO	MORA	GLCA	FOMA	TAPR	
HOFR	MUWO	GRCA	MACA	VOYA	
JOFL	PINN	ORPI	SAJU		
MABI	PORE	ROMO			
SHEN	SEKI	ZION			
VAFO	YOSE				
VAMA					

**Bus and bus facilities formula grants, §5339**

- **Authorized:** \$422 million and \$428 million in FY 2013 and FY 2014, respectively
- **Eligible recipients:** States and designated recipients
- **Eligible subrecipients:** Public agencies or private nonprofit organizations engaged in public transportation
- **Eligible expenses and projects:** Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities
- **How to apply:** Form a partnership with a designated recipient or State DOT

§5339 funds can be used to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The program is authorized at \$428 million for FY 2014. For areas over 200,000 in population, funds are apportioned to the urbanized area designated recipient. In areas under 200,000, States allocate funds to public agencies or private nonprofit organizations engaged in public transportation. It is unclear if and to what extent NPS park units have taken advantage of this program in the past.

*Opportunities for NPS*

§5339 potentially offers NPS transit systems a funding source for purchasing new buses or for major bus rehabilitation projects. The majority of funds are allocated by population, vehicle revenue miles, and passenger miles, so park units located in larger urban areas are more likely to benefit from this program (see *Table 4*).

**Table 4**

**Park units located completely or partially in urban areas with existing shuttle, bus, van, or tram service, by NPS Region code (excludes concession-based services)**

NER	SER	PWR	NCR	IMR	MWR
ADAM	CARL	EUON	WOTR		
CACO	KEMO	GOGA			
ELRO	SAJE				
HOFR					
VAFO					
VALR					
VAMA					

**Urbanized area formula grants, §5307**

- **Authorized:** \$4.3 billion and \$4.4 billion in FY 2013 and FY 2014, respectively
- **Eligible recipients:** Designated recipients
- **Eligible subrecipients:** State and local governments, public transportation providers, FLMAAs that have previously received TRIP funding
- **Eligible expenses and projects:** Capital projects and planning in all urbanized areas; up to 75% of share may be used for operating costs for fixed route systems with 100 or fewer buses operating during peak period
- **How to apply:** Form a subrecipient agreement with a designated recipient

§5307, FTA’s urbanized area formula grants program, distributes over \$4.4 billion to urbanized areas and is the most significant source of Federal funding for public transportation. Areas with populations of over 50,000 people are designated as urbanized areas by the Census Bureau following each decennial census. §5307 funds are apportioned directly to the designated recipient (designated by the State’s governor) of an urbanized area, which can then suballocate funds to other State and local governmental authorities and public transportation providers.

Program funds cannot be used for operating expenses in urbanized areas with a population greater than 200,000. However, small urbanized areas with populations under 200,000 can use §5307 funds for operating expenses, and fixed route systems with 100 or fewer buses operating during the peak period may use up to 75 percent of their attributable share of funding for operating expenses (not to exceed 50% of total operating expenses), regardless of the size of the urbanized area in which they are located. In Circular 9030.1E, FTA clarified that §5307 funds may be used to support projects previously funded by TRIP.

§5307 also establishes a new discretionary Passenger Ferry Grant Program to fund capital projects including, but not limited to, the purchase, replacement, or rehabilitation of ferries, terminals, and related equipment in urbanized areas. The program has a FY2014 authorization of approximately \$30 million. Although NPS is not eligible to apply for these funds directly, interested park units may explore partnering with designated recipients. See page 17 for a description of the FHWA Construction of Ferry Boats and Ferry Facilities Program, which funds capital improvements to ferry systems.

*Opportunities for NPS*

NPS units and their partners may be able to take advantage of §5307 funds for transit capital or operating expenses in urbanized areas. §5307 funds could be suballocated to NPS units or partners by an established designated recipient. In order for a unit or partner to be designated as a subrecipient of these funds, a

subrecipient agreement would have to be made between the designated recipient and the interested unit or partners. NPS transit systems previously funded by TRIP are eligible to receive §5307 funding, and although not specifically mentioned in FTA guidance, other NPS transit systems may also be eligible.

In some cases, large park units are in multiple urbanized areas. See *Attachment 3* for a list of park units and their 2010 Census geographic designation(s). 26 park units are in urbanized areas with populations fewer than 200,000. 100 percent of §5307 funding may be used for operating expenses in these areas. Currently, only Fort Matanzas operates an eligible transit system in an urbanized area of this size. Because all current NPS transit systems fall below the 100 bus threshold, NPS transit systems may use up to 75% of their attributable share of §5307 funding for operating expenses (not to exceed 50% of total operating expenses), regardless of the size of the urbanized area in which they are located. See *Table 4* for the list of park units that may qualify for urban area funding programs.

The FTA Passenger Ferry Grant program offers a new possible source of funding for ferry services in urban areas, although considerable coordination is required between an interested park unit and its designated recipient. The more established FHWA Construction of Ferry Boats and Ferry Facilities program has previously provided funding directly to NPS ferry systems. Park units located partially or completely in urban areas with ferry service include BOHA, CASA, FOMA, GLCA, LOWE, and VALR.

### Fixed guideway capital investment grants, §5309

- **Authorized:** \$1.9 billion for FY 2013 and FY 2014
- **Eligible recipients:** State and local government agencies, including transit agencies
- **Eligible expenses and projects:** New fixed guideway systems or extensions to fixed guideway systems; bus rapid transit; projects that improve capacity on an existing fixed guideway system
- **How to apply:** Form a partnership with an eligible applicant

§5309, also known as “New Starts” or “Small Starts,” is funded at \$1.9 billion for FY 2014. This program is the primary Federal funding source for new fixed guideway transit systems (e.g., subway, commuter rail, light rail, and bus rapid transit) in the United States. §5309 funding is also available for capacity improvements to existing fixed guideway transit systems that are at or very near capacity. State and local government agencies, including transit agencies, are eligible to apply, but they must first request project development approval from FTA. Funding awards are made on a project-by-project basis (not on a formula basis as with many of the other programs discussed in this paper) after several rounds of planning, review, and approval.

#### *Opportunities for NPS*

§5309 is relevant to NPS park units located in areas with existing or planned fixed guideway transit service connecting to the park unit (e.g., CUVA, LOWE, and STEA).

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### Noteworthy Practice

Lowell National Historical Park (LNHP) is proposing to expand its 1.5-mile visitor trolley line to create a heritage streetcar transit system in downtown Lowell, Massachusetts. LNHP, in cooperation with the Lowell Plan, the City of Lowell, Northern Middlesex Council of Governments, Lowell Regional Transit Authority, and Seashore Trolley Museum, recently completed a Phase 1 Trolley Extension Alternatives Development Feasibility Study. The unit has begun the FTA §5309 process for entry into the Project Engineering phase.<sup>10</sup>

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<sup>10</sup> Community Streetcar Coalition, *2013 Streetcar Coalition Summit*, [http://www.streetcarcoalition.org/pdf/2013\\_Summit\\_Book\\_Print.pdf](http://www.streetcarcoalition.org/pdf/2013_Summit_Book_Print.pdf)

## Formula grants for the enhanced mobility of seniors and individuals with disabilities, §5310

- **Authorized:** \$255 million and \$258 million in FY 2013 and FY 2014, respectively
- **Eligible recipients:** States and designated recipients
- **Eligible subrecipients:** Public agencies or private nonprofit organizations engaged in public transportation
- **Eligible expenses and projects:** Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities
- **How to apply:** Form a partnership with a designated recipient or State DOT

Grants under this section are made for public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. §5310 makes available \$258 million to designated recipients, States, and territories. These funds can then be suballocated to a State or local governmental authority, nonprofit organization, or operator of public transportation. Fund recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. It is unclear if and to what extent NPS park units have taken advantage of this program in the past.

### *Opportunities for NPS*

§5310 funds offer an opportunity to enhance the mobility of seniors and individuals with disabilities to and within NPS units. For example, the extension of an existing paratransit service into a park unit could be funded under this program. Although 60 percent of funds are allocated to designated recipients in urbanized areas with a population over 200,000, the remaining funds are distributed to States for small urbanized and rural areas; every NPS park unit has the opportunity to potentially receive funds to address mobility concerns for the elderly or disabled, regardless of proximity to urbanized areas.

## *FHWA Funding Programs*

FHWA allocates funding for some transit and transit-related projects under MAP-21. The Congestion Mitigation and Air Quality Improvement Program (CMAQ), Federal Lands Access Program (FLAP), Federal Lands Transportation Program (FLTP), Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Construction of Ferry Boats and Ferry Terminal Facilities Program could potentially benefit NPS transit systems and their partners.

