INTRODUCTION

The New York State Department of Transportation (NYSDOT or Department) has completed year 24, Federal Fiscal Year (FFY) 2015, of the Congestion Mitigation/Air Quality Improvement (CMAQ) Program. The objective of year 24, and the program’s preceding years, has been to fund transportation projects and programs in nonattainment and maintenance areas that will contribute to the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). Each year, air quality is improved through continued emphasis on projects that provide transit alternatives, congestion management, intelligent transportation system development, and implementation of various transportation initiatives such as promoting bus fleet upgrades and conversions to alternative fuels and retrofits, and multi-modal travel demand management.

The Federal Highway Administration (FHWA) issued Interim CMAQ Program Guidance under the Moving Ahead for Progress in the 21st Century Act (MAP-21) in November 2014. This Guidance superseded FHWA’s October 2008 CMAQ guidance under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The MAP-21 Interim Guidance made minimal changes to the CMAQ eligibility parameters for individual projects. NYSDOT’s CMAQ guidelines are contained in Chapter 4.4.16.3 of the NYSDOT Environmental Manual. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act into law. The FAST Act also made minor changes to CMAQ eligibility that will be reflected in the FFY 2016 CMAQ report.

Working with its Metropolitan Planning Organization (MPO) partners, the Department continues to follow its commitment to the standards established in the MAP-21, the FAST Act, and related guidance. Emission reductions have remained an integral part of all MPO and NYSDOT Regional CMAQ project selection processes. Estimated emission reductions are used to prioritize almost all of the projects for selection for CMAQ funding in New York State. The Department’s procedures and methods to quantify the emission effects for all project types has been successful in providing measures of effectiveness in the selection of projects for CMAQ funding.

This report describes all NYSDOT CMAQ funding activities for FFY 2015. We have continued the practice of reporting the emissions benefits of all newly funded projects. The report also provides the detail of every CMAQ financial transaction including FTA transfers, the obligation of funds to complete existing and on-going projects, and administrative actions to de-obligate funds in FFY 2015.

RESULTS

There was CMAQ program activity in 107 transportation projects in New York State in FFY 2015. Of the $176,133,564 New York State CMAQ apportionment, $115,467,901 in regular Federal-Aid CMAQ funding was obligated. In addition, $57,307,541 in Advance Construction (AC) CMAQ funds was authorized as of the end of FFY 2015.
During the period FFY 2012 to FFY 2015, the total obligation of regular Federal-Aid CMAQ funds in New York State was $609,439,022. This represents 86% of the $709,642,892 CMAQ funds apportioned to New York State under the MAP-21.

Excluding AC funds, this brings total federal obligations for the twenty-four year history of the CMAQ Program to $3.025 billion, or 86% of the $3.501 billion apportioned.

The Department’s CMAQ funding activities are compiled by the Department’s Accounting Bureau, and provide the basis for the Department’s annual reports to the FHWA. Table 1 presents all CMAQ projects that were obligated funds for the first time in FFY 2015, as well as all on-going CMAQ projects that are eligible to be funded indefinitely. These projects are arranged by FHWA project categories and identified by NYSDOT Project Identification Numbers (PINs). Estimated emission reductions are reported for carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), PM₁₀ (particulate matter less than or equal to 10 microns in diameter), and PM₂.₅ (particulate matter less than or equal to 2.5 microns in diameter).

The benefits of demonstrating quantitative emissions reductions are twofold. First, the values permit a direct comparison among projects at the selection stage, allowing the projects with the greatest benefits to be selected. Second, the Department and the involved MPOs will have the information needed to properly evaluate capital program emphasis and/or project selection procedures, thus, expediting planning and programming changes as appropriate to meet air quality and transportation planning goals.

As stated in previous annual reports, in FFY’s 1992-2003, all projects were counted in Table 1, including those obligated and withdrawn/returned (de-obligated). In order to ensure representative reporting of emissions benefits starting with FFY 2004, only first-instance obligations and on-going projects that are eligible for an indefinite period of time are presented in Table 1.

**Meeting the MAP-21 Requirements for Priority Use of Funds in PM₂.₅ Areas:** The MAP-21 required that an amount equal to 25% of the funds apportioned to each state under 23 USC 104(b)(4) for PM₂.₅ nonattainment or maintenance areas be obligated to projects that reduce PM₂.₅ emissions in such areas. Per Table 1, every new and on-going CMAQ project to which CMAQ funds were obligated in FFY 2015 will reduce PM₂.₅ emissions.

Table 2 provides another view of New York’s CMAQ Program. All projects obligated money in FFY 2015 are listed in this table. There are a variety of projects that have received CMAQ funding, all of which provide a means for New York State to improve air quality and move toward achieving attainment of the NAAQS. Projects that received CMAQ funds in FFY 2015 to complete a project, whose emission benefits were reported in a previous FFY, are also included in Table 2. These projects are arranged by category and PIN, with each accompanied by a clear and concise explanation of project scope as recommended by the FHWA. Federal funding percentage, amount obligated,
and the total matched obligation are also provided in Table 2. Per the FHWA guidance, regular Federal-Aid authorizations and transfers are the only transactions included in this table.

Table 3 lists all CMAQ actions in FFY 2015. Sorted by the NYSDOT Region and PIN, the table provides the amount of Federal, matched, and Advance Construction funds that were obligated or de-obligated, the project phase, the transaction date, the Federal-Aid percentage, the program funding code, Federal identification number and a brief summary of each transaction. The CMAQ funding codes are defined as follows:

- Code M40E: MAP-21 Extension Air Quality
- Code M0E3: MAP-21 Extension Reduce PM$_{2.5}$ Emissions
- Code M003: MAP-21 Reduce PM$_{2.5}$ Emissions
- Code M400: MAP-21 Air Quality
- Code L40R: SAFETEA-LU Restore Air Quality
- Code L40E: SAFETEA-LU Extension Air Quality
- Code L400: SAFETEA-LU Air Quality
- Code H400: STEA-03 Air Quality
- Code Q400: TEA-21 Air Quality
- Code 3200: ISTEA Air Quality

The NYSDOT, along with the MPOs, has continued to strive for a well-balanced CMAQ Program. As illustrated by Figure 1, of the $115.5 million obligated in 2015, Transit Projects received $47.3 million in obligated funds, representing 41% of the total. Bicycle/pedestrian projects received $36.1 million, or 31% of total obligated funds. Demand Management received $12 million, which was 10% of the total. Traffic Flow Improvements received $9.4 million and Inspection/Maintenance (IM) and other Transportation Control Measure (TCM) projects received $5.7 million, representing 8% and 5% of the total, respectively. With an obligation amount of $5.0 million, Ride Share projects comprised 4% of total obligations.

Figure 2 presents the 53 projects obligated in FFY 2015 distributed over the six FHWA project categories. It compares the FFY 2015 activity level to the CMAQ program activity over the last ten years, illustrating the Department's goal to achieve a well-balanced intermodal program enhanced by projects funded with CMAQ.

Figure 3 illustrates the cumulative twenty-four-year funding commitment of New York's CMAQ Program by project category. The CMAQ Program has enabled New York to strengthen its commitment to multi-modal transportation solutions through transit investments that include key infrastructure improvements, and provisions for new and varied services. New York State has also committed a significant share of funding for bicycle and pedestrian travel facilities, Intelligent Transportation Systems (ITS), TCMs, alternative fueled vehicle programs, and traffic flow improvement projects that contribute to congestion relief, mobility enhancement, and sustainable transportation solutions.
Figure 4 compares FFY 2015 obligation of CMAQ funds, split among the six FHWA CMAQ Project Categories, to the CMAQ Program’s activity over the last ten years. This fiscal year, the total amount of CMAQ money obligated (approximately $115 million) is $37 million less than the $152 million obligated in 2014.

Figures 5, 6, and 7 graphically present the total daily CMAQ Program emissions reductions reported for FFYs 2006 through 2015, for CO (Figure 5), VOC & NOx (Figure 6), and PM$_{10}$ & PM$_{2.5}$ (Figure 7). Over the CMAQ Program’s twenty-four years, CO, VOC, NOx, and PM (PM$_{10}$ and PM$_{2.5}$) emissions are estimated to have been reduced by aggregate totals of 443,897 kilograms per day (kg/d), 105,966 kg/d, 97,867 kg/d and 7,355 kg/d, respectively.

Discussion of Emissions Analysis Issues for CMAQ Funded Projects

The development, progression, and administration of the CMAQ program in the nonattainment and maintenance areas statewide, to ensure conformance with the FHWA and Department CMAQ Guidelines, remain a high priority. The NYSDOT Office of Environment, in concert with the MPOs, the FHWA, the FTA, the United States Environmental Protection Agency (USEPA), the New York State Department of Environmental Conservation (NYSDEC), and the Department’s Main Office program areas, continues to review and refine the program to meet the Department’s needs.

The consistency in estimating emissions and ranking projects is among the most sought-after CMAQ Program characteristics. Complete documentation of all CMAQ project proposals, including air quality and funding analyses, is required, and must be considered by each MPO or Region in their project selection process.

To ensure consistency and improve the annual reporting process required by the United States Department of Transportation (USDOT), the Department continues to encourage MPOs to use its CMAQtraq software to perform project emissions analyses, and requires that all CMAQ project proposals be submitted to the NYSDOT for completeness certifications before CMAQ fund obligations are requested. In 2014, the NYSDOT Office of Environment released a new version of CMAQtraq, CMAQtraq 2013, to MPO and Regional staff. The emission factors in CMAQtraq 2013 were generated by the USEPA Motor Vehicle Emissions Simulator (MOVES) model, version MOVES2010b. CMAQtraq 2013 is a substantial revision and improvement to CMAQtraq 2008, which was based on the previous USEPA emissions model, MOBILE6.2. Thus, CMAQtraq 2013 provides more accurate emissions estimates than the previous versions. CMAQtraq 2013 also provides estimates of energy consumption and carbon dioxide emissions.

CONCLUSIONS

New York State continues to use CMAQ funds for reducing motor vehicle emissions in its efforts to meet the attainment goals established by the Clean Air Act and continue the downward trend in mobile source emissions. The CMAQ Program has facilitated
compliance with the *Intermodal Surface Transportation Efficiency Act* (ISTEA) and the *Transportation Equity Act for the 21st Century* (TEA-21) mandates of incorporating bicycle transportation facilities and pedestrian accommodations into the transportation planning process. The program has met the goals of the SAFETEA-LU and the MAP-21 by improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment, through activities as such diesel retrofits. Finally, multi-modal demand management and shared ride projects, integrated with on-going public information, education and outreach programs, continue to be funded based on their potential for air quality improvement, mobility enhancement, and sustainable transportation initiatives.

