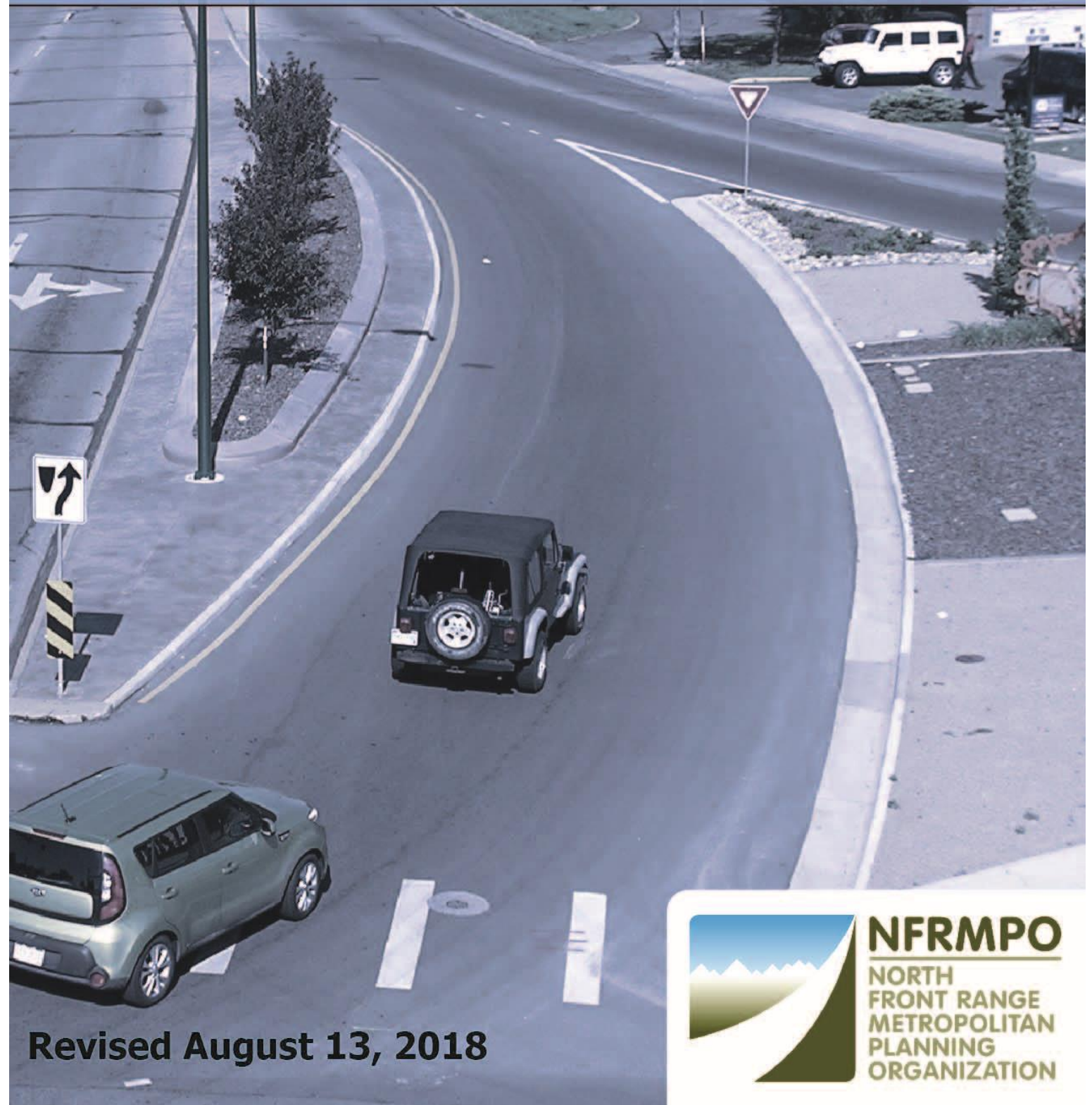




Annual Listing of Federally Obligated Projects

FFY 2016 | October 1, 2015 - September 30, 2016

December 22, 2016



Revised August 13, 2018



NFRMPO

**NORTH
FRONT RANGE
METROPOLITAN
PLANNING
ORGANIZATION**

[Cover Image Credit](#)

Greeley Public Works, Flickr



FFY2016 Listing of Federally Obligated Projects

Effective Date: December 22, 2016

Revised: August 13, 2018

Prepared by:

NFRMPO

419 Canyon Ave, Suite 300

Fort Collins, CO 80521

Preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the local member communities of the North Front Range MPO.

Table of Contents

Purpose of this Report	1
Background	1
Regional Transportation Plan.....	1
Transportation Improvement Program	2
Public Involvement	2
Obligation Report.....	2
FFY2016 Program Summary for FHWA	4
FFY2016 Program Summary for FTA	4
FFY2016 Listing of Federally Obligated Projects	0
Appendix A: Highway Funding Pool Descriptions	6
Appendix B: Transit Funding Pool Descriptions	8

Purpose of this Report

The purpose of this report is to report Federal funding obligations in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2016, which covers October 1, 2015 to September 30, 2016.