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

- **Authorized:** \$2.2 billion for FY 2013 and FY 2014
- **Eligible recipients:** States and MPOs
- **Eligible subrecipients:** Determined by State DOTs and MPOs
- **Eligible expenses and projects:** Projects likely to contribute to the attainment or maintenance of a national ambient air quality standard; transit capital and operating costs
- **How to apply:** Varies by State or Region; refer to local MPO or State DOT guidance

CMAQ provides funding for a variety of projects and programs that could reduce emissions and congestion throughout the country, including transit capital and operating costs. CMAQ funds are apportioned by formula to State DOTs and MPOs, which then determine their own process for how to allocate funds to local projects. In many cases, there is a call for project proposals every two years and a competitive selection process. CMAQ is authorized at \$2.2 billion in both FY 2013 and FY 2014.



## *Opportunities for NPS*

It is not clear to what extent NPS transit systems have benefited from CMAQ funding in the past, but in one notable example, CMAQ funds were used to support the launch of the Island Explorer system at Acadia National Park. Interested park units should consider exploring the availability of CMAQ funds through their local, and State partners. Transit projects that are likely to reduce vehicle emissions, including emissions from transit vehicles (e.g., the conversion from diesel to other engines for buses), may be funded by this program.

### **Federal Lands Access Program (FLAP)**

- **Authorized:** \$250 million for FY 2013 and FY 2014
- **Eligible recipients:** States
- **Eligible subrecipients:** State DOTs and local governments
- **Eligible expenses and projects:** Planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands Access Transportation Facilities located on or adjacent to, or that provide access to, Federal land
- **How to apply:** Form partnerships with eligible program applicants

FLAP distributes funding to improve State and locally-owned transportation facilities, including transit systems, that provide access to, are adjacent to, or are located within Federal lands. FLAP is intended to supplement State and local resources, with an emphasis on high-use recreation sites and economic generators. \$250 million is allocated by formula to each State, with 80 percent of funds going to the western States with the most Federal land. See *Attachment 2* for the FY 2013 FLAP allocations by State.

A Programming Decisions Committee (PDC) within each State makes FLAP programming decisions and is expected to develop a multi-year program of projects. Each State's PDC is comprised of three representatives: FHWA, the State DOT, and an appropriate political subdivision of the State.

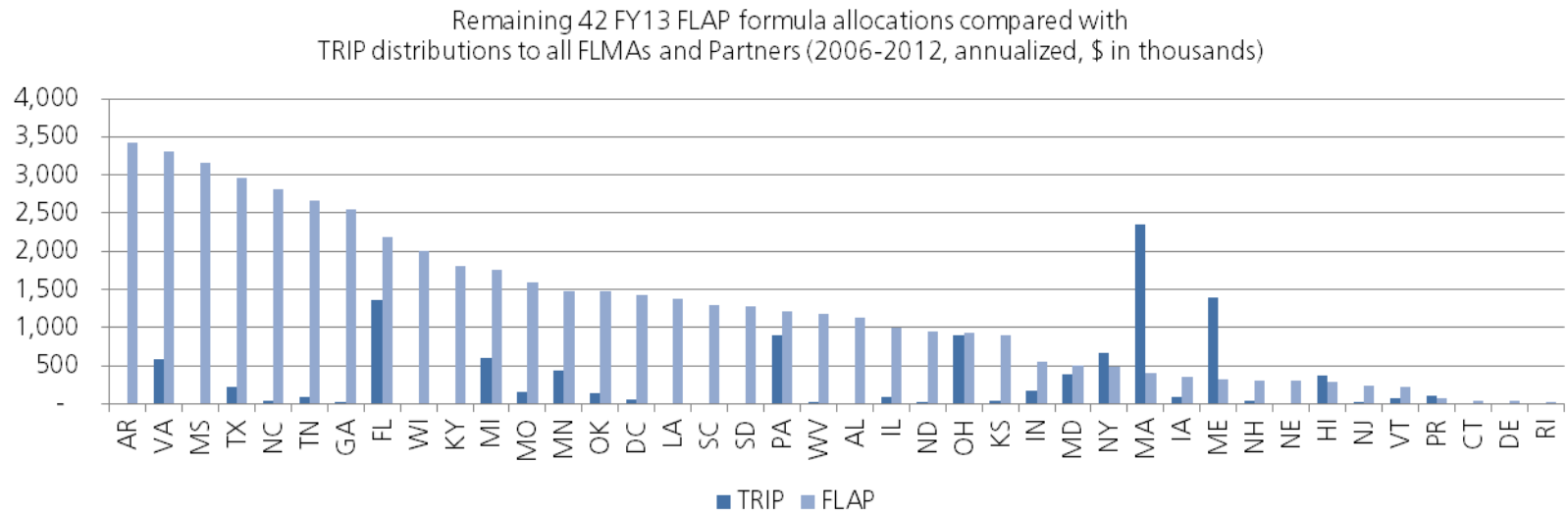
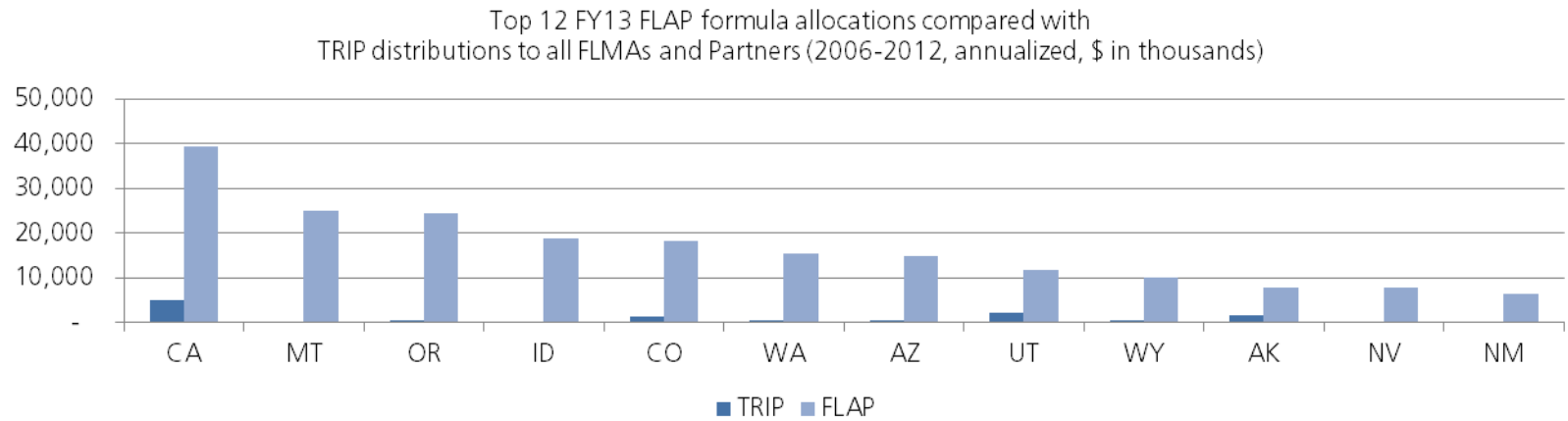
FTA has referred to FLAP as a replacement for TRIP, but there are several key differences. NPS has a relatively limited official role in the decision-making process for the expenditure of FLAP funds. There is no guarantee that FLAP funds will go towards NPS units, or when they do, that they will fund transit projects. The FLAP distribution formula is based, in part, on a State's share of total Federal public road miles; this distribution suggests the program is more oriented to funding road projects, not transit, near Federal lands. See *Figure 3* for a comparison of FY 2013 FLAP formula allocations and historical TRIP distributions by state. While some States will benefit from this formula, other States will be negatively affected by these changes; in Maine, Massachusetts, New York, Hawaii, and Puerto Rico, FLAP will distribute less than what the State received in annualized awarded funding under TRIP to all FLMAs and partners.

## *Opportunities for NPS*

NPS can suggest projects at required joint discussions between the PDC and FLMAs prior to the selection of FLAP projects. However, NPS cannot apply for FLAP funds directly. To take advantage of FLAP, park units and regional coordinators will need to work with local partners, State DOTs, and FHWA to ensure that NPS transit system projects are proposed and selected. In order to be successful, interested park units should work to develop strong relationships with eligible applicants and actively engage with them to put together compelling applications for funding.

All park units—especially those in western States—should consider FLAP as a funding option for transit projects that provide access to, are adjacent to, or are located within Federal lands.

**Figure 3**  
**Historical TRIP distributions compared with FY 2013 FLAP allocations by State**



## Federal Lands Transportation Program

- **Authorized:** \$240 million in both FY 2013 and FY 2014
- **Eligible recipients:** NPS and other FLMAs
- **Eligible expenses and projects:** Operations and maintenance of transit facilities; congestion mitigation; program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of Federal lands transportation facilities
- **How to apply:** Work with NPS regional transportation coordinator

FLTP funds projects that improve multi-modal access within Federal lands. These improvements must be on transportation facilities that are owned and maintained by the Federal government. Relevant eligible activities covered under FLTP include congestion mitigation and the operation and maintenance of transit facilities. NPS is authorized \$240 million a year under FLTP.