The CMAQ project selection processes, including public involvement, are functioning well in New York State at the MPO and the Department's Regional levels. The NYSDOT will continue to focus on the delivery of an effective, balanced, and quantified CMAQ Program that meets air quality and congestion management goals.
<table>
<thead>
<tr>
<th>PIN Number</th>
<th>Total Federal Obligated</th>
<th>Const / Other</th>
<th>PE, ROW &amp; Consult.</th>
<th>Emission Reductions Kilograms / Day In First Year of Project Life</th>
<th>Description</th>
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|            | $10,861,665            | $3,301,665    | $7,560,000         | 6.63 | 177.00 | 16.95 | 1.570 | 0.900 | |}

**BICYCLE/PEDESTRIAN**

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<th>PIN Number</th>
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<th>PE, ROW &amp; Consult.</th>
<th>Emission Reductions Kilograms / Day In First Year of Project Life</th>
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<td>Emission Reductions Kilograms / Day In First Year of Project Life</td>
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### TABLE 1 (continued)

**CMAQ Program FFY 2015 – New and Ongoing Implementation Projects**

**Project Listing With Expected Air Quality Benefits by Project Type**

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<th>PIN Number</th>
<th>OBLIGATIONS</th>
<th>Emission Reductions</th>
<th>Description</th>
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<td>TRANSIT</td>
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<td>X77230 $13,956,000 $13,956,000</td>
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<td>$24,756,000 $24,756,000</td>
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### TABLE 1 - SUMMARY

**STATEWIDE TOTAL FIRST-TIME OBLIGATIONS FFY 2015**

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<th>OBLIGATIONS</th>
<th>Emission Reductions</th>
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<td>PIN</td>
<td>Description</td>
</tr>
<tr>
<td>------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>8806.88.12K</td>
<td>WESTCHESTER COUNTY: COMMUTE OPTIONS PROGRAM (ECO PROGRAM) FROM 1/1/2014 TO 12/31/2014.</td>
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<tr>
<td>8806.88.12L</td>
<td>WESTCHESTER COUNTY: COMMUTE OPTIONS PROGRAM (ECO PROGRAM) FROM 1/1/2015 TO 12/31/2015.</td>
</tr>
<tr>
<td>8823.38.321</td>
<td>ORANGE COUNTY: NEWBURG TRANSPORTATION CENTER PARK &amp; RIDE LOT-MODERNIZATION &amp; RECONSTRUCTION OF NEWBURG TRANS CENTER PARK &amp; RIDE LOT</td>
</tr>
<tr>
<td>8T01.87.121</td>
<td>PUTNAM, ROCKLAND, &amp; WESTCHESTER COUNTIES: TRAVEL DEMAND MANAGEMENT PROGRAM AT VARIOUS LOCATIONS FROM 9/17/2012 TO 12/31/2015.</td>
</tr>
<tr>
<td>STDM.15.121</td>
<td>NEW YORK'S 511 TRAVEL DEMAND MANAGEMENT &amp; CLEAN AIR PROGRAM FROM 5/18/2015 TO 7/1/2016.</td>
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**IM and other TCMs**

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<th>PIN</th>
<th>Description</th>
<th>Fed-Aid %</th>
<th>Total Federal Obligated</th>
<th>Total Project Cost</th>
<th>Project Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>0826.33.321</td>
<td>SUFFOLK COUNTY: CNG FLEET VEHICLE PROGRAM TO REPLACE APPROX 46 COUNTY VEHICLES WITH CNG POWERED VEHICLES OR ENGINES.</td>
<td>80%</td>
<td>$1,760,314</td>
<td>$2,200,393</td>
<td>8/5/15: To re-obligate the project for bills received.</td>
</tr>
<tr>
<td>0826.35.321</td>
<td>SUFFOLK COUNTY: HYBRID ELECTRIC-REPLACE 47 COUNTY FLEET VEHICLES WITH ELECTRIC HYBRID VEHICLES-GREEN VEHICLE INITIATIVE.</td>
<td>80%</td>
<td>$689,181</td>
<td>$861,476</td>
<td>8/6/15: To re-obligate the project for bills received.</td>
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<tr>
<td>X500.42.321</td>
<td>NEW YORK CITY: ELECTRIC VEHICLE DEMO.</td>
<td>80%</td>
<td>$2,495</td>
<td>$3,119</td>
<td>To clear billing suspense in order to close project</td>
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# TABLE 2
## CMAQ Program FFY 2015
### All Project Obligations With Brief Scope by Project Type

<table>
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<tr>
<th>PIN</th>
<th>Description</th>
<th>Fed-Aid %</th>
<th>Total Federal Obligated</th>
<th>Total Project Cost</th>
<th>Project Scope</th>
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<td><strong>IM and other TCMs (continued)</strong></td>
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<tr>
<td>X770.05.321 X770.05.322 X770.05.323</td>
<td>NEW YORK CITY (BRONX): HUNTS POINT/MORRIS DIESEL EMISSION REDUCTION PROGRAM.</td>
<td>100%</td>
<td>$1,000,000</td>
<td>$1,250,000</td>
<td>To incorporate additional M400 funds per revised cost estimate.</td>
</tr>
<tr>
<td>X772.61.321</td>
<td>NEW YORK CITY: MUNICIPAL PLUG-IN AND ADVANCED VEHICLE PROGRAMS-PURCHASE OF NATURAL GAS VEHICLES.</td>
<td>80%</td>
<td>$2,200,000</td>
<td>$2,750,000</td>
<td>To increase funds per revised cost estimate.</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$5,651,990</strong></td>
<td><strong>$7,064,988</strong></td>
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## BICYCLE/PEDESTRIAN

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<th>PIN</th>
<th>Description</th>
<th>Fed-Aid %</th>
<th>Total Federal Obligated</th>
<th>Total Project Cost</th>
<th>Project Scope</th>
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</thead>
<tbody>
<tr>
<td>1757.32.121 1757.32.122</td>
<td>VOORHEESVILLE: HELDERBERG HUDSON RAIL TRAIL FROM VOORHEESVILLE TO PORT OF ALBANY. PE FOR BIKE PEDESTRIAN TRAIL (1-6).</td>
<td>80%</td>
<td>$63,476</td>
<td>$79,345</td>
<td>To incorporate funds to match a supplemental agreement.</td>
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<tr>
<td>1757.32.321</td>
<td>ALBANY: HELDERBERG HUDSON RAIL TRAIL (PHASE 1) FROM DELAWARE AVENUE TO PEARL STREET WITH ALT ROUTE AROUND NEW SCOTLAND AVENUE.</td>
<td>80%</td>
<td>$2,811,042</td>
<td>$3,513,803</td>
<td>8/11/15: To re-establish project for bills received.</td>
</tr>
<tr>
<td>1757.33.321</td>
<td>GUILDERLAND: GUILDERLAND CENTER PEDESTRIAN SAFETY-SIDewALKS ON ROUTE 146 &amp; ENHANCE OF PED SAFETY @ SCHOOL ROAD INTERSECTION.</td>
<td>80%</td>
<td>$438,142</td>
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</tr>
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<td>1757.35.321 1757.35.322</td>
<td>RENSSELAER: ROUTE 20 CORRIDOR- BICYCLE/PEDESTRIAN IMPROVEMENTS WITH PED SIGNALS, SIDEWALKS, WIDEN BIKE LANES, &amp; RESTRIPING.</td>
<td>80%</td>
<td>$123,755</td>
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<td>To convert AC to regular FA for bills received.</td>
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<tr>
<td>1757.35.321 1757.35.322</td>
<td>RENSSELAER: ROUTE 20 CORRIDOR- BICYCLE/PEDESTRIAN IMPROVEMENTS WITH PED SIGNALS, SIDEWALKS, WIDEN BIKE LANES, &amp; RESTRIPING.</td>
<td>80%</td>
<td>$532,598</td>
<td>$665,748</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>PIN</td>
<td>Description</td>
<td>Fed-Aid %</td>
<td>Total Federal Obligated</td>
<td>Total Project Cost</td>
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</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------</td>
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<td>-------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1757.36.221</td>
<td>CLIFTON PARK: CRESTENT ROAD. ROW FOR PATHWAYS AND SIDEWALK IMPROVEMENTS (BIKE/PED PATH) (INCIDENTALS &amp; ACQUISITION).</td>
<td>80%</td>
<td>$136,779</td>
<td>$170,974</td>
<td>To fully convert AC to regular FA.</td>
</tr>
<tr>
<td>1808.01.321</td>
<td>GUILDERLAND: PEDESTRIAN IMPROVEMENTS, ADA COMPLIANCE, SIGNALS, SIGNS, &amp; SIDEWALKS.</td>
<td>80%</td>
<td>$400,000</td>
<td>$500,000</td>
<td>8/18/15: To add funds to clear suspense.</td>
</tr>
<tr>
<td>4754.92.321</td>
<td>CALEDONIA: ERIE-ATTICA RAILWAY TRAIL TO AVON.</td>
<td>80%</td>
<td>$115,978</td>
<td>$144,973</td>
<td>9/2/15: To re-obligate for bills received.</td>
</tr>
<tr>
<td>5756.83.321</td>
<td>BUFFALO: NORTH BUFFALO RAILS TO TRAILS, CONST 6,800 LINEAL FT- 12 FT WIDE ASPHALT MULTI-USE PATH FROM MAIN ST TO KENMORE AVE ALONG</td>
<td>80%</td>
<td>$80,000</td>
<td>$100,000</td>
<td>9/11/2015: Increase to match the supplemental agreement. Completion date Fall 2016.</td>
</tr>
<tr>
<td>5756.83.321</td>
<td>BUFFALO: NORTH BUFFALO RAILS TO TRAILS, CONST 6,800 LINEAL FT- 12 FT WIDE ASPHALT MULTI-USE PATH FROM MAIN ST TO KENMORE AVE ALONG</td>
<td>80%</td>
<td>$1,100,000</td>
<td>$1,375,000</td>
<td>To fully convert AC to Regular FA for bills received. Completion date Fall 2016.</td>
</tr>
<tr>
<td>5756.84.121</td>
<td>TONAWANDA: TONAWANDA RAILS TO TRAILS PROGRAM. PE FOR BIKE AND PEDESTRAIN TRAIL (1-6).</td>
<td>80%</td>
<td>$92,000</td>
<td>$115,000</td>
<td>To incorporate funds to account for increased final design costs. Completion date Fall 2016.</td>
</tr>
<tr>
<td>8093.55.321</td>
<td>TOWN OF ORANGETOWN, PALISADES TRAILWAY, STAGE 2, RT. 303 TO WESTERN HIGHWAY CONSTRUCT A PAVED BIKEPATH</td>
<td>80%</td>
<td>$2,628,841</td>
<td>$3,286,051</td>
<td>To fully convert AC to regular FA.</td>
</tr>
<tr>
<td>X501.52.321</td>
<td>NYC: REGATTA PARK/HARLEM RIVER GREENWAY FOR CONSTRUCTION OF .75 MI SEGMENT OF THE HARLEM RIVER GREENWAY TRAIL (PHASE 1).</td>
<td>80%</td>
<td>$2,594,974</td>
<td>$3,243,718</td>
<td>7/31/15: To re-obligate for bills received.</td>
</tr>
<tr>
<td>X501.60.321</td>
<td>NEW YORK CITY: IMPLEMENTATION OF ITS SYSTEM ALONG THE JACKIE ROBINSON PARKWAY.</td>
<td>80%</td>
<td>$560,000</td>
<td>$700,000</td>
<td>To convert AC to regular FA for bills received. Remains partially advance funded.</td>
</tr>
<tr>
<td>X501.69.321</td>
<td>NEW YORK CITY: QUEENS PLAZA BICYCLE &amp; PEDESTRIAN IMPROVEMENT PROJECT.</td>
<td>80%</td>
<td>$238,961</td>
<td>$298,701</td>
<td>To re-obligate for bills received.</td>
</tr>
</tbody>
</table>
### TABLE 2
(continued)
CMAQ Program FFY 2015
All Project Obligations With Brief Scope by Project Type

<table>
<thead>
<tr>
<th>PIN</th>
<th>Description</th>
<th>Fed-Aid %</th>
<th>Total Federal Obligated</th>
<th>Total Project Cost</th>
<th>Project Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>X501.85.321</td>
<td>NEW YORK CITY: IMPROVEMENTS TO PEDESTRIAN FACILITIES AT TRANSIT STOPs.</td>
<td>80%</td>
<td>$845,600</td>
<td>$1,057,000</td>
<td>8/25/15: To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>X501.89.321</td>
<td>NEW YORK CITY: DESIGN AND CONSTRUCT SIDEWALK, CROSSWALK, AND STREETSCAPE AT VARIOUS LOCATIONS.</td>
<td>80%</td>
<td>$200,000</td>
<td>$250,000</td>
<td>To convert AC to Regular FA for bills received.</td>
</tr>
<tr>
<td>X501.89.321</td>
<td>NEW YORK CITY: DESIGN AND CONSTRUCT SIDEWALK, CROSSWALK, AND STREETSCAPE AT VARIOUS LOCATIONS.</td>
<td>80%</td>
<td>$382,400</td>
<td>$478,000</td>
<td>To convert AC to regular Federal Aid for bills received.</td>
</tr>
<tr>
<td>X770.22.321</td>
<td>NYC: CONSTRUCTION OF NEW SPRINGVILLE GREENWAY SEGMENT ALONG WM T. DAVIS WILDLIFE REFUGE AND THE FUTURE FRESH KILLS PARK.</td>
<td>80%</td>
<td>$7,856,853</td>
<td>$9,821,066</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>X772.25.321, X772.25.322, X772.25.323</td>
<td>NEW YORK CITY: BROOKLYN WATERFRONT GREENWAY AROUND PORTION OF PERIMETER OF BROOKLYN NAVY YARD-FLUSHING AVENUE ROADWAY CONVERSION PHASE.</td>
<td>80%</td>
<td>$1,891,000</td>
<td>$2,363,750</td>
<td>8/13/15: To re-establish project. Withdrawn in error.</td>
</tr>
<tr>
<td>X772.60.121</td>
<td>NEW YORK CITY: PE-BICYCLE NETWORK DEVEL DSGN ACTIVIT TO EXPAND PARTIALLY IMPLEMENT 1,800 LANE MILE NETWORK (SCOPING AND 1-6).</td>
<td>80%</td>
<td>$4,444,000</td>
<td>$5,555,000</td>
<td>8/20/2015: Increase to match supplemental agreement.</td>
</tr>
<tr>
<td>X772.62.321X772.62.322</td>
<td>BROOKLYN &amp; STATEN ISLAND: WALKABLE CORRIDORS-4th AVENUE (PACIFIC STREET-65th STREET) &amp; RICHMOND AVE (ARTHUR KILL RD-FOREST AVE).</td>
<td>80%</td>
<td>$98,310</td>
<td>$122,888</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>X772.62.321X772.62.322</td>
<td>BROOKLYN &amp; STATEN ISLAND: WALKABLE CORRIDORS-4th AVENUE (PACIFIC STREET-65th STREET) &amp; RICHMOND AVE (ARTHUR KILL RD-FOREST AVE).</td>
<td>80%</td>
<td>$169,103</td>
<td>$211,379</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
</tbody>
</table>
**TABLE 2**  
(continued)  
CMAQ Program FFY 2015  
All Project Obligations With Brief Scope by Project Type

<table>
<thead>
<tr>
<th>PIN</th>
<th>Description</th>
<th>Fed-Aid %</th>
<th>Total Federal Obligated</th>
<th>Total Project Cost</th>
<th>Project Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>BICYCLE/PEDESTRIAN (continued)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>X772.98.121</td>
<td>NYC: HUDSON RIVER PARK, PE-REDEVELOP PIER 54 CONNECTOR BY CONSTRUCTING A NEW FULL-WIDTH DEDICATED PEDESTRIAN/BIKE PATH, NEW PUBLIC BUS STOP &amp; IMPROVEMENTS TO THE EXISTING BIKEWAY BETWEEN BLOOMFIELD ST &amp; PIER 5; WEST ST BETWEEN PIERS 54,57 &amp; WEST 17TH ST.(1-4).</td>
<td>80%</td>
<td>$1,980,000</td>
<td>$2,475,000</td>
<td>8/13/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>X772.98.321</td>
<td>NEW YORK CITY:REDEVELOP PIER 54 CONNECTOR IN HUDSON RIVER PARK PHASE 1-CONSTRUCTION OF OVER-WATER PILE SUPPORTED PLATFORM-BULKHEAD</td>
<td>80%</td>
<td>$6,329,600</td>
<td>$7,912,000</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td>$36,113,412</td>
<td>$45,141,765</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>RIDE SHARE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8822.84.12A</td>
<td>PUTNAM COUNTY: PARK AND RIDE LOT TRANSFER PROGRAM WITH BUS SERVICE AND LOT LEASE FROM 1/1/2015 TO 12/31/2016.</td>
<td>80%</td>
<td>$44,000</td>
<td>$55,000</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>X806.73.121</td>
<td>NY RIDESHARE PROJECT IN NEW YORK CITY.</td>
<td>80%</td>
<td>$25,520</td>
<td>$31,900</td>
<td>To convert AC to Regular FA to clear billing suspense.</td>
</tr>
<tr>
<td>X806.73.121</td>
<td>NY RIDESHARE PROJECT IN NEW YORK CITY.</td>
<td>80%</td>
<td>$700,000</td>
<td>$875,000</td>
<td>To convert AC to regular</td>
</tr>
<tr>
<td>X806.73.121</td>
<td>NY RIDESHARE PROJECT IN NEW YORK CITY.</td>
<td>80%</td>
<td>$4,198,795</td>
<td>$5,248,494</td>
<td>8/19/15: To convert AC to regular FA</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td>$4,968,315</td>
<td>$6,210,394</td>
<td></td>
</tr>
<tr>
<td>PIN</td>
<td>Description</td>
<td>Fed-Aid %</td>
<td>Total Federal Obligated</td>
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<td>-------------</td>
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<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>0759.96.321</td>
<td>NASSAU COUNTY: INCIDENT MGMT SYSTEM PHASE 3-MAXIMIZES EFFICIENCY OF TRAFFIC FLOW ALONG MAJOR ARTERIES BY INSTALLING VIDEO CAMERAS.</td>
<td>80%</td>
<td>$262,332</td>
<td>$327,915</td>
<td>To re-obligate for bills received.</td>
</tr>
<tr>
<td>0759.96.321</td>
<td>NASSAU COUNTY: INCIDENT MGMT SYSTEM PHASE 3-MAXIMIZES EFFICIENCY OF TRAFFIC FLOW ALONG MAJOR ARTERIES BY INSTALLING VIDEO CAMERAS.</td>
<td>80%</td>
<td>$537,290</td>
<td>$671,612</td>
<td>To re-obligate for bills received.</td>
</tr>
<tr>
<td>1758.00.121</td>
<td>SCHENECTADY: ERIE BOULEVARD, JAY STREET, NOTT STREET, AND FRONT STREET. PE FOR ROUNDABOUT (1-6).</td>
<td>80%</td>
<td>$29,160</td>
<td>$36,450</td>
<td>To increase to cover total PE costs</td>
</tr>
<tr>
<td>1758.00.321, 1758.00.322, 1758.00.323</td>
<td>SCHENECTADY: ERIE BOULEVARD, JAY STREET, NOTT STREET, FRONT STREET ROUNDABOUT.</td>
<td>80%</td>
<td>$1,876,000</td>
<td>$2,345,000</td>
<td>8/18/15: To re-establish the project. Withdrawn in error.</td>
</tr>
<tr>
<td>1758.05.321, 1758.05.322</td>
<td>TROY: SIGNAL IMPROVEMENTS ON PAWLING AVENUE INCLUDING CONTROLLERS FOR 8 SIGNALS.</td>
<td>80%</td>
<td>$114,500</td>
<td>$143,125</td>
<td>To partially convert AC to regular FA.</td>
</tr>
<tr>
<td>4590.11.321, 4590.11.322, 4590.11.323</td>
<td>IRONDEQUOIT: ROUTE 590 and SEABREEZE DRIVE FROM TITUS AVENUE TO CULVER ROAD FOR RECONSTRUCTION.</td>
<td>80%</td>
<td>$305,600</td>
<td>$382,000</td>
<td>Project complete. To add funds for contract order.</td>
</tr>
<tr>
<td>5755.54.121, 5755.54.122</td>
<td>BUFFALO, NIAGARA FALLS, CHEEKTOWAGA, GRAND ISLAND, TONAWANDA, &amp; WEST SENeca: ITS PHASE 4. PE FOR INCIDENT MANAGEMENT (SCOP &amp; 1-6).</td>
<td>80%</td>
<td>$7,168</td>
<td>$8,960</td>
<td>To add funds to clear billing suspense</td>
</tr>
<tr>
<td>5757.13.321, 5757.13.322</td>
<td>LOCKPORT: MILL &amp; OVERLAY OF LINCOLN AVE CORRIDOR WITH RECONST OF SOME INTERSECTIONS FROM BEATTIE AVE TO AKRON RD.</td>
<td>80%</td>
<td>$528,000</td>
<td>$660,000</td>
<td>8/13/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>5809.08.321</td>
<td>AMHERST, CHEEKTOWAGA, &amp; WEST SENeca: BUFFALO NIAGARA REGIONAL ARTERIAL MGT SYSTEM PHASE 2 TRAFFIC SIGNAL COORD ON RTS 78, 277, &amp; 33.</td>
<td>80%</td>
<td>$966,400</td>
<td>$1,208,000</td>
<td>8/7/15: To convert AC to regular FA to clear billing suspense</td>
</tr>
</tbody>
</table>
### TABLE 2
CMAQ Program FFY 2015
All Project Obligations With Brief Scope by Project Type