Unlike many other grant programs discussed in this white paper, NPS is directly allocated funds from FHWA under FLTP. NPS is required to submit an application with proposed programs at various potential funding levels to FHWA. Because FLTP funds can be used towards all transportation assets, much of the funding goes towards addressing the deferred maintenance backlog of roads and bridges, estimated to be \$38.1 billion.<sup>11</sup> In 2013, NPS allocated 5 percent of its FLTP funds for transit, bicycle/pedestrian, and Intelligent Transportation Systems projects.

## Surface Transportation Program

- **Authorized:** \$10 billion in both FY 2013 and FY 2014
- **Eligible recipients:** States
- **Eligible subrecipients:** State DOTs, MPOs, and local governments
- **Eligible expenses and projects:** Capital costs for transit projects eligible for FTA grant funding, including vehicles and facilities
- **How to apply:** Varies; refer to State DOT or MPO guidance

STP is a long-standing FHWA program that could complement funding programs discussed earlier in this white paper. Over \$10 billion in STP funds is authorized for both FY 2013 and FY 2014 to be distributed by formula among the State DOTs. State DOTs must then suballocate at least 50 percent of STP funds to areas in proportion to their relative shares of the State's population. The remaining 50 percent may be used in any area of the State. The process for applying for STP funds varies by State or region, with many DOTs and MPOs using a competitive application process. In some cases, DOTs and MPOs may not be willing to consider using STP funds for transit projects due to historic focus on other transportation modes. However, they may elect to transfer a portion of STP funding for any transit capital projects eligible for funds under FTA programs.

### *Opportunities for NPS*

Park units can work with local partners and their MPO and State DOT to suggest NPS transit projects for STP funding. However, park units may not be able to apply directly. Rather, local and regional partners may need to submit applications for joint projects. STP funds could be used toward any capital expenses, including transit vehicles and facilities. It is unclear if and to what extent NPS park units have been able to take advantage of this program in the past.

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<sup>11</sup> NPS, *National Long Range Transportation Plan* DRAFT

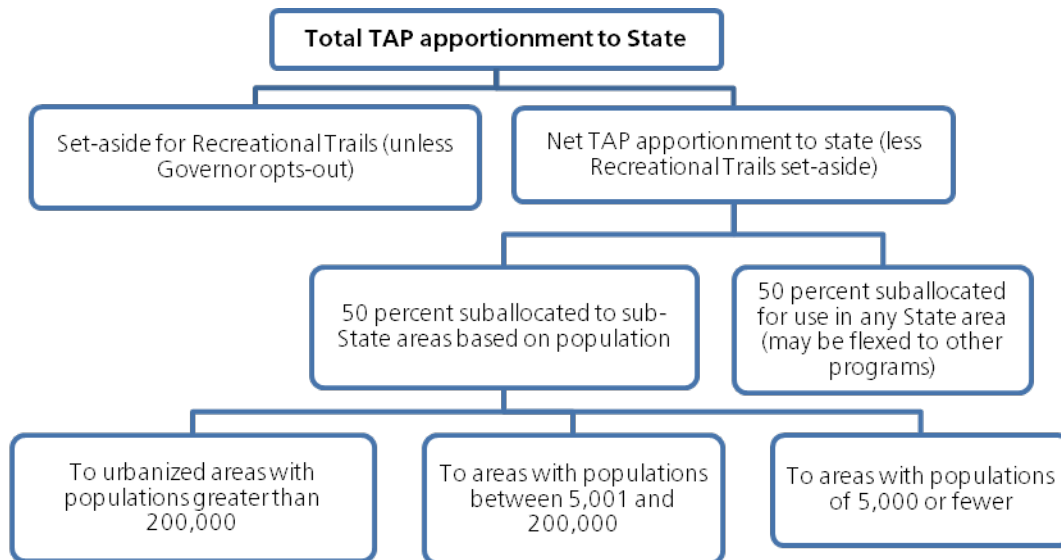
## Transportation Alternatives Program

- **Authorized:** \$808 million and \$819 million in FY 2013 and FY 2014, respectively
- **Eligible recipients:** States
- **Eligible subrecipients:** Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools, tribes
- **Eligible expenses and projects:** On- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility
- **How to apply:** NPS units can submit applications through State DOTs or MPOs

TAP, formerly the Transportation Enhancements Program under SAFETEA-LU, provides \$819 million to States and metropolitan areas for programs and projects defined as transportation alternatives. Relevant projects eligible for TAP funding include infrastructure improvements for non-driver access to public transportation and enhanced mobility. It is likely that TAP will be used primarily for funding trail and bike paths. However, TAP may also be used for transit-supportive projects such as bus shelters and bicycle racks at transit stops and non-motorized transportation facilities that connect travelers to transit nodes. TAP funds can also be used for the preservation and rehabilitation of historic transportation facilities such as railroad depots and bus stations.<sup>12</sup>

TAP funds are divided among the States, and administered by the State DOT or by MPOs in areas with populations over 200,000. Half of State TAP funds are suballocated to sub-State levels based on population. The other half of TAP funds may be used in any area of the State. See *Figure 4* for an illustration of TAP fund distribution. NPS park units are eligible subrecipients of TAP funds.

**Figure 4**  
TAP funds suballocation<sup>13</sup>



<sup>12</sup> NPS, *Funding Opportunity Bulletin – Transportation Alternatives Programs (TAP)* DRAFT

<sup>13</sup> FHWA, *TAP Guidance*, <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

### *Opportunities for NPS*

TAP funds cannot be used for transit capital or operating costs, but they may be able to help fund transit amenities and connections to systems which are also eligible for FLAP. In particular, non-motorized transportation projects that link to and support NPS transit and historic or culturally-significant NPS transit structures may be able to benefit from TAP. Ultimately, the States and MPOs are responsible for administering the competitive selection processes for TAP funds. In order to be competitive in receiving TAP funds, interested park units should work with partners at the State, local, and regional levels to develop TAP applications.

### **Construction of Ferry Boats and Ferry Terminal Facilities Program**

- **Authorized:** \$67 million for both FY 2013 and FY 2014
- **Eligible recipients:** States
- **Eligible subrecipients:** Specified ferry systems and public entities responsible for developing ferries
- **Eligible expenses and projects:** Construction of ferry boat and terminal facilities and the capital cost of leasing a vessel or facilities
- **How to apply:** Form partnership with State DOT

The Construction of Ferry Boats and Ferry Terminal Facilities Program provides funding for capital costs and for leasing vessels or facilities. Program funds cannot be used for operating expenses. \$67 million is authorized annually under the program for both FY13 and FY14. State DOTs determine how the funding is suballocated within each State.

### *Opportunities for NPS*

Construction of Ferry Boats and Ferry Terminal Facilities Program funds are suballocated from States to specified ferry systems and public entities responsible for developing ferries. Multiple NPS units received funding under this program in 2013 through partnerships with their State DOT, including Isle Royale (\$239,170), Channel Islands (\$144,293), and Mammoth Cave (\$116,303). Other NPS units with non-concession ferry boat systems may wish to explore this program as a source of funding, including BOHA, CASE, FOMA, GLCA, ISRO, LOWE, MACA, VALR, and VOYA.

## Next Steps

Many of the funding programs discussed in this paper are intended for transit-related activities outside of Federal lands or require significant coordination with State, local, or regional partners. In many cases, there is little official guidance from FTA and FHWA on how they may be used to support systems that operate within federally managed lands. NPS park units that wish to explore these funding programs should proactively engage with relevant partners to garner support for future funding applications.

Park unit managers should seek out the expertise and resources necessary to build knowledge and support for NPS transit at the local and regional levels. Staff can work with State DOTs, MPOs, local governments, transit providers, non-profit organizations, and community leaders to build support for NPS transit systems, and to build consensus around the importance of maintaining and expanding transit access to park units. Before contacting their area's designated recipient or State DOT to request funding, NPS transit system managers and partners should first work to gain a familiarity with their local, regional, and State transit planning and funding processes. Effective coordination may open up funding programs that would otherwise be closed to NPS, and will likely make for stronger funding applications.

To be competitive in applying for the grant funds discussed in this paper, NPS units can:

- Coordinate NPS transit planning with surrounding communities
- Engage in regional and State transportation planning and programming processes
- Research regional, and State application processes for FHWA funding programs like CMAQ and STP
- Hold public workshops and gatherings to seek public input, generate support, and identify champions for NPS transit systems
- Encourage State, local and regional partners to apply for specific Federal funding sources on behalf of NPS transit systems
- Frame the implementation or improvement of NPS transit as an investment in a regional economic generator
- Demonstrate the air quality and other environmental benefits of transit service when compared with personal vehicle travel – particularly for park units located within air quality non-attainment or maintenance areas

## Conclusion

Strong partner relationships with local governments, State DOTs, FHWA and FTA can help NPS transit systems navigate the changed funding landscape following the passage of MAP-21, the sequester budget cuts, and other funding program changes. With the discontinuation of TRIP, park units must now coordinate with their partners more than ever before. Through these partnerships, NPS transit systems may be able to receive funding from long-standing FTA and FHWA grant programs, and from new programs created or combined under MAP-21.