<table>
<thead>
<tr>
<th>PIN</th>
<th>Description</th>
<th>Fed-Aid %</th>
<th>Total Federal Obligated</th>
<th>Total Project Cost</th>
<th>Project Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>7753.15.321</td>
<td>WATERTOWN: RECONSTRUCTION OF FACTORY STREET.</td>
<td>80%</td>
<td>$2,616,000</td>
<td>$3,270,000</td>
<td>9/16/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>8145.22.321,</td>
<td>WALLKILL: SHUTT ROAD PEDESTRIAN FACILITY FROM DUNNING ROAD TO NORTH GALLERIA DRIVE.</td>
<td>80%</td>
<td>$597,240</td>
<td>$746,550</td>
<td>To revise per bid of 11/20/2014</td>
</tr>
<tr>
<td>8390.96.121</td>
<td>CORTLANDT: ROUTE 6 AND WESTBROOK DRIVE. PE FOR INTERSECTION IMPROVEMENT (1-6).</td>
<td>80%</td>
<td>$10,840</td>
<td>$13,550</td>
<td>7/31/15: To re-obligate for bills received.</td>
</tr>
<tr>
<td>8758.69.321</td>
<td>LaGRANGE: NOXON ROAD/COUNTY ROUTE 21 AT TITUSVILLE ROAD/COUNTY ROUTE 49 FOR INTERSECTION RECONSTRUCTION.</td>
<td>80%</td>
<td>$1,479,961</td>
<td>$1,849,951</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>8758.71.221</td>
<td>WAPPINGER: OLD HOPEWELL ROAD/COUNTY ROUTE 28 AT ALL ANGELS HILL ROAD/COUNTY ROUTE 94. ROW FOR INTERSECTION RECONSTRUCTION (INCID).</td>
<td>80%</td>
<td>$17,407</td>
<td>$21,759</td>
<td>9/9/15: ROW acquisition</td>
</tr>
<tr>
<td>8758.71.221</td>
<td>WAPPINGER: OLD HOPEWELL ROAD/COUNTY ROUTE 28 AT ALL ANGELS HILL ROAD/COUNTY ROUTE 94. ROW FOR INTERSECTION RECONSTRUCTION (INCID).</td>
<td>80%</td>
<td>$59,837</td>
<td>$74,796</td>
<td>9/9/15: ROW acquisition</td>
</tr>
<tr>
<td>8758.99.221</td>
<td>CITY OF NEW ROCHELLE: PELHAM RD. TRAFFIC SIGNALS. ROW (INCID).</td>
<td>80%</td>
<td>$8,000</td>
<td>$10,000</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>8759.00.221</td>
<td>NEW ROCHELLE: MAIN &amp; HUGUENOT STREETS. ROW FOR SIGNALS (INCIDENTALS).</td>
<td>80%</td>
<td>$4,000</td>
<td>$5,000</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$9,419,735</strong></td>
<td><strong>$11,774,668</strong></td>
<td></td>
</tr>
<tr>
<td>PIN</td>
<td>Description</td>
<td>Fed-Aid %</td>
<td>Total Federal Obligated</td>
<td>Total Project Cost</td>
<td>Project Scope</td>
</tr>
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<td>-------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>ST-01-7135</td>
<td>GRAND CENTRAL STATION ACCESS IMPROVEMENTS</td>
<td>N/A</td>
<td>$8,000,000</td>
<td>$8,000,000</td>
<td>FTA Transfer</td>
</tr>
<tr>
<td>X772.30</td>
<td>NEW SELECT BUS SERVICE ON THIRD AVE - WEBSTER</td>
<td>N/A</td>
<td>$13,956,000</td>
<td>$13,956,000</td>
<td>FTA Transfer</td>
</tr>
<tr>
<td>X772.63.121</td>
<td>NEW YORK CITY: PE FOR MULTI-MODAL ACCESS TO TRANSIT (1-4).</td>
<td>80%</td>
<td>$211,000</td>
<td>$263,750</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>X772.64.121</td>
<td>NEW YORK CITY: SMART CHOICE-PERSONAL TRAVEL CHOICE PILOT-NOSTRAND/ROGERS AVE CORRIDOR.</td>
<td>80%</td>
<td>$523,200</td>
<td>$654,000</td>
<td>8/14/15: Increase to match supplemental agreement.</td>
</tr>
<tr>
<td>X772.74</td>
<td>UTICA AVENUE SELECT BUS SERVICE/BRT IN KINGS COUNTY</td>
<td>N/A</td>
<td>$400,000</td>
<td>$400,000</td>
<td>FTA Transfer</td>
</tr>
<tr>
<td>X772.76</td>
<td>UPPER WEST SIDE/EAST SIDE CROSSTOWN CORRIDOR SBS/BRT (NYC)</td>
<td>N/A</td>
<td>$2,400,000</td>
<td>$2,400,000</td>
<td>FTA Transfer</td>
</tr>
<tr>
<td>x822.66</td>
<td>MOYNIHAN STATION REDEVELOPMENT</td>
<td>N/A</td>
<td>$16,000,000</td>
<td>$16,000,000</td>
<td>FRA Transfer</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$47,292,784</strong></td>
<td><strong>$48,926,980</strong></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL GROSS CMAQ FUNDS OBLIGATED IN FFY 2014**

<table>
<thead>
<tr>
<th>Federal Obligated</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$115,467,901</td>
<td>$131,570,460</td>
</tr>
</tbody>
</table>

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## TABLE 3
### CMAQ Program FFY 2015
#### All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10/24/2014</td>
<td>1757.32.121, 1757.32.122</td>
<td>PE</td>
<td>$63,476</td>
<td>$79,345</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>1757321</td>
<td>To incorporate funds to match a supplemental agreement.</td>
</tr>
<tr>
<td>1</td>
<td>2/6/2015</td>
<td>1757.32.321</td>
<td>CONST</td>
<td>($299,385)</td>
<td>($374,231)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>1757323</td>
<td>To revise for award of 2/2/2015.</td>
</tr>
<tr>
<td>1</td>
<td>8/5/2015</td>
<td>1757.32.321</td>
<td>CONST</td>
<td>($2,811,042)</td>
<td>($3,513,803)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>1757323</td>
<td>8/5 de-obligate, re-established 8/11</td>
</tr>
<tr>
<td>1</td>
<td>8/11/2015</td>
<td>1757.32.321</td>
<td>CONST</td>
<td>$2,811,042</td>
<td>$3,513,803</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>1757323</td>
<td>8/11/15: To re-establish project for bills received.</td>
</tr>
<tr>
<td>1</td>
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</tr>
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<td>M400</td>
<td>1757333</td>
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</tr>
<tr>
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</tr>
<tr>
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<td>80%</td>
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<td>($63,050)</td>
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<td>1757903</td>
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<tr>
<td>Region</td>
<td>Date</td>
<td>State PIN</td>
<td>Phase</td>
<td>Fed ($)</td>
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<td>-----------------------------------------------------------------------------------------------------------------------------------------</td>
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<td>L400</td>
<td>1757953</td>
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<td>1757973</td>
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<td>($32,908)</td>
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<td>$0</td>
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<td>1757991</td>
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</tr>
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<td>$0</td>
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<td>1758003</td>
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<td>($2,345,000)</td>
<td>80%</td>
<td>$0</td>
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<td>1758.00.321, 1758.00.322, 1758.00.323</td>
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<td>$2,345,000</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>1758003</td>
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<td>$0</td>
<td>80%</td>
<td>$62,062</td>
<td>L400</td>
<td>1758053</td>
<td>AC. To revise for award 10/7/2014.</td>
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<td>1758.05.321, 1758.05.322</td>
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<td>$0</td>
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<td>L400</td>
<td>1758053</td>
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<td>1758053</td>
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<td>1808.01.321</td>
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<td>$500,000</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>1808013</td>
<td>8/18/15: To add funds to clear suspense</td>
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</table>

**Region 1 Net FFY 2014 Obligations**  
$1,462,259  
$1,827,824
### TABLE 3
(continued)
CMAQ Program FFY 2015
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
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<td>N/A</td>
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<td>Region 2 Net FFY 2015 Obligations</td>
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</tr>
<tr>
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<td>4/17/2015</td>
<td>3754.09.121</td>
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<td>$0</td>
<td>3200</td>
<td>3754091</td>
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<td>$0</td>
<td>L400</td>
<td>4590113</td>
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</tr>
<tr>
<td>4</td>
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<td>CONST</td>
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<td>($144,973)</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>4754923</td>
<td>To de-obligate the project per the Region. No expenditures since 3/28/2014.</td>
</tr>
<tr>
<td>4</td>
<td>9/3/2015</td>
<td>4754.92.321</td>
<td>CONST</td>
<td>$115,978</td>
<td>$144,973</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>4754923</td>
<td>9/2/15: To re-obligate for bills received.</td>
</tr>
<tr>
<td>4</td>
<td>6/16/2015</td>
<td>4755.86.321, 4755.86.322</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$660,018</td>
<td>L400</td>
<td>4755863</td>
<td>AC</td>
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<td>Region 4 Net FFY 2015 Obligations</td>
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<td>$382,000</td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 3
**CMAQ Program FFY 2015**
**All CMAQ Funded Transactions by Region**

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>6/19/2015</td>
<td>5268.32.321, 5268.32.322, 5268.32.323, 5268.32.324, 5268.32.325</td>
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<td>($581,777)</td>
<td>($727,221)</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>5268323</td>
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<td>5755.54.121, 5755.54.122</td>
<td>PE</td>
<td>$7,168</td>
<td>$8,960</td>
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<td>$0</td>
<td>H400</td>
<td>5755541</td>
<td>To add funds to clear billing suspense</td>
</tr>
<tr>
<td>5</td>
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<td>5756.47.321</td>
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<td>($187,153)</td>
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<td>L40E</td>
<td>5756473</td>
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<td>$0</td>
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<td>5756813</td>
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</tr>
<tr>
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<td>10/21/2014</td>
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<td>CONST</td>
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<td>5756833</td>
<td>AC</td>
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<td>5756.83.321</td>
<td>CONST</td>
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<td>$1,375,000</td>
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<td>($1,100,000)</td>
<td>M400</td>
<td>5756833</td>
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<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>5756833</td>
<td>9/11/2015: Increase to match the supplemental agreement.</td>
</tr>
<tr>
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<td>$0</td>
<td>Q400</td>
<td>5756841</td>
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</tr>
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<td>M400</td>
<td>5756843</td>
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</tr>
<tr>
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<td>5756843</td>
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</tr>
<tr>
<td>Region</td>
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<td>State PIN</td>
<td>Phase</td>
<td>Fed ($)</td>
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<td>--------------------------------------------------------------------------</td>
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<td>OTHER</td>
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<td>($12,223)</td>
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<td>8/13/15: To convert AC to regular FA</td>
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<td>M400</td>
<td>5757133</td>
<td>8/13/15: To convert AC to regular FA</td>
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<td>5</td>
<td>9/25/2015</td>
<td>5809.73.321</td>
<td>CONST</td>
<td>($1,881,600)</td>
<td>($2,352,000)</td>
<td>80%</td>
<td>$1,881,600</td>
<td>M400</td>
<td>5809733</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>5</td>
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<td>5809.74.321</td>
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<td>($895,870)</td>
<td>($1,119,838)</td>
<td>80%</td>
<td>$895,870</td>
<td>M400</td>
<td>5809743</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
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**Region 5 Net FFY 2015 Obligations**

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## TABLE 3
(continued)
CMAQ Program FFY 2015
All CMAQ Funded Transactions by Region

<table>
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<th>Region</th>
<th>Date</th>
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<th>Phase</th>
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<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
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<tr>
<td>7</td>
<td>2/18/2015</td>
<td>7015.04.321, 7015.04.322, 7015.04.323, 7015.04.324, 7015.04.325</td>
<td>CONST</td>
<td>($9,072)</td>
<td>($11,340)</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>7015043</td>
<td>To de-obligate the project. No expenditures since March 2014. 95% complete.</td>
</tr>
<tr>
<td>7</td>
<td>2/18/2015</td>
<td>7015.04.321, 7015.04.322, 7015.04.323, 7015.04.324, 7015.04.325</td>
<td>CONST</td>
<td>($3,920)</td>
<td>($4,900)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>7015043</td>
<td>To de-obligate the project. No expenditures since March 2014. 95% complete.</td>
</tr>
<tr>
<td>7</td>
<td>3/9/2015</td>
<td>7753.15.321, 7753.15.322</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$2,616,000</td>
<td>M400</td>
<td>7753153</td>
<td>Project is Advance Funded. AC only.</td>
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<td>7</td>
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<td>7753.15.321, 7753.15.322</td>
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<td>$2,616,000</td>
<td>$3,270,000</td>
<td>80%</td>
<td>($2,616,000)</td>
<td>M400</td>
<td>7753153</td>
<td>9/16/15: To convert AC to regular FA</td>
</tr>
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</table>

**Region 7 Net FFY 2015 Obligations**  
$2,603,008  
$3,253,760

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
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<th>Phase</th>
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</thead>
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<tr>
<td>8</td>
<td>10/17/2014</td>
<td>8093.55.321, 8093.55.322, 8093.55.323</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$31,323</td>
<td>M400</td>
<td>8093553</td>
<td>AC. To incorporate CSX Transportation for Railroad Force Agreement (RRFA).</td>
</tr>
<tr>
<td>8</td>
<td>4/24/2015</td>
<td>8093.55.321, 8093.55.322, 8093.55.323</td>
<td>CONST</td>
<td>$2,628,841</td>
<td>$3,286,051</td>
<td>80%</td>
<td>($2,628,841)</td>
<td>M400</td>
<td>8093553</td>
<td>To fully convert AC to regular FA.</td>
</tr>
<tr>
<td>8</td>
<td>11/24/2014</td>
<td>8145.22.321, 8145.22.322, 8145.22.323</td>
<td>CONST</td>
<td>$597,240</td>
<td>$746,550</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>8145223</td>
<td>To revise per bid of 11/20/2014</td>
</tr>
<tr>
<td>8</td>
<td>8/7/2015</td>
<td>8390.96.121</td>
<td>PE</td>
<td>$10,840</td>
<td>$13,550</td>
<td>80%</td>
<td>$0</td>
<td>H400</td>
<td>8390961</td>
<td>7/31/15: To re-obligate for bills received.</td>
</tr>
<tr>
<td>8</td>
<td>3/24/2015</td>
<td>8758.69.321</td>
<td>CONST</td>
<td>$0</td>
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<td>80%</td>
<td>$1,366,400</td>
<td>M400</td>
<td>8758693</td>
<td>Project is Advance Funded. AC only.</td>
</tr>
</tbody>
</table>
### TABLE 3 (continued)
**CMAQ Program FFY 2015**
**All CMAQ Funded Transactions by Region**

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>7/1/2015</td>
<td>8758.69.321</td>
<td>CONST</td>
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<td>$0</td>
<td>80%</td>
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<td>M400</td>
<td>8758693</td>
<td>AC</td>
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<tr>
<td>8</td>
<td>9/11/2015</td>
<td>8758.69.321</td>
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<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>($1,479,961)</td>
<td>M400</td>
<td>8758693</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>8</td>
<td>9/11/2015</td>
<td>8758.69.321</td>
<td>CONST</td>
<td>$1,479,961</td>
<td>$1,849,951</td>
<td>80%</td>
<td>$0</td>
<td>M40E</td>
<td>8758693</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>8</td>
<td>9/10/2015</td>
<td>8758.71.221</td>
<td>ROW</td>
<td>$17,407</td>
<td>$21,759</td>
<td>80%</td>
<td>$0</td>
<td>3200</td>
<td>8758712</td>
<td>9/9/15: ROW acquisition</td>
</tr>
<tr>
<td>8</td>
<td>9/10/2015</td>
<td>8758.71.221</td>
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<td>$74,796</td>
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<td>$0</td>
<td>L400</td>
<td>8758712</td>
<td>9/9/15: ROW acquisition</td>
</tr>
<tr>
<td>8</td>
<td>6/19/2015</td>
<td>8758.99.221</td>
<td>ROW</td>
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<td>$10,000</td>
<td>80%</td>
<td>($8,000)</td>
<td>L400</td>
<td>8758992</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>8</td>
<td>6/19/2015</td>
<td>8759.00.221</td>
<td>ROW</td>
<td>$4,000</td>
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<td>80%</td>
<td>($4,000)</td>
<td>L400</td>
<td>8759002</td>
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</tr>
<tr>
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<td>OTHER</td>
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<td>$0</td>
<td>80%</td>
<td>$804,800</td>
<td>M400</td>
<td>8759241</td>
<td>Project is Advance Funded. AC only.</td>
</tr>
<tr>
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<td>8760.25.321, 8760.25.322</td>
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<td>($7,067)</td>
<td>($8,834)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>8760253</td>
<td>7/29/15: To partially de-obligate the project. No expenditures since September 2014.</td>
</tr>
<tr>
<td>8</td>
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<td>8760.25.321, 8760.25.322</td>
<td>CONST</td>
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<td>($403,576)</td>
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<td>$0</td>
<td>M400</td>
<td>8760253</td>
<td>7/29/15: To partially de-obligate the project. No expenditures since September 2014.</td>
</tr>
<tr>
<td>8</td>
<td>6/26/2015</td>
<td>8806.88.12H, 8806.88.12I</td>
<td>PE</td>
<td>($117,118)</td>
<td>($146,398)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>8806889</td>
<td>To de-obligate the project per Region. No expenditures since 7/9/2013.</td>
</tr>
<tr>
<td>8</td>
<td>5/28/2015</td>
<td>8806.88.12K</td>
<td>PE</td>
<td>$560,000</td>
<td>$700,000</td>
<td>80%</td>
<td>($560,000)</td>
<td>M400</td>
<td>8806990</td>
<td>To fully convert AC to Regular FA for bills received.</td>
</tr>
<tr>
<td>Region</td>
<td>Date</td>
<td>State PIN</td>
<td>Phase</td>
<td>Fed ($)</td>
<td>Total ($)</td>
<td>Fed %</td>
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<td>Prog Code</td>
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<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>8</td>
<td>9/11/2015</td>
<td>8806.88.12L</td>
<td>PE</td>
<td>$560,000</td>
<td>$700,000</td>
<td>80%</td>
<td>($560,000)</td>
<td>M400</td>
<td>8806991</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>8</td>
<td>7/29/2015</td>
<td>8806.89.12I, 8806.89.12J, 8806.89.12K</td>
<td>PE</td>
<td>($1)</td>
<td>($1)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>8806899</td>
<td>7/28/15: To de-obligate the project.</td>
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<td>8</td>
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<td>8806.89.12I, 8806.89.12J, 8806.89.12K</td>
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<td>($156,032)</td>
<td>($195,040)</td>
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<td>M400</td>
<td>8806102</td>
<td>AC</td>
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<td>8</td>
<td>6/26/2015</td>
<td>8806.90.12C, 8806.90.12D</td>
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<td>$0</td>
<td>80%</td>
<td>($152,000)</td>
<td>L400</td>
<td>8806908</td>
<td>To de-obligate the project per Region. No expenditures since 12/5/2011.</td>
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<td>8806.90.12C, 8806.90.12D</td>
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<td>($35,228)</td>
<td>($44,035)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>8806908</td>
<td>To de-obligate the project per Region. No expenditures since 12/5/2011.</td>
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<tr>
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<td>8822.84.12A</td>
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<td>$0</td>
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<td>M400</td>
<td>8822846</td>
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<tr>
<td>8</td>
<td>9/11/2015</td>
<td>8822.84.12A</td>
<td>PE</td>
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<td>$55,000</td>
<td>80%</td>
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<td>M400</td>
<td>8822846</td>
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<tr>
<td>8</td>
<td>2/10/2015</td>
<td>8823.38.321</td>
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<td>$0</td>
<td>$0</td>
<td>100%</td>
<td>$1,445,549</td>
<td>M400</td>
<td>8823383</td>
<td>AC only. To combine FAPs 8823(383), 8823(393), 8823(403) into one project.</td>
</tr>
<tr>
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<td>3/26/2015</td>
<td>8823.38.321</td>
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<td>$0</td>
<td>100%</td>
<td>$1,856,116</td>
<td>M400</td>
<td>8823383</td>
<td>To increase advance construction funds per bid of 3/19/2015.</td>
</tr>
<tr>
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<td>8823.38.321</td>
<td>CONST</td>
<td>$3,301,665</td>
<td>$3,301,665</td>
<td>100%</td>
<td>($3,301,665)</td>
<td>M400</td>
<td>8823383</td>
<td>To convert AC to Regular FA</td>
</tr>
<tr>
<td>Region</td>
<td>Date</td>
<td>State PIN</td>
<td>Phase</td>
<td>Fed ($)</td>
<td>Total ($)</td>
<td>Fed %</td>
<td>AC ($)</td>
<td>Prog Code</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>8</td>
<td>6/29/2015</td>
<td>8823.83.123, 8823.83.124, 8823.83.125</td>
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<td>($83,499)</td>
<td>($104,374)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>8823833</td>
<td>To de-obligate the project per Region. No expenditures since 5/14/2013.</td>
</tr>
<tr>
<td>8</td>
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<td>8950.09.12C</td>
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<td>$0</td>
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<td>L400</td>
<td>8950099</td>
<td>Extend completion date to 9/30/16</td>
</tr>
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<td>8T01.87.121</td>
<td>PE</td>
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<td>$0</td>
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<td>$0</td>
<td>L40E</td>
<td>8T01871</td>
<td>Project is Advance Funded. AC only.</td>
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<td>8T01.87.121</td>
<td>PE</td>
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<td>$0</td>
<td>80%</td>
<td>($600,000)</td>
<td>L40E</td>
<td>8T01871</td>
<td>To convert AC to regular FA to clear billing suspense.</td>
</tr>
<tr>
<td>8</td>
<td>2/27/2015</td>
<td>8T01.87.121</td>
<td>PE</td>
<td>$600,000</td>
<td>$750,000</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>8T01871</td>
<td>To convert AC to regular FA to clear billing suspense.</td>
</tr>
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<td>8</td>
<td>9/21/2015</td>
<td>8T04.01.121</td>
<td>PE</td>
<td>($600,000)</td>
<td>($750,000)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>8T04011</td>
<td>9/21/15: To withdraw project per the Region.</td>
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</table>