NPS park units and their partners may qualify for funding under FTA formula grant programs for urbanized or rural areas, depending on their 2010 Census geographic designation(s). Some NPS transit systems are already benefitting from these programs, typically as subrecipients or through a partnership with a State government and local or regional transit operators. Other FTA programs may be available based on a competitive application process. 50 existing NPS transit systems meet the business model requirements for possible eligibility. Recent guidance from FTA clarified that NPS transit systems funded under TRIP are eligible for urbanized area formula grants, providing an additional opportunity for alternative funding for some existing systems. There is also potential for NPS and the Department of Interior to work with FTA to explore explicitly designating NPS transit systems as eligible for direct funding under certain FTA programs.

NPS units and their partners may qualify for funding under FHWA programs. FLTP will continue to be an important source of capital funding for NPS transit. Long-standing and new FHWA programs created under MAP-21, like FLAP, TAP, STP, CMAQ, and the Construction of Ferry Boats and Ferry Terminal Facilities Program could support transit capital costs and in some cases operating expenses. However, to access these funds, NPS units need strong relationships with eligible applicants (e.g., local and regional governments and transit providers).

NPS transit has been and will continue to be an important component of visitor experience in many park units. NPS transit systems play a critical role in the overall NPS mission by providing access to and within park units and protecting natural and cultural resources. Despite the recent changes in Federal transportation funding, there remain opportunities for NPS and its partners to fund transit capital expenses, operations, and maintenance activities that have not been fully explored.

## Attachments

### *Attachment 1: Transit Systems Owned and Operated by NPS, under Service Contract, or Cooperative Agreement*

The NPS transit systems listed below have business models that are generally eligible for grant funding from FTA and FHWA; NPS transit under concession contracts are generally not compatible with these programs, and are not included in this table. Six of the top 10 transit services in NPS, based on number of unlinked trips in 2012, are not operated under concession contract (shaded and marked with an asterisk).

<b>Unit Code</b>	<b>System Name</b>	<b>Unlinked Trips, 2012</b>	<b>Vehicle Type</b>	<b>Agreement Type</b>	<b>Census Area Designation</b>
ACAD	Island Explorer & Bicycle Express*	458,268	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
ADAM	Adams trolley	70,773	Shuttle/Bus/Van/Tram	Service Contract; NPS owned	Urban
BOHA	BOHA Ferries	252,843	Boat/Ferry	Cooperative Agreement; Non-NPS owned	Urban
BOHA	Thompson Island Ferry	54,954	Boat/Ferry	Cooperative Agreement; Non-NPS owned	Urban
BOHA	Boston Light Tour	5,164	Boat/Ferry	Cooperative Agreement; Non-NPS owned	Urban
BRCA	Bryce Canyon Shuttle and Rainbow Point Shuttle	395,786	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Rural
CACO	Coastguard Beach Shuttle	218,702	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Mixed
CARL	Electric Shuttle	4,768	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Mixed
CUIS	Land and Legacies Tour	4,957	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
CUVA	Cuyahoga Valley Scenic Railroad	210,493	Train/Trolley	Cooperative Agreement; Non-NPS owned	Mixed
DEPO	Reds Meadow Shuttle Bus	60,000	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
DINO	Tram transit	80,000	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Rural
EUON	NPS Shuttle	2,542	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Mixed
FOMA/ CASA	Ferry service	136,270	Boat/Ferry	NPS Owned & Operated	Mixed
GLAC	Sprinter Shuttles & Optima Shuttles	155,938	Shuttle/Bus/Van/Tram	Cooperative Agreement; NPS owned	Rural
GLCA	SR276 passenger ferry	6,600	Boat/Ferry	Service Contract; Non-NPS owned	Mixed
GOGA	PresidiGo	0	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Mixed
GRCA	South Rim Shuttle Bus Service (Hiker's express, Tusayan Pilot program)*	6,177,000	Shuttle/Bus/Van/Tram	Service Contract; NPS owned	Rural



Unit Code	System Name	Unlinked Trips, 2012	Vehicle Type	Agreement Type	Census Area Designation
HAFE	HAFE shuttle transport	263,105	Shuttle/Bus/Van/Tram	Service Contract; NPS owned	Rural
HOFR/ ELRO/ VAMA	FDR Tram	17,149	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Mixed
HOFR/ ELRO/ VAMA	Roosevelt Ride	11,076	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Mixed
HOFR/ ELRO/ VAMA	Val-Kill Tram	10,199	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Mixed
ISRO	MV Ranger III	1,440	Boat/Ferry	NPS Owned & Operated	Rural
JOFL/ ALPO	Lakebed Tours	2,301	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
KEMO	Shuttle Bus	12,868	Shuttle/Bus/Van/Tram	Service Contract; NPS owned	Urban
LOWE	LOWE Historic Trolley	57,527	Train/Trolley	NPS Owned & Operated	Urban
LOWE	Canal Tours	15,262	Boat/Ferry	NPS Owned & Operated	Urban
MABI	Full Circle Trolley	3,515	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
MACA	Green River and Houchin Ferries	330,718	Boat/Ferry	NPS Owned & Operated	Rural
MORA	Paradise Shuttle	39,834	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Rural
MUWO	Muir Woods Shuttle	0	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
ORPI	Ajo Mountain Drive tour	840	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
PINN	Pinnacle Shuttle	19,992	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
PORE	Headlands Water Shuttle	26,946	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Rural
ROMO	Bear Lake & Moraine Park shuttle, Hiker Shuttle to Estes Park*	460,000	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Rural
SAJU	San Juan Trolley	394,250	Shuttle/Bus/Van/Tram	Cooperative Agreement; NPS owned	Mixed
SCBL	SCBL free shuttle service	1511	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
SEKI	Giant Forest Shuttle*	1,439,534	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
SEKI	Gateway Shuttle	9,528	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
SHEN	Rapidan Camp bus	1,124	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
STEA	Scranton Limited & Live Steam Excursions	66,062	Train/Trolley	NPS Owned & Operated	Urban

<b>Unit Code</b>	<b>System Name</b>	<b>Unlinked Trips, 2012</b>	<b>Vehicle Type</b>	<b>Agreement Type</b>	<b>Census Area Designation</b>
TAPR	TAPR bus tour	4,275	Shuttle/Bus/Van/Tram	NPS Owned & Operated	Rural
VAFO	Revolutionary Shuttle	10,834	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Mixed
VAFO	History of Valley Forge Trolley Tour	10,030	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Mixed
VALR	USS Arizona Memorial Tour*	1,460,000	Boat/Ferry	Cooperative Agreement; Non-NPS owned	Urban
VALR	Ford Island Tour	0	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Urban
VOYA	VOYA tour boat	2,172	Boat/Ferry	NPS Owned & Operated	Rural
WOTR	Fairfax Connector's Wolf Trap Express	12,650	Shuttle/Bus/Van/Tram	Service Contract; Non-NPS owned	Urban
YOSE	YARTS	100,290	Shuttle/Bus/Van/Tram	Cooperative Agreement; Non-NPS owned	Rural
ZION	Zion Canyon Shuttle*	3,461,665	Shuttle/Bus/Van/Tram	Service Contract; NPS owned	Rural

Attachment 2: FY 2013 FLAP Allocations by State

Federal Lands Highway Division	State	% of total FLAP funds	\$	Federal Lands Highway Division	State	% of total FLAP funds	\$
Central	California	15.71%	\$39,283,077	Eastern	Dist. Of Columbia	0.57%	\$1,427,932
Western	Montana	10.03%	\$25,064,181	Eastern	Louisiana	0.55%	\$1,378,525
Western	Oregon	9.71%	\$24,282,680	Eastern	South Carolina	0.52%	\$1,295,975
Western	Idaho	7.51%	\$18,765,289	Central	South Dakota	0.51%	\$1,275,708
Central	Colorado	7.33%	\$18,335,540	Eastern	Pennsylvania	0.48%	\$1,203,223
Western	Washington	6.15%	\$15,377,605	Eastern	West Virginia	0.47%	\$1,184,934
Central	Arizona	5.95%	\$14,873,315	Eastern	Alabama	0.45%	\$1,129,490
Central	Utah	4.74%	\$11,853,383	Eastern	Illinois	0.40%	\$994,419
Central	Wyoming	4.08%	\$10,199,685	Central	North Dakota	0.38%	\$948,520
Western	Alaska	3.12%	\$7,809,942	Eastern	Ohio	0.37%	\$933,970
Central	Nevada	3.12%	\$7,792,499	Central	Kansas	0.36%	\$893,428
Central	New Mexico	2.55%	\$6,362,804	Eastern	Indiana	0.22%	\$548,199
Eastern	Arkansas	1.37%	\$3,415,779	Eastern	Maryland	0.20%	\$508,312
Eastern	Virginia	1.33%	\$3,314,583	Eastern	New York	0.20%	\$491,509
Eastern	Mississippi	1.27%	\$3,164,540	Eastern	Massachusetts	0.16%	\$408,842
Eastern	Texas	1.18%	\$2,955,690	Eastern	Iowa	0.14%	\$360,388
Eastern	North Carolina	1.13%	\$2,812,507	Eastern	Maine	0.13%	\$321,933
Eastern	Tennessee	1.06%	\$2,657,077	Eastern	New Hampshire	0.12%	\$308,501
Eastern	Georgia	1.02%	\$2,546,805	Central	Nebraska	0.12%	\$305,300
Eastern	Florida	0.87%	\$2,178,283	Central	Hawaii	0.12%	\$289,622
Eastern	Wisconsin	0.80%	\$2,010,808	Eastern	New Jersey	0.09%	\$234,233
Eastern	Kentucky	0.72%	\$1,805,461	Eastern	Vermont	0.09%	\$223,765
Eastern	Michigan	0.71%	\$1,763,028	Eastern	Puerto Rico	0.03%	\$77,957
Eastern	Missouri	0.64%	\$1,594,799	Eastern	Connecticut	0.02%	\$38,837
Eastern	Minnesota	0.59%	\$1,480,225	Eastern	Delaware	0.01%	\$32,639
Eastern	Oklahoma	0.59%	\$1,469,248	Eastern	Rhode Island	0.01%	\$15,006

<b>Eastern Total</b>	18.51%	\$46,287,422
<b>Central Total</b>	44.97%	\$112,412,881
<b>Western Total</b>	36.52%	\$91,299,697
<b>Grand Total</b>	100%	\$250,000,000

### Attachment 3: NPS Units and 2010 Census Urbanized Area Status

Park units that span multiple urbanized areas are listed once per urbanized area. Transit systems in urbanized areas with populations under 200,000 can use up to 100% of FTA §5307 funds for operating expenses; systems in more populous areas that operate 100 or fewer buses during their peak service may use up to 75% of their §5307 funding. NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

#### Attachment 3.1: Alaska Region

Alaska does not contain any park units in urbanized areas.

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
ALAG	ALAGNAK	N/A, non-urbanized	N
ANIA	ANIACHAK	N/A, non-urbanized	N
BELA	BERING LAND BRIDGE	N/A, non-urbanized	N
CAKR	CAPE KRUSENSTERN	N/A, non-urbanized	N
DENA	DENALI	N/A, non-urbanized	N
GAAR	GATES OF THE ARCTIC	N/A, non-urbanized	N
GLBA	GLACIER BAY	N/A, non-urbanized	N
KATM	KATMAI	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
KEFJ	KENAI FJORDS	N/A, non-urbanized	N
KLGO	KLONDIKE GOLD RUSH	N/A, non-urbanized	N
KOVA	KOBUK VALLEY	N/A, non-urbanized	N
LACL	LAKE CLARK	N/A, non-urbanized	N
NOAT	NOATAK	N/A, non-urbanized	N
SITK	SITKA	N/A, non-urbanized	N
WRST	WRANGELL-ST. ELIAS	N/A, non-urbanized	N
YUCH	YUKON-CHARLEY RIVERS	N/A, non-urbanized	N

### Attachment 3.2: Intermountain Region

NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
ALFL	ALIBATES FLINT QUARRIES	N/A, non-urbanized	N
AMIS	AMISTAD	N/A, non-urbanized	N
ARCH	ARCHES	N/A, non-urbanized	N
AZRU	AZTEC RUINS	N/A, non-urbanized	N
BAND	BANDELIER	N/A, non-urbanized	N
BEOL	BENT'S OLD FORT	N/A, non-urbanized	N
BIBE	BIG BEND	N/A, non-urbanized	N
BICA	BIGHORN CANYON	N/A, non-urbanized	N
BITH	BIG THICKET†	Beaumont, TX	N
BLCA	BLACK CANYON OF THE GUNNISON	N/A, non-urbanized	N
BRCA	BRYCE CANYON*	N/A, non-urbanized	N
CACH	CANYON DE CHELLY	N/A, non-urbanized	N
CAGR	CASA GRANDE RUINS	N/A, non-urbanized	N
CANY	CANYONLANDS	N/A, non-urbanized	N
CARE	CAPITOL REEF	N/A, non-urbanized	N
CAVE	CARLSBAD CAVERNS	N/A, non-urbanized	N
CAVO	CAPULIN VOLCANO	N/A, non-urbanized	N
CEBR	CEDAR BREAKS	N/A, non-urbanized	N
CHAM	CHAMIZAL	El Paso, TX--NM	Y
CHCU	CHACO CULTURE	N/A, non-urbanized	N
CHIC	CHICKASAW	N/A, non-urbanized	N
CHIR	CHIRICAHUA	N/A, non-urbanized	N
COLM	COLORADO†	Grand Junction, CO	N
CORO	CORONADO	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
CURE	CURECANTI	N/A, non-urbanized	N
DETO	DEVILS TOWER	N/A, non-urbanized	N
DINO	DINOSAUR*	N/A, non-urbanized	N
ELMA	EL MALPAIS	N/A, non-urbanized	N
ELMO	EL MORRO	N/A, non-urbanized	N
FLFO	FLORISSANT FOSSIL BEDS	N/A, non-urbanized	N
FOBO	FORT BOWIE	N/A, non-urbanized	N
FOBU	FOSSIL BUTTE	N/A, non-urbanized	N
FODA	FORT DAVIS	N/A, non-urbanized	N
FOLA	FORT LARAMIE	N/A, non-urbanized	N
FOUN	FORT UNION	N/A, non-urbanized	N
GICL	GILA CLIFF DWELLINGS	N/A, non-urbanized	N
GLAC	GLACIER*	N/A, non-urbanized	N
GLCA	GLEN CANYON*	N/A, non-urbanized	N
GOSP	GOLDEN SPIKE	N/A, non-urbanized	N
GRCA	GRAND CANYON*	N/A, non-urbanized	N
GRKO	GRANT-KOHRS RANCH	N/A, non-urbanized	N
GRSA	GREAT SAND DUNES	N/A, non-urbanized	N
GRTE	GRAND TETON	N/A, non-urbanized	N
GUM O	GUADALUPE MOUNTAINS	N/A, non-urbanized	N
HOVE	HOVENWEEP	N/A, non-urbanized	N
HUTR	HUBBELL TRADING POST	N/A, non-urbanized	N
JODR	JOHN D. ROCKEFELLER, JR.	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
LAMR	LAKE MEREDITH	N/A, non-urbanized	N
LIBI	LITTLE BIGHORN	N/A, non-urbanized	N
LYJO	LYNDON B. JOHNSON	N/A, non-urbanized	N
MEVE	MESA VERDE	N/A, non-urbanized	N
MOCA	MONTEZUMA CASTLE	N/A, non-urbanized	N
NABR	NATURAL BRIDGES	N/A, non-urbanized	N
NAVA	NAVAJO	N/A, non-urbanized	N
ORPI	ORGAN PIPE CACTUS*	N/A, non-urbanized	N
PAAL	PALO ALTO BATTLEFIELD <sup>†</sup>	Brownsville, TX	Y
PAIS	PADRE ISLAND	N/A, non-urbanized	N
PECO	PECOS	N/A, non-urbanized	N
PEFO	PETRIFIED FOREST	N/A, non-urbanized	N
PETR	PETROGLYPH <sup>†</sup>	Albuquerque, NM	Y
PIMA	HOHOKAM PIMA	N/A, non-urbanized	N
PISP	PIPE SPRING	N/A, non-urbanized	N
RABR	RAINBOW BRIDGE	N/A, non-urbanized	N
RIGR	RIO GRANDE	N/A, non-urbanized	N
ROMO	ROCKY MOUNTAIN*	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
SAAN	SAN ANTONIO MISSIONS <sup>†</sup>	San Antonio, TX	Y
SAGU	SAGUARO	N/A, non-urbanized	N
SAND	SAND CREEK MASSACRE	N/A, non-urbanized	N
SAPU	SALINAS PUEBLO MISSIONS	N/A, non-urbanized	N
SUCR	SUNSET CRATER VOLCANO	N/A, non-urbanized	N
TICA	TIMPANOGOS CAVE	N/A, non-urbanized	N
TONT	TONTO	N/A, non-urbanized	N
TUMA	TUMACACORI	N/A, non-urbanized	N
TUZI	TUZIGOOT	N/A, non-urbanized	N
WABA	WASHITA	N/A, non-urbanized	N
WACA	WALNUT CANYON	N/A, non-urbanized	N
WHSA	WHITE SANDS	N/A, non-urbanized	N
WUPA	WUPATKI	N/A, non-urbanized	N
YELL	YELLOWSTONE	N/A, non-urbanized	N
YUHO	YUCCA HOUSE	N/A, non-urbanized	N
ZION	ZION*	N/A, non-urbanized	N