<table>
<thead>
<tr>
<th>Region 8 Net FFY 2015 Obligations</th>
<th>$13,756,001</th>
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<table>
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<th>N/A</th>
<th>N/A</th>
<th>N/A</th>
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<th>N/A</th>
<th>N/A</th>
<th>N/A</th>
<th>N/A</th>
</tr>
</thead>
</table>

| Region 9 Net FFY 2015 Obligations | $0 | $0 |
TABLE 3  
(continued)  
CMAQ Program FFY 2015  
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>10</td>
<td>4/21/2015</td>
<td>0042.02.321, 0042.02.322, 0042.02.323</td>
<td>OTHER</td>
<td>($69,736)</td>
<td>($87,170)</td>
<td>80%</td>
<td>$0</td>
<td>L40R</td>
<td>0042023</td>
<td>For final figures per revenue unit. Project close.</td>
</tr>
<tr>
<td>10</td>
<td>7/29/2015</td>
<td>0756.72.321, 0756.72.322</td>
<td>CONST</td>
<td>($476,474)</td>
<td>($595,593)</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>0757683</td>
<td>7/25/15: To de-obligate the project</td>
</tr>
<tr>
<td>10</td>
<td>7/29/2015</td>
<td>0756.72.321, 0756.72.322</td>
<td>CONST</td>
<td>($10,038)</td>
<td>($12,548)</td>
<td>80%</td>
<td>$0</td>
<td>Q400</td>
<td>0757683</td>
<td>7/25/15: To de-obligate the project</td>
</tr>
<tr>
<td>10</td>
<td>4/15/2015</td>
<td>0757.52.121, 0757.52.122</td>
<td>OTHER</td>
<td>($75,487)</td>
<td>($94,359)</td>
<td>80%</td>
<td>$0</td>
<td>Q400</td>
<td>0757521</td>
<td>To revise for final figures per revenue unit. Project closed.</td>
</tr>
<tr>
<td>10</td>
<td>8/14/2015</td>
<td>0758.94.321</td>
<td>CONST</td>
<td>($94,340)</td>
<td>($117,925)</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>0758943</td>
<td>8/12/15: To partially de-obligate the project per the Region.</td>
</tr>
<tr>
<td>10</td>
<td>10/20/2014</td>
<td>0759.35.322</td>
<td>OTHER</td>
<td>($496,073)</td>
<td>($620,091)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>0759354</td>
<td>Revised for final figures per revenue unit. Project close.</td>
</tr>
<tr>
<td>10</td>
<td>3/12/2015</td>
<td>0759.61.121</td>
<td>PE</td>
<td>($368,874)</td>
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<td>$0</td>
<td>L40E</td>
<td>0759611</td>
<td>To de-obligate the project. No expenditures since January 2014.</td>
</tr>
<tr>
<td>10</td>
<td>7/29/2015</td>
<td>0759.75.321</td>
<td>CONST</td>
<td>($493,149)</td>
<td>($616,436)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>0759753</td>
<td>7/28/15: To de-obligate the project</td>
</tr>
<tr>
<td>10</td>
<td>8/10/2015</td>
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<td>($280,929)</td>
<td>($351,161)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>0759923</td>
<td>7/29/15: To partially de-obligate the project. No expenditures since Sept 2014.</td>
</tr>
<tr>
<td>10</td>
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<td>CONST</td>
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<td>$327,915</td>
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<td>3200</td>
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</tr>
<tr>
<td>10</td>
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<td>$537,290</td>
<td>$671,612</td>
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<td>$0</td>
<td>L40E</td>
<td>0759963</td>
<td>To re-obligate for bills received.</td>
</tr>
<tr>
<td>10</td>
<td>8/5/2015</td>
<td>0759.98.321</td>
<td>CONST</td>
<td>($2,698,502)</td>
<td>($3,373,128)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>0759983</td>
<td>7/30/15: To de-obligate the project. No expenditures since September 2014.</td>
</tr>
</tbody>
</table>
### TABLE 3
(continued)
CMAQ Program FFY 2015
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
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<th>AC ($)</th>
<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>6/4/2015</td>
<td>0760.11.121, 0760.11.122</td>
<td>PE</td>
<td>($599,909)</td>
<td>($749,886)</td>
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</tr>
<tr>
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<td>$0</td>
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<td>0760213</td>
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<tr>
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<td>80%</td>
<td>$0</td>
<td>3200</td>
<td>4200638</td>
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<td>0806766</td>
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<tr>
<td>10</td>
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<td>0826.33.321</td>
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<td>$1,760,314</td>
<td>$2,200,393</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>0826333</td>
<td>8/5/15: To re-obligate the project for bills received.</td>
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<td>10</td>
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<td>L40E</td>
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**Region 10 Net FFY 2015 Obligations**

- $2,414,394  
- $3,017,993

<table>
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<tr>
<th>Region</th>
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<th>Fed ID</th>
<th>Comments</th>
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<td>11</td>
<td>2/19/2015</td>
<td>ST01-7135</td>
<td>MISC</td>
<td>$8,000,000</td>
<td>$8,000,000</td>
<td>N/A</td>
<td>$0</td>
<td>M400</td>
<td>N/A</td>
<td>FTA transfer - Grand Central Access Improvements (formerly PIN T6041405)</td>
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<td>11</td>
<td>9/8/2015</td>
<td>X021.52.321, X021.52.322, X021.52.323</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X021523</td>
<td>8/31/15: Increase Federal Share</td>
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<tr>
<td>11</td>
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<td>X500.12.121</td>
<td>PE</td>
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<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>3200</td>
<td>000S476</td>
<td>To add PE information per 9/19/2014 list.</td>
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### TABLE 3
(continued)
*CMAQ Program FFY 2015*
*All CMAQ Funded Transactions by Region*

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
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<th>Fed ID</th>
<th>Comments</th>
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<tr>
<td>11</td>
<td>4/3/2015</td>
<td>X500.42.321</td>
<td>OTHER</td>
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<td>$3,119</td>
<td>80%</td>
<td>$0</td>
<td>3200</td>
<td>X500042</td>
<td>To clear billing suspense in order to close project</td>
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<tr>
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<td>4/30/2015</td>
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<td>OTHER</td>
<td>($6,934)</td>
<td>($8,668)</td>
<td>80%</td>
<td>$0</td>
<td>3200</td>
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<tr>
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<td>($462,500)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X500574</td>
<td>To de-obligate funds not needed per sponsor.</td>
</tr>
<tr>
<td>11</td>
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<td>X500.78.122, X500.78.123, X500.A1.122</td>
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<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>Q400</td>
<td>X500178</td>
<td>Project close.</td>
</tr>
<tr>
<td>11</td>
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<td>($114,514)</td>
<td>80%</td>
<td>$0</td>
<td>H400</td>
<td>X500081</td>
<td>To de-obligate the project. No expenditures since May 2013.</td>
</tr>
<tr>
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<td>OTHER</td>
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<td>$0</td>
<td>80%</td>
<td>($2,682,000)</td>
<td>L40R</td>
<td>X500813</td>
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<td>80%</td>
<td>$0</td>
<td>Q400</td>
<td>X501021</td>
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<tr>
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<td>($121,793)</td>
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<td>$0</td>
<td>L400</td>
<td>X501453</td>
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</tr>
<tr>
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<td>X501.47.321, X501.47.322, X501.47.323</td>
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<td>($876)</td>
<td>($1,095)</td>
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<td>$0</td>
<td>L400</td>
<td>X501473</td>
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<td>($234,243)</td>
<td>80%</td>
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<td>L400</td>
<td>X501491</td>
<td>To de-obligate the project. No expenditures since February 2014.</td>
</tr>
<tr>
<td>11</td>
<td>3/20/2015</td>
<td>X501.52.321</td>
<td>CONST</td>
<td>($2,594,974)</td>
<td>($3,243,718)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>X501523</td>
<td>To de-obligate the project. No expenditures since March 2014.</td>
</tr>
</tbody>
</table>
TABLE 3  
(continued)  
CMAQ Program FFY 2015  
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
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<th>Prog Code</th>
<th>Fed ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>8/5/2015</td>
<td>X501.52.321</td>
<td>CONST</td>
<td>$2,594,974</td>
<td>$3,243,718</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>X501523</td>
<td>7/31/15: To re-obligate for bills received.</td>
</tr>
<tr>
<td>11</td>
<td>1/27/2015</td>
<td>X501.60.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>($560,000)</td>
<td>L40E</td>
<td>X501603</td>
<td>To convert AC to regular FA for bills received. Remains partially advance funded.</td>
</tr>
<tr>
<td>11</td>
<td>1/27/2015</td>
<td>X501.60.321</td>
<td>CONST</td>
<td>$560,000</td>
<td>$700,000</td>
<td>80%</td>
<td>$0</td>
<td>L40R</td>
<td>X501603</td>
<td>To convert AC to regular FA for bills received. Remains partially advance funded.</td>
</tr>
<tr>
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<td>X501.69.321, X501.69.322, X501.69.323, X501.69.325, X501.69.326</td>
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<td>($1)</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>X501693</td>
<td>To de-obligate the project. No expenditures since February 2014.</td>
</tr>
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<td>CONST</td>
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<td>($298,701)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>X501693</td>
<td>To de-obligate the project. No expenditures since February 2014.</td>
</tr>
<tr>
<td>11</td>
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<td>X501.69.321, X501.69.322, X501.69.323, X501.69.325, X501.69.326</td>
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<td>$238,961</td>
<td>$298,701</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
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<td>X501853</td>
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<tr>
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<td>$250,000</td>
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<td>L40R</td>
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<tr>
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<td>CONST</td>
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<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>X501893</td>
<td>To convert AC to regular Federal Aid for bills received.</td>
</tr>
</tbody>
</table>
### TABLE 3
(continued)
CMAQ Program FFY 2015
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
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<tr>
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<td>8/10/2015</td>
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<td>CONST</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td></td>
<td>4/21/2015</td>
<td>X731.22.312, X731.22.313, X731.22.321, X731.22.324, X731.22.326, X731.22.327, X731.22.328</td>
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<td>$5,802,584</td>
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<td>M400</td>
<td>X731223</td>
<td>To incorporate change orders. Completion date 11/2018.</td>
</tr>
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<td>4/2/2015</td>
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<td>80%</td>
<td>$0</td>
<td>3200</td>
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<td>L40E</td>
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</tr>
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<td>X770053</td>
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<td>L40E</td>
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<td>$0</td>
<td>M400</td>
<td>X770053</td>
<td>To incorporate additional M400 funds per revised cost estimate.</td>
</tr>
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<td>X770.06.321, X770.06.322</td>
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<td>L400</td>
<td>X770063</td>
<td>8/4/2015: NO COST TIME EXTENSION TO 7/2017</td>
</tr>
</tbody>
</table>
# TABLE 3 (continued)
## CMAQ Program FFY 2015
### All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
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<td></td>
<td></td>
<td>8/4/2015: NO COST TIME EXT TO 7/2017</td>
</tr>
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<td>CONST</td>
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<td>L40R</td>
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<td>M400</td>
<td>X770064</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>11</td>
<td>9/25/2015</td>
<td>X770.06.323</td>
<td>CONST</td>
<td>($2,663,798)</td>
<td>$0</td>
<td>100%</td>
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<td>M400</td>
<td>X770064</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>11</td>
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<td>X770.15.121</td>
<td>PE</td>
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<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X770151</td>
<td>8/4/2015: NO COST TIME EXTENSION TO 9/2017.</td>
</tr>
<tr>
<td>11</td>
<td>8/7/2015</td>
<td>X770.16.121, X770.16.321, X770.16.322</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>L400</td>
<td>X770163</td>
<td>8/4/2015: NO COST TIME EXTENSION TO 9/2016.</td>
</tr>
<tr>
<td>11</td>
<td>8/7/2015</td>
<td>X770.16.121, X770.16.321, X770.16.322</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>L40R</td>
<td>X770163</td>
<td>8/4/2015: NO COST TIME EXTENSION TO 9/2016.</td>
</tr>
<tr>
<td>11</td>
<td>6/24/2015</td>
<td>X770.21.121</td>
<td>PE</td>
<td>($1,511,218)</td>
<td>($1,889,023)</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>X770211</td>
<td>To de-obligate the project. No expenditures since June 2014.</td>
</tr>
<tr>
<td>11</td>
<td>10/27/2014</td>
<td>X770.22.321</td>
<td>CONST</td>
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<td>$0</td>
<td>80%</td>
<td>($7,856,853)</td>
<td>L40E</td>
<td>X770223</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>11</td>
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<td>CONST</td>
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<td>$9,821,066</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X770223</td>
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</tr>
<tr>
<td>11</td>
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<td>X770.34.321</td>
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<td>($188,721)</td>
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<td>$0</td>
<td>L40E</td>
<td>X770343</td>
<td>7/30/15: To de-obligate the project. No expenditures since Sept 2014.</td>
</tr>
<tr>
<td>11</td>
<td>8/5/2015</td>
<td>X772.25.321, X772.25.322, X772.25.323</td>
<td>CONST</td>
<td>($1,891,000)</td>
<td>($2,363,750)</td>
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<td>$0</td>
<td>M400</td>
<td>X772253</td>
<td>Withdrawn in error</td>
</tr>
<tr>
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<td>X772.25.321, X772.25.322, X772.25.323</td>
<td>CONST</td>
<td>$1,891,000</td>
<td>$2,363,750</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X772253</td>
<td>8/13/15: To re-establish project. Withdrawn in error.</td>
</tr>
<tr>
<td>Region</td>
<td>Date</td>
<td>State PIN</td>
<td>Phase</td>
<td>Fed ($)</td>
<td>Total ($)</td>
<td>Fed %</td>
<td>AC ($)</td>
<td>Prog Code</td>
<td>Fed ID</td>
<td>Comments</td>
</tr>
<tr>
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<td>-------</td>
<td>--------------</td>
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<td>-----------</td>
<td>---------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>11</td>
<td>9/25/2015</td>
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<td>CONST</td>
<td>($1,891,000)</td>
<td>($2,363,750)</td>
<td>80%</td>
<td>$1,891,000</td>
<td>M400</td>
<td>X772253</td>
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</tr>
<tr>
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<td>$13,956,000</td>
<td>N/A</td>
<td>$0</td>
<td>M400</td>
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<td>FTA Transfer for Webster SBS</td>
</tr>
<tr>
<td>11</td>
<td>8/21/2015</td>
<td>X772.60.121</td>
<td>PE</td>
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<td>$5,555,000</td>
<td>80%</td>
<td>$0</td>
<td>M40E</td>
<td>X772601</td>
<td>8/20/2015: Increase to match supplemental agreement.</td>
</tr>
<tr>
<td>11</td>
<td>2/23/2015</td>
<td>X772.61.321</td>
<td>CONST</td>
<td>$2,200,000</td>
<td>$2,750,000</td>
<td>80%</td>
<td>$0</td>
<td>M003</td>
<td>X772613</td>
<td>To increase funds per revised cost estimate.</td>
</tr>
<tr>
<td>11</td>
<td>3/4/2015</td>
<td>X772.61.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>M003</td>
<td>X772613</td>
<td>To include non-part share. No change in Federal funds.</td>
</tr>
<tr>
<td>11</td>
<td>1/14/2015</td>
<td>X772.62.321, X772.62.322</td>
<td>CONST</td>
<td>$98,310</td>
<td>$122,888</td>
<td>80%</td>
<td>($267,413)</td>
<td>L400</td>
<td>X772623</td>
<td>To convert AC to regular FA for bills received.</td>
</tr>
<tr>
<td>11</td>
<td>10/24/2014</td>
<td>X772.63.121</td>
<td>PE</td>
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<td>$263,750</td>
<td>80%</td>
<td>($211,000)</td>
<td>M400</td>
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</tr>
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<td>11</td>
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<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X772641</td>
<td>8/14/15: Increase to match supplemental agreement.</td>
</tr>
<tr>
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<td>8/25/2015</td>
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<td>$400,000</td>
<td>NA</td>
<td>$0</td>
<td>M400</td>
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<td>FTA Transfer for Utica Ave SBS</td>
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<td>$2,400,000</td>
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<td>$0</td>
<td>M400</td>
<td>N/A</td>
<td>FTA Transfer for Crosstown Corridor SBS</td>
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<tr>
<td>11</td>
<td>4/2/2015</td>
<td>X772.96.321</td>
<td>CONST</td>
<td>($312,675)</td>
<td>($390,844)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X772963</td>
<td>To de-obligate the balance of unexpended funds</td>
</tr>
<tr>
<td>11</td>
<td>3/5/2015</td>
<td>X772.97.321, X773.01.322</td>
<td>CONST</td>
<td>($1,600,000)</td>
<td>($2,000,000)</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X772973</td>
<td>Per Region’s request to reduce funds.</td>
</tr>
<tr>
<td>Region</td>
<td>Date</td>
<td>State PIN</td>
<td>Phase</td>
<td>Fed ($)</td>
<td>Total ($)</td>
<td>Fed %</td>
<td>AC ($)</td>
<td>Prog Code</td>
<td>Fed ID</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>------------</td>
<td>--------------------</td>
<td>-------</td>
<td>---------------</td>
<td>----------------</td>
<td>-------</td>
<td>--------------</td>
<td>-----------</td>
<td>---------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>11</td>
<td>9/25/2015</td>
<td>X772.97.321, X773.01.322</td>
<td>CONST</td>
<td>($7,910,324)</td>
<td>($9,887,905)</td>
<td>80%</td>
<td>$7,910,324</td>
<td>M400</td>
<td>X772973</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>11</td>
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<td>X772.98.121</td>
<td>PE</td>
<td>$1,980,000</td>
<td>$2,475,000</td>
<td>80%</td>
<td>($1,980,000)</td>
<td>M400</td>
<td>X772981</td>
<td>8/13/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>11</td>
<td>5/5/2015</td>
<td>X772.98.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$6,329,600</td>
<td>M400</td>
<td>X772983</td>
<td>AC</td>
</tr>
<tr>
<td>11</td>
<td>9/10/2015</td>
<td>X772.98.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>($6,329,600)</td>
<td>M400</td>
<td>X772983</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>11</td>
<td>9/10/2015</td>
<td>X772.98.321</td>
<td>CONST</td>
<td>$6,329,600</td>
<td>$7,912,000</td>
<td>80%</td>
<td>$0</td>
<td>M400</td>
<td>X772983</td>
<td>9/9/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>11</td>
<td>9/11/2015</td>
<td>X773.21.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$434,931</td>
<td>M400</td>
<td>X773213</td>
<td>AC</td>
</tr>
<tr>
<td>11</td>
<td>9/11/2015</td>
<td>X773.22.321</td>
<td>CONST</td>
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<td>$0</td>
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<td>$129,600</td>
<td>L400</td>
<td>X773223</td>
<td>AC</td>
</tr>
<tr>
<td>11</td>
<td>7/29/2015</td>
<td>X802.43.321, X802.43.322, X802.43.323, X802.43.325</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$0</td>
<td>L40E</td>
<td>X802243</td>
<td>7/28/15: To de-obligate the project.</td>
</tr>
<tr>
<td>11</td>
<td>2/20/2015</td>
<td>X806.73.121</td>
<td>PE</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$924,315</td>
<td>M400</td>
<td>X806731</td>
<td>To incorporate AC funds for Phase 2.</td>
</tr>
<tr>
<td>11</td>
<td>6/1/2015</td>
<td>X806.73.121</td>
<td>PE</td>
<td>$25,520</td>
<td>$31,900</td>
<td>80%</td>
<td>($25,520)</td>
<td>M400</td>
<td>X806731</td>
<td>To convert AC to Regular FA to clear billing suspense.</td>
</tr>
<tr>
<td>11</td>
<td>8/7/2015</td>
<td>X806.73.121</td>
<td>PE</td>
<td>$700,000</td>
<td>$875,000</td>
<td>80%</td>
<td>($700,000)</td>
<td>M400</td>
<td>X806731</td>
<td>To convert AC to regular</td>
</tr>
<tr>
<td>11</td>
<td>8/20/2015</td>
<td>X806.73.121</td>
<td>PE</td>
<td>$4,198,795</td>
<td>$5,248,494</td>
<td>80%</td>
<td>($4,198,795)</td>
<td>M400</td>
<td>X806731</td>
<td>8/19/15: To convert AC to regular FA</td>
</tr>
<tr>
<td>11</td>
<td>7/6/2015</td>
<td>X822.16</td>
<td>MISC</td>
<td>$16,000,000</td>
<td>$16,000,000</td>
<td>N/A</td>
<td>$0</td>
<td>M400</td>
<td>N/A</td>
<td>FRA transfer for Moynihan Station</td>
</tr>
</tbody>
</table>
### TABLE 3
(continued)
CMAQ Program FFY 2015
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Program Code</th>
<th>Fed ID</th>
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</tr>
</thead>
<tbody>
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<td>7/14/2015</td>
<td>X822.16</td>
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<td>($350,000)</td>
<td>($350,000)</td>
<td>N/A</td>
<td>$0</td>
<td>M400</td>
<td>N/A</td>
<td>FRA transfer for Moynihan Station.  Correction.</td>
</tr>
<tr>
<td>11</td>
<td>8/25/2015</td>
<td>X806.74.321</td>
<td>OTHER</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$1,707,200</td>
<td>M400</td>
<td>X806743</td>
<td>AC only</td>
</tr>
</tbody>
</table>