### Attachment 3.3: Midwest Region

NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
AGFO	AGATE FOSSIL BEDS	N/A, non-urbanized	N
APIS	APOSTLE ISLANDS	N/A, non-urbanized	N
ARPO	ARKANSAS POST	N/A, non-urbanized	N
BADL	BADLANDS	N/A, non-urbanized	N
BRVB	BROWN V. BOARD OF EDUCATION	Topeka, KS	N
BUFF	BUFFALO	N/A, non-urbanized	N
CHSC	LITTLE ROCK CENTRAL HIGH SCHOOL	Little Rock, AR	Y
CUVA	CUYAHOGA VALLEY*†	Cleveland, OH	Y
CUVA	CUYAHOGA VALLEY*†	Akron, OH	Y
DAAV	DAYTON AVIATION HERITAGE	N/A, non-urbanized	N
DAAV	DAYTON AVIATION HERITAGE	Dayton, OH	Y
EFMO	EFFIGY MOUNDS	N/A, non-urbanized	N
FILA	FIRST LADIES	Canton, OH	Y
FOLS	FORT LARNED	N/A, non-urbanized	N
FOSC	FORT SCOTT	N/A, non-urbanized	N
FOSM	FORT SMITH†	Fort Smith, AR--OK	N
FOUS	FORT UNION TRADING POST	N/A, non-urbanized	N
GERO	GEORGE ROGERS CLARK	N/A, non-urbanized	N
GRPO	GRAND PORTAGE	N/A, non-urbanized	N
GWCA	GEORGE WASHINGTON CARVER	N/A, non-urbanized	N
HEHO	HERBERT HOOVER	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
HOCU	HOPEWELL CULTURE	N/A, non-urbanized	N
HOME	HOMESTEAD	N/A, non-urbanized	N
HOSP	HOT SPRINGS†	Hot Springs, AR	N
HSTR	HARRY S TRUMAN	Kansas City, MO--KS	Y
IATR	ICE AGE	N/A, non-urbanized	N
ILMI	ILLINOIS AND MICHIGAN CANAL†	Chicago, IL--IN	Y
INDU	INDIANA DUNES†	Michigan City--La Porte, IN--MI	N
INDU	INDIANA DUNES†	Chicago, IL--IN	Y
ISRO	ISLE ROYALE*	N/A, non-urbanized	N
JAGA	JAMES A. GARFIELD	Cleveland, OH	Y
JECA	JEWEL CAVE	N/A, non-urbanized	N
JEFF	JEFFERSON NATIONAL EXPANSION	St. Louis, MO--IL	Y
KEWE	KEWEENAW	N/A, non-urbanized	N
KNRI	KNIFE RIVER INDIAN VILLAGES	N/A, non-urbanized	N
LECL	LEWIS AND CLARK	N/A, non-urbanized	N
LIBO	LINCOLN BOYHOOD	N/A, non-urbanized	N
LIHO	LINCOLN HOME	Springfield, IL	N
MIMI	MINUTEMAN MISSILE	N/A, non-urbanized	N
MISS	MISSISSIPPI†	Minneapolis--St. Paul, MN--WI	Y
MNRR	MISSOURI NATIONAL RECREATIONAL RIVER	N/A, non-urbanized	N
MORU	MOUNT RUSHMORE	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
NICO	NICODEMUS	N/A, non-urbanized	N
NIOB	NIOBRARA	N/A, non-urbanized	N
OZAR	OZARK NATIONAL SCENIC RIVERWAY	N/A, non-urbanized	N
PERI	PEA RIDGE	N/A, non-urbanized	N
PEVI	PERRY'S VICTORY AND INTERNATIONAL PEACE MEMORIAL	N/A, non-urbanized	N
PIPE	PIPESTONE	N/A, non-urbanized	N
PIRO	PICTURED ROCKS	N/A, non-urbanized	N
RIRA	RIVER RAISIN	Monroe, MI	N
RRBH	RONALD REAGAN BOYHOOD HOME	N/A, non-urbanized	N
SACN	SAINT CROIX <sup>†</sup>	Minneapolis--St. Paul, MN--WI	Y

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
SCBL	SCOTTS BLUFF*	N/A, non-urbanized	N
SLBE	SLEEPING BEAR DUNES	N/A, non-urbanized	N
TAPR	TALLGRASS PRAIRIE*	N/A, non-urbanized	N
THRO	THEODORE ROOSEVELT	N/A, non-urbanized	N
ULSG	ULYSSES S. GRANT	St. Louis, MO--IL	Y
VOYA	VOYAGEURS*	N/A, non-urbanized	N
WICA	WIND CAVE	N/A, non-urbanized	N
WICL	PRESIDENT WILLIAM JEFFERSON CLINTON BIRTHPLACE HOME	N/A, non-urbanized	N
WICR	WILSON'S CREEK	N/A, non-urbanized	N
WIHO	WILLIAM HOWARD TAFT	Cincinnati, OH--KY--IN	Y



### Attachment 3.4: National Capital Region

NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
ANTI	ANTIETAM	N/A, non-urbanized	N
ARHO	ARLINGTON HOUSE - ROBERT E. LEE MEMORIAL	Washington, DC--VA--MD	Y
CATO	CATOCTIN MOUNTAIN PARK	N/A, non-urbanized	N
CAWO	CARTER G. WOODSON	Washington, DC--VA--MD	Y
CHOH	CHESAPEAKE AND OHIO CANAL <sup>†</sup>	Hagerstown, MD--WV--PA	N
CHOH	CHESAPEAKE AND OHIO CANAL <sup>†</sup>	Cumberland, MD--WV--PA	N
CHOH	CHESAPEAKE AND OHIO CANAL <sup>†</sup>	Washington, DC--VA--MD	Y
CLBA	CLARA BARTON	Washington, DC--VA--MD	Y
COGA	CONSTITUTION GARDENS	Washington, DC--VA--MD	Y
FOTH	FORD'S THEATRE	Washington, DC--VA--MD	Y
FOWA	FORT WASHINGTON <sup>†</sup>	Washington, DC--VA--MD	Y
FRDE	FRANKLIN DELANO ROOSEVELT	Washington, DC--VA--MD	Y
FRDO	FREDERICK DOUGLASS	Washington, DC--VA--MD	Y
GREE	GREEN BELT	Washington, DC--VA--MD	Y
GWMP	GEORGE WASHINGTON MEMORIAL PARKWAY <sup>†</sup>	Washington, DC--VA--MD	Y
HAFE	HARPERS FERRY*	N/A, non-urbanized	N
JEFM	THOMAS JEFFERSON MEMORIAL	Washington, DC--VA--MD	Y

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
KOWA	KOREAN WAR VETERANS	Washington, DC--VA--MD	Y
LINC	LINCOLN MEMORIAL	Washington, DC--VA--MD	Y
LYBA	LYNDON BAINES JOHNSON GROVE	Washington, DC--VA--MD	Y
MABE	MARY MCLEOD BETHUNE COUNCIL HOUSE	Washington, DC--VA--MD	Y
MALL	NATIONAL MALL	Washington, DC--VA--MD	Y
MANA	MANASSAS <sup>†</sup>	Washington, DC--VA--MD	Y
MLKM	MARTIN LUTHER KING JR MEMORI	Washington, DC--VA--MD	Y
MONO	MONOCACY <sup>†</sup>	Frederick, MD	N
NACC	NATIONAL CAPITAL PARKS	Washington, DC--VA--MD	Y
NACE	NATIONAL CAPITAL PARKS - EAST <sup>†</sup>	Washington, DC--VA--MD	Y
NACE	NATIONAL CAPITAL PARKS - EAST <sup>†</sup>	Baltimore, MD	Y
NWW M	WORLD WAR II MEMORIAL	Washington, DC--VA--MD	Y
PAAV	PENNSYLVANIA AVENUE	Washington, DC--VA--MD	Y
PISC	PISCATAWAY <sup>†</sup>	Waldorf, MD	N
PISC	PISCATAWAY <sup>†</sup>	Washington, DC--VA--MD	Y
PRWI	PRINCE WILLIAM FOREST PARK <sup>†</sup>	Washington, DC--VA--MD	Y
ROCR	ROCK CREEK	Washington, DC--VA--MD	Y
THIS	THEODORE ROOSEVELT ISLAND	Washington, DC--VA--MD	Y

<b>UNIT CODE</b>	<b>UNIT NAME</b>	<b>URBANIZED AREA NAME</b>	<b>OVER 200K?</b>
THST	THOMAS STONE	N/A, non-urbanized	N
VIVE	VIETNAM VETERANS	Washington, DC--VA--MD	Y
WAMO	WASHINGTON MONUMENT	Washington, DC--VA--MD	Y
WHHO	WHITE HOUSE	Washington, DC--VA--MD	Y
WOTR	WOLF TRAP PARK FOR THE PERFORMING ARTS*	Washington, DC--VA--MD	Y

### Attachment 3.5: Northeast Region

NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
ACAD	ACADIA*	N/A, non-urbanized	N
ADAM	ADAMS*	Boston, MA--NH--RI	Y
AFBG	AFRICAN BURIAL GROUND	New York--Newark, NY--NJ--CT	Y
ALPO	ALLEGHENY PORTAGE RAILROAD*†	Altoona, PA	N
APCO	APPOMATTOX COURT HOUSE	N/A, non-urbanized	N
APPA	APPALACHIAN†	Pittsfield, MA	N
APPA	APPALACHIAN†	East Stroudsburg, PA--NJ	N
APPA	APPALACHIAN†	New York--Newark, NY--NJ--CT	Y
APPA	APPALACHIAN†	Allentown, PA--NJ	Y
APPA	APPALACHIAN†	Harrisburg, PA	Y
APPA	APPALACHIAN†	Poughkeepsie--Newburgh, NY--NJ	Y
APPA	APPALACHIAN†	Reading, PA	Y
APPA	APPALACHIAN†	Roanoke, VA	Y
ASIS	ASSATEAGUE ISLAND	N/A, non-urbanized	N
BLRI	BLUE RIDGE PARKWAY	Roanoke, VA	Y
BLUE	BLUESTONE	N/A, non-urbanized	N
BOAF	BOSTON AFRICAN AMERICAN	Boston, MA--NH--RI	Y
BOHA	BOSTON HARBOR ISLANDS*	Boston, MA--NH--RI	Y
BOST	BOSTON	Boston, MA--NH--RI	Y
BOWA	BOOKER T. WASHINGTON	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
CACL	CASTLE CLINTON	New York--Newark, NY--NJ--CT	Y
CACO	CAPE COD*†	Barnstable Town, MA	Y
CEBE	CEDAR CREEK & BELLE GROVE	N/A, non-urbanized	N
COLO	COLONIAL†	Williamsburg, VA	N
COLO	COLONIAL†	Virginia Beach, VA	Y
DELA	DELAWARE†	East Stroudsburg, PA--NJ	N
DELA	DELAWARE†	Philadelphia, PA--NJ--DE--MD	Y
DEWA	DELAWARE WATER GAP†	East Stroudsburg, PA--NJ	N
EDAL	EDGAR ALLAN POE	Philadelphia, PA--NJ--DE--MD	Y
EDIS	THOMAS EDISON	New York--Newark, NY--NJ--CT	Y
EISE	EISENHOWER	N/A, non-urbanized	N
ELRO	ELEANOR ROOSEVELT*	Poughkeepsie--Newburgh, NY--NJ	Y
FEHA	FEDERAL HALL	New York--Newark, NY--NJ--CT	Y
FIIS	FIRE ISLAND†	New York--Newark, NY--NJ--CT	Y
FLNI	FLIGHT 93	N/A, non-urbanized	N
FOMC	FORT MCHENRY NATIONAL MONUMENT AND HISTORIC SHRINE†	Baltimore, MD	Y
FOMR	FORT MONROE†	Virginia Beach, VA	Y
FONE	FORT NECESSITY	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
FOST	FORT STANWIX	N/A, non-urbanized	N
FRHI	FRIENDSHIP HILL	N/A, non-urbanized	N
FRLA	FREDRICK LAW OLMSTED	Boston, MA--NH--RI	Y
FRSP	FREDRICKSBURG & SPOTSYLVANIA <sup>†</sup>	Fredericksburg, VA	N
GARI	GAULEY	N/A, non-urbanized	N
GATE	GATEWAY <sup>†</sup>	New York--Newark, NY--NJ--CT	Y
GEGR	GENERAL GRANT	New York--Newark, NY--NJ--CT	Y
GETT	GETTYSBURG <sup>†</sup>	Hanover, PA	N
GEWA	GEORGE WASHINGTON BIRTHPLACE	N/A, non-urbanized	N
GOIS	GOVERNORS ISLAND	New York--Newark, NY--NJ--CT	Y
GREG	GREAT EGG HARBOR <sup>†</sup>	Philadelphia, PA--NJ--DE--MD	Y
GREG	GREAT EGG HARBOR <sup>†</sup>	Atlantic City, NJ	Y
HAGR	HAMILTON GRANGE	New York--Newark, NY--NJ--CT	Y
HAMP	HAMPTON	Baltimore, MD	Y
HOFR	HOME OF FRANKLIN D ROOSEVELT <sup>*†</sup>	Poughkeepsie--Newburgh, NY--NJ	Y
HOFU	HOPEWELL FURNACE	N/A, non-urbanized	N
INDE	INDEPENDENCE	Philadelphia, PA--NJ--DE--MD	Y
JOFI	JOHN FITZGERALD KENNEDY	Boston, MA--NH--RI	Y
JOFL	JOHNSTOWN FLOOD <sup>*</sup>	N/A, non-urbanized	N
LONG	LONGFELLOW	Boston, MA--NH--RI	Y
LOWE	LOWELL <sup>*</sup>	Boston, MA--NH--RI	Y
MABI	MARSH-BILLINGS-ROCKEFELLER <sup>*</sup>	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
MAVA	MARTIN VAN BUREN	N/A, non-urbanized	N
MAWA	MAGGIE L. WALKER	Richmond, VA	Y
MIMA	MINUTE MAN <sup>†</sup>	Boston, MA--NH--RI	Y
MORR	MORRISTOWN <sup>†</sup>	New York--Newark, NY--NJ--CT	Y
NEBE	NEW BEDFORD WHALING	New Bedford, MA	N
NERI	NEW RIVER GORGE <sup>†</sup>	Beckley, WV	N
PAGR	PATTERSON GREAT FALLS	New York--Newark, NY--NJ--CT	Y
PETE	PETERSBURG <sup>†</sup>	Richmond, VA	Y
RICH	RICHMOND <sup>†</sup>	Richmond, VA	Y
ROWI	ROGER WILLIAMS	Providence, RI--MA	Y
SACR	SAINT CROIX ISLAND INTERNATIONAL HISTORIC SITE	N/A, non-urbanized	N
SAGA	SAINT-GAUDENS	N/A, non-urbanized	N
SAHI	SAGAMORE HILL	New York--Newark, NY--NJ--CT	Y
SAIR	SAUGUS IRON WORKS	Boston, MA--NH--RI	Y
SAMA	SALEM MARITIME	Boston, MA--NH--RI	Y
SAPA	SAINT PAUL'S CHURCH	New York--Newark, NY--NJ--CT	Y
SARA	SARATOGA	N/A, non-urbanized	N
SHEN	SHENANDOAH <sup>*</sup>	N/A, non-urbanized	N
SPAR	SPRINGFIELD ARMORY	Springfield, MA--CT	Y
STEA	STEAMTOWN <sup>*</sup>	Scranton, PA	Y
STLI	STATUE OF LIBERTY	New York--Newark, NY--NJ--CT	Y
THKO	THADDEUS KOSCIUSZKO	Philadelphia, PA--NJ--DE--MD	Y
THRB	THEODORE ROOSEVELT BIRTHPLACE	New York--Newark, NY--NJ--CT	Y

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
THRI	THEODORE ROOSEVELT INAUGURAL	Buffalo, NY	Y
UPDE	UPPER DELAWARE	N/A, non-urbanized	N
VAFO	VALLEY FORGE* <sup>+</sup>	Philadelphia, PA--NJ--DE--MD	Y

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
VAMA	VANDERBILT MANSION* <sup>+</sup>	Poughkeepsie--Newburgh, NY--NJ	Y
WEFA	WEIR FARM <sup>+</sup>	Bridgeport--Stamford, CT--NY	Y
WORI	WOMEN'S RIGHTS	N/A, non-urbanized	N