**Region 11 Net FFY 2015 Obligations**  
$60,289,557  $68,340,194

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>State PIN</th>
<th>Phase</th>
<th>Fed ($)</th>
<th>Total ($)</th>
<th>Fed %</th>
<th>AC ($)</th>
<th>Program Code</th>
<th>Fed ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW</td>
<td>1/15/2015</td>
<td>4935.79.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>$10,000,000</td>
<td>M400</td>
<td>4935793</td>
<td>Project is Advance Funded. AC only.</td>
</tr>
<tr>
<td>SW</td>
<td>9/23/2015</td>
<td>4935.79.321</td>
<td>CONST</td>
<td>$0</td>
<td>$0</td>
<td>80%</td>
<td>($10,000,000)</td>
<td>M400</td>
<td>4935793</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>SW</td>
<td>9/23/2015</td>
<td>4935.79.321</td>
<td>CONST</td>
<td>$10,000,000</td>
<td>$12,500,000</td>
<td>80%</td>
<td>$0</td>
<td>M40E</td>
<td>4935793</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>SW</td>
<td>9/25/2015</td>
<td>4935.79.321</td>
<td>CONST</td>
<td>($10,000,000)</td>
<td>($12,500,000)</td>
<td>80%</td>
<td>$10,000,000</td>
<td>M40E</td>
<td>4935793</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>SW</td>
<td>9/25/2015</td>
<td>SERD.01.121</td>
<td>PE</td>
<td>($9,496,115)</td>
<td>$0</td>
<td>100%</td>
<td>$9,496,115</td>
<td>M400</td>
<td>SERD011</td>
<td>9/25/15: To revise AC to correct over obligation.</td>
</tr>
<tr>
<td>SW</td>
<td>5/19/2015</td>
<td>STDM.15.121</td>
<td>PE</td>
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<td>$0</td>
<td>100%</td>
<td>$7,000,000</td>
<td>M400</td>
<td>STDM151</td>
<td>AC</td>
</tr>
<tr>
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<td>8/18/2015</td>
<td>STDM.15.121</td>
<td>PE</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>100%</td>
<td>($7,000,000)</td>
<td>M400</td>
<td>STDM151</td>
<td>8/17/15: To convert AC to Regular FA</td>
</tr>
</tbody>
</table>

**Statewide Projects Net FFY 2014 Obligations**  
-$2,496,115  $7,000,000


TABLE 3 - Summary
CMAQ Program FFY 2015
All CMAQ Funded Transactions by Region

<table>
<thead>
<tr>
<th>Region</th>
<th>Net FFY 2015 Obligations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal $</td>
</tr>
<tr>
<td>1</td>
<td>$1,462,259</td>
</tr>
<tr>
<td>2</td>
<td>$0</td>
</tr>
<tr>
<td>3</td>
<td>$0</td>
</tr>
<tr>
<td>4</td>
<td>$305,600</td>
</tr>
<tr>
<td>5</td>
<td>-$893,792</td>
</tr>
<tr>
<td>7</td>
<td>$2,603,008</td>
</tr>
<tr>
<td>8</td>
<td>$8,549,985</td>
</tr>
<tr>
<td>9</td>
<td>$0</td>
</tr>
<tr>
<td>10</td>
<td>-$2,414,394</td>
</tr>
<tr>
<td>11</td>
<td>$60,289,557</td>
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<tr>
<td>SW</td>
<td>-$2,496,115</td>
</tr>
<tr>
<td>Total</td>
<td>$67,406,108</td>
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</table>

Summary of CMAQ Obligations and De-obligations FFY 2015

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actions Involving Obligation of Federal Aid CMAQ Funds</td>
<td>$125,467,901</td>
</tr>
<tr>
<td>Actions Involving De-Obligation of Federal Aid Funds</td>
<td>($58,061,793)</td>
</tr>
<tr>
<td>Net Obligation of Federal Aid CMAQ Funds</td>
<td>$67,406,108</td>
</tr>
<tr>
<td>Net Advance Construction CMAQ Commitments*</td>
<td>$57,307,541</td>
</tr>
<tr>
<td>Net Obligation of FA and Advance Construction CMAQ*</td>
<td>$123,789,334</td>
</tr>
</tbody>
</table>

- Advance Construction funding commitments are presented above for informational purposes only.
FIGURE 1
Gross CMAQ Funds Obligated by Project Type
New York State - Federal Fiscal Year 2015

Gross Total Federal Funds Obligated = $115.5 Million

- Transit: $47.3M, 41%
- Bike & Pedestrian: $36.1M, 31%
- Demand Management: $12.0M, 10%
- I/M & Other: $5.7M, 5%
- Traffic Flow Improvements: $9.4M, 8%
- Ride Share: $5.0M, 4%
FIGURE 2
Number of Projects by USDOT Category

Federal Fiscal Years 2006-2015

- Transit
- Shared Ride
- Demand Management
- I/M & Other TCMs
- Pedestrian/Bicycle
- Traffic Flow Improvements
FIGURE 3
CMAQ Obligated by Category
Total CMAQ Program, FFY 1992 - FFY 2015

Total Funds Obligated = $3.025 Billion

- Transit: $1.604B, 53%
- Traffic Flow: $657.7M, 22%
- Bike & Pedestrian: $314.2M, 10%
- I/M & other TCMs: $229.7 M, 8%
- Demand Management: $149.4 M, 5%
- Shared Ride: $69.3M, 2%
FIGURE 5
FFY 2006-2015 CMAQ Emissions Reductions for CO
FIGURE 7
FFY 2006-2015 CMAQ Emissions Reductions for PM$_{10}$ & PM$_{2.5}$

Kilograms per Day

Federal Fiscal Year

PM$_{10}$  PM$_{2.5}$