### Attachment 3.6: Pacific West Region

NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
BIHO	BIG HOLE	N/A, non-urbanized	N
CABR	CABRILLO†	San Diego, CA	Y
CHIS	CHANNEL ISLANDS†	Oxnard, CA	Y
CIRO	CITY OF ROCKS	N/A, non-urbanized	N
CRLA	CRATER LAKE	N/A, non-urbanized	N
CRMO	CRATERS OF THE MOON	N/A, non-urbanized	N
DEPO	DEVILS POSTPILE*	N/A, non-urbanized	N
DEVA	DEATH VALLEY	N/A, non-urbanized	N
EBLA	EBEY'S LANDING NATIONAL HISTORICAL RESERVE	N/A, non-urbanized	N
EUON	EUGENE O'NEILL*†	Concord, CA	Y
FOPO	FORT POINT†	San Francisco--Oakland, CA	Y
FOVA	FORT VANCOUVER	Portland, OR--WA	Y
GOGA	GOLDEN GATE*†	San Francisco--Oakland, CA	Y
GRBA	GREAT BASIN	N/A, non-urbanized	N
HAFO	HAGERMAN FOSSIL BEDS	N/A, non-urbanized	N
HALE	HALEAKALA	N/A, non-urbanized	N
HAVO	HAWAII VOLCANOES	N/A, non-urbanized	N
JODA	JOHN DAY FOSSIL BEDS	N/A, non-urbanized	N
JOMU	JOHN MUIR†	Concord, CA	Y
JOTR	JOSHUA TREE	N/A, non-urbanized	N
KAHO	KALOKO-HONOKOHAU	N/A, non-urbanized	N
KALA	KALAUPAPA	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
KICA	KINGS CANYON*	N/A, non-urbanized	N
LABE	LAVA BEDS	N/A, non-urbanized	N
LACH	LAKE CHELAN	N/A, non-urbanized	N
LAKE	LAKE MEAD	N/A, non-urbanized	N
LARO	LAKE ROOSEVELT	N/A, non-urbanized	N
LAVO	LASSEN VOLCANIC	N/A, non-urbanized	N
LEWI	LEWIS AND CLARK	N/A, non-urbanized	N
MANZ	MANZANAR	N/A, non-urbanized	N
MIIN	MINIDOKA	N/A, non-urbanized	N
MOJA	MOJAVE	N/A, non-urbanized	N
MORA	MOUNT RAINIER*	N/A, non-urbanized	N
MUWO	MUIR WOODS*	N/A, non-urbanized	N
NEPE	NEZ PERCE	N/A, non-urbanized	N
NOCA	NORTH CASCADES	N/A, non-urbanized	N
NPSA	NATIONAL PARK OF AMERICAN SAMOA	N/A, non-urbanized	N
OLYM	OLYMPIC	N/A, non-urbanized	N
ORCA	OREGON CAVES	N/A, non-urbanized	N
PINN	PINNACLES*	N/A, non-urbanized	N
POCH	PORT CHICAGO NAVAL MAGAZINE	N/A, non-urbanized	N
PORE	POINT REYES*	N/A, non-urbanized	N
PRSF	PRESIDIO OF SAN FRANCISCO†	San Francisco--Oakland, CA	Y
PUHE	PU'UKOHOLO HEIAU	N/A, non-urbanized	N
PUHO	PU'UHONUA O HONAUNAU	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
REDW	REDWOOD	N/A, non-urbanized	N
ROLA	ROSS LAKE	N/A, non-urbanized	N
RORI	ROSIE THE RIVETER/WWII HOME FRONT <sup>†</sup>	San Francisco--Oakland, CA	Y
SAFR	SAN FRANCISCO MARITIME <sup>†</sup>	San Francisco--Oakland, CA	Y
SAJH	SAN JUAN ISLAND	N/A, non-urbanized	N
SAMO	SANTA MONICA MOUNTAINS <sup>†</sup>	Los Angeles--Long Beach--Anaheim, CA	Y
SAMO	SANTA MONICA MOUNTAINS <sup>†</sup>	Oxnard, CA	Y

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
SAMO	SANTA MONICA MOUNTAINS <sup>†</sup>	Thousand Oaks, CA	Y
SEQU	SEQUOIA*	N/A, non-urbanized	N
VALR	WORLD WAR II VALOR IN THE PACIFIC (USS ARIZONA)* <sup>†</sup>	Urban Honolulu, HI	Y
WAPA	WAR IN THE PACIFIC	N/A, non-urbanized	N
WHIS	WHISKEYTOWN	N/A, non-urbanized	N
WHMI	WHITMAN MISSION	N/A, non-urbanized	N
YOSE	YOSEMITE*	N/A, non-urbanized	N

### Attachment 3.7: Southeast Region

NPS units with existing transit systems not under concession contract are both shaded and marked in tables with an asterisk (\*). Park units that span both urbanized and rural areas are marked with a dagger (†).

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
ABLI	ABRAHAM LINCOLN BIRTHPLACE	N/A, non-urbanized	N
ANDE	ANDERSONVILLE	N/A, non-urbanized	N
ANJO	ANDREW JOHNSON	N/A, non-urbanized	N
BICY	BIG CYPRESS	N/A, non-urbanized	N
BISC	BISCAYNE†	Miami, FL	Y
BISO	BIG SOUTH FORK	N/A, non-urbanized	N
BLRI	BLUE RIDGE PARKWAY†	Asheville, NC	Y
BRCR	BRICES CROSS ROADS NATIONAL BATTLEFIELD SITE	N/A, non-urbanized	N
BUIS	BUCK ISLAND REEF	N/A, non-urbanized	N
CAHA	CAPE HATTERAS	N/A, non-urbanized	N
CALO	CAPE LOOKOUT	N/A, non-urbanized	N
CANA	CANAVERAL†	Palm Coast--Daytona Beach--Port Orange, FL	Y
CARI	CANE RIVER CREOLE NATIONAL HISTORICAL PARK	N/A, non-urbanized	N
CARL	CARL SANDBURG HOME*†	Asheville, NC	Y
CASA	CASTILLO DE SAN MARCOS*	St. Augustine, FL	N
CHAT	CHATTAHOOCHEE RIVER	Atlanta, GA	Y
CHCH	CHICKAMAUGA AND CHATTANOOGA†	Chattanooga, TN--GA	Y
CHPI	CHARLES PINCKNEY	Charleston--North Charleston, SC	Y

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
CHRI	CHRISTIANSTED	N/A, non-urbanized	N
CONG	CONGAREE	N/A, non-urbanized	N
COWP	COWPENS	N/A, non-urbanized	N
CUGA	CUMBERLAND GAP	N/A, non-urbanized	N
CUIS	CUMBERLAND ISLAND*	N/A, non-urbanized	N
DESO	DE SOTO	Sarasota--Bradenton, FL	Y
DRT0	DRY TORTUGAS	N/A, non-urbanized	N
EVER	EVERGLADES	N/A, non-urbanized	N
FOCA	FORT CAROLINE†	Jacksonville, FL	Y
FODO	FORT DONELSON	N/A, non-urbanized	N
FOFR	FORT FREDERICA	N/A, non-urbanized	N
FOMA	FORT MATANZAS*†	St. Augustine, FL	N
FOPU	FORT PULASKI	N/A, non-urbanized	N
FORA	FORT RALEIGH	N/A, non-urbanized	N
FOSU	FORT SUMTER†	Charleston--North Charleston, SC	Y
GRSM	GREAT SMOKY MOUNTAINS	N/A, non-urbanized	N
GUCO	GUILFORD COURTHOUSE	Greensboro, NC	Y
GUIS	GULF ISLANDS†	Fort Walton Beach--Navarre--Wright, FL	N
GUIS	GULF ISLANDS†	Pensacola, FL--AL	Y
GUIS	GULF ISLANDS†	Gulfport, MS	Y
HOBE	HORSESHOE BEND	N/A, non-urbanized	N
JAZZ	NEW ORLEANS JAZZ	New Orleans, LA	Y



UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
JELA	JEAN LAFITTE NATIONAL HISTORICAL PARK & PRESERVE <sup>†</sup>	Houma, LA	N
JELA	JEAN LAFITTE NATIONAL HISTORICAL PARK & PRESERVE <sup>†</sup>	New Orleans, LA	Y
JELA	JEAN LAFITTE NATIONAL HISTORICAL PARK & PRESERVE <sup>†</sup>	Lafayette, LA	Y
JICA	JIMMY CARTER	N/A, non-urbanized	N
KEMO	KENNESAW MOUNTAIN*	Atlanta, GA	Y
KIMO	KINGS MOUNTAIN	N/A, non-urbanized	N
LIRI	LITTLE RIVER CANYON	N/A, non-urbanized	N
MACA	MAMMOTH CAVE*	N/A, non-urbanized	N
MALU	MARTIN LUTHER KING, JR.	Atlanta, GA	Y
MOCR	MOORES CREEK	N/A, non-urbanized	N
NATC	NATCHEZ	N/A, non-urbanized	N
NATR	NATCHEZ TRACE NATIONAL SCENIC TRAIL <sup>†</sup>	Nashville-Davidson, TN	Y
NATR	NATCHEZ TRACE NATIONAL SCENIC TRAIL <sup>†</sup>	Jackson, MS	Y
NISI	NINETY SIX	N/A, non-urbanized	N
OBRI	OBED	N/A, non-urbanized	N
OCMU	OCMULGEE <sup>†</sup>	Macon, GA	N
POPO	POVERTY POINT STATE	N/A, non-urbanized	N
RUCA	RUSSELL CAVE	N/A, non-urbanized	N
SAJU	SAN JUAN* <sup>†</sup>	San Juan, PR	Y
SARI	SALT RIVER BAY	N/A, non-urbanized	N

UNIT CODE	UNIT NAME	URBANIZED AREA NAME	OVER 200K?
SEMO	SELMA TO MONTGOMERY	N/A, non-urbanized	N
SHIL	SHILOH	N/A, non-urbanized	N
STRI	STONES RIVER <sup>†</sup>	Murfreesboro, TN	N
TIMU	TIMUCUAN ECOLOGICAL <sup>†</sup>	Jacksonville, FL	Y
TUAI	TUSKEGEE AIRMEN	N/A, non-urbanized	N
TUIN	TUSKEGEE INSTITUTE	N/A, non-urbanized	N
TUPE	TUPELO	N/A, non-urbanized	N
VICK	VICKSBURG	N/A, non-urbanized	N
VICR	VIRGIN ISLANDS CORAL REEF	N/A, non-urbanized	N
VIIS	VIRGIN ISLANDS	N/A, non-urbanized	N
WRBR	WRIGHT BROTHERS	N/A, non-urbanized	N



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**13. SUPPLEMENTARY NOTES**

**14. ABSTRACT**

**15. SUBJECT TERMS**

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