The Federal Highway Administration (FHWA) defines “obligation” as a legal commitment by the Federal government “to pay or reimburse a State or other entity for the Federal share of a project’s eligible costs.”¹ Obligation occurs when FHWA approves the project and executes the project agreement, not when cash (or an electronic payment) is transferred. Obligated projects were not necessarily initiated or completed during this year. The obligated amounts reflected in this report also may not be equal to the final project cost.

Background

On December 4, 2015, President Obama signed into law Public Law 114-94, the [Fixing America’s Surface Transportation Act](#) (FAST Act). This Federal transportation funding bill authorizes federal highway, highway safety, transit, and rail programs for five years from Federal fiscal years (FY) 2016 through 2020. The FAST Act was preceded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012. The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005.

The NFRMPO is an association of 15 local governments made up of portions of Larimer and Weld counties, the cities of Evans, Fort Collins, Greeley, and Loveland, and the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor. A representative of the State’s Transportation Commission and Colorado Department of Public Health and Environment’s (CDPHE) Air Pollution Control Division (APCD) is appointed to serve on the NFRMPO’s Council, officially named the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC).

Every MPO is responsible for planning, programming, and coordinating federal transportation investments, along with its partners from state and federal governments and public transit operators. The NFRMPO develops its programs by working with elected officials, staff from local governments, and the public, through a committee system where the committee and council discuss various issues and make recommendations. During 2016, the NFRMPO active committees included the Finance Committee and Technical Advisory Committee (TAC). Working committees and ad hoc groups are also created and appointed, as needs dictate.

Regional Transportation Plan

The NFRMPO develops and maintains a corridor-based Regional Transportation Plan (RTP) with a minimum 20-year horizon. Only projects requiring air quality conformity are identified and modeled. The vision plan and the fiscally constrained plan identify corridor level improvements, providing greater flexibility during project selection. The fiscally constrained portion of the RTP identifies the regionally significant, multimodal transportation projects which can be implemented by the planning horizon year with “reasonably available” financial resources. Federal law requires the RTP be updated at least every

¹ Funding Federal-Aid Highways. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/04.cfm>. January 2017.

four years in nonattainment or maintenance areas. The applicable RTP for this document is the 2040 RTP. The NFRT&AQPC adopted the [2040 RTP](#) on September 3, 2015.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of regionally significant and federally-funded roadway, bicycle, pedestrian, and transit projects programmed in the region over the next four years. Projects in the TIP must be consistent with the RTP vision for each corridor, if applicable, before they can be programmed.

Federal rules require the TIP be updated at least every four years, including specific projects and funding pools. In accordance with federal requirements, the NFRMPO's TIP covers at least a four-year period.

The FY2016-2019 TIP was approved by the NFRT&AQPC on March 5, 2015 consistent with the 2035 RTP. It was readopted on September 3, 2015 to align with the 2040 RTP (mentioned above). Projects selected under the FY2016-2019 TIP were eligible to receive federal funds beginning July 1, 2015.

Public Involvement

The NFRMPO actively engages the public in the regional transportation planning process and embraces federal requirements that MPOs provide complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other planning products. The NFRMPO's public involvement strategies include presenting information and educating the public, reaching out to protected and underrepresented populations, continually soliciting public input, facilitating the flow of information between the public and decision makers, and responding to public concerns. Public involvement strategies are discussed in depth in the [Public Involvement Plan](#) (PIP), adopted by the NFRT&AQPC on November 5, 2015.

Obligation Report

The project-specific obligation tables in this report are organized by TIP funding category. Nearly all of the projects listed in this report are featured individually in the NFRMPO's TIP documents, which are available at nfrmpo.org/tip/. Projects that are not identified individually in the TIP, known as "pool projects", are grouped based on funding type. Each project is listed in the obligation tables with the following information:

- ❖ The **STIP WBS ID** is the work breakdown structure identification number assigned to each project by CDOT and assists with the identification of projects across the TIP and STIP documents.
- ❖ The **Project Code Number** on highway-related projects is a tracking number assigned by CDOT for financial management purposes. The Federal Transit Administration (FTA) assigns a FTA Subgrant WBS/Project ID for Transit projects.
- ❖ The **Project Sponsor** is the lead agency responsible for initiating, managing and completing the project and, in many if not all cases, for providing matching funds.
- ❖ The **Federal Obligation** is the federal funding commitment made during the 2016 Federal Fiscal Year (October 1, 2015 – September 30, 2016).
- ❖ The **Federal Request in TIP** identifies all federal funding programmed in current and/or previous TIPs. This information is not available for pool projects.
- ❖ The **Federal Funds Remaining** is federal funding programmed in the FY16-19 TIP for FY17-FY19. This information is not available for pool projects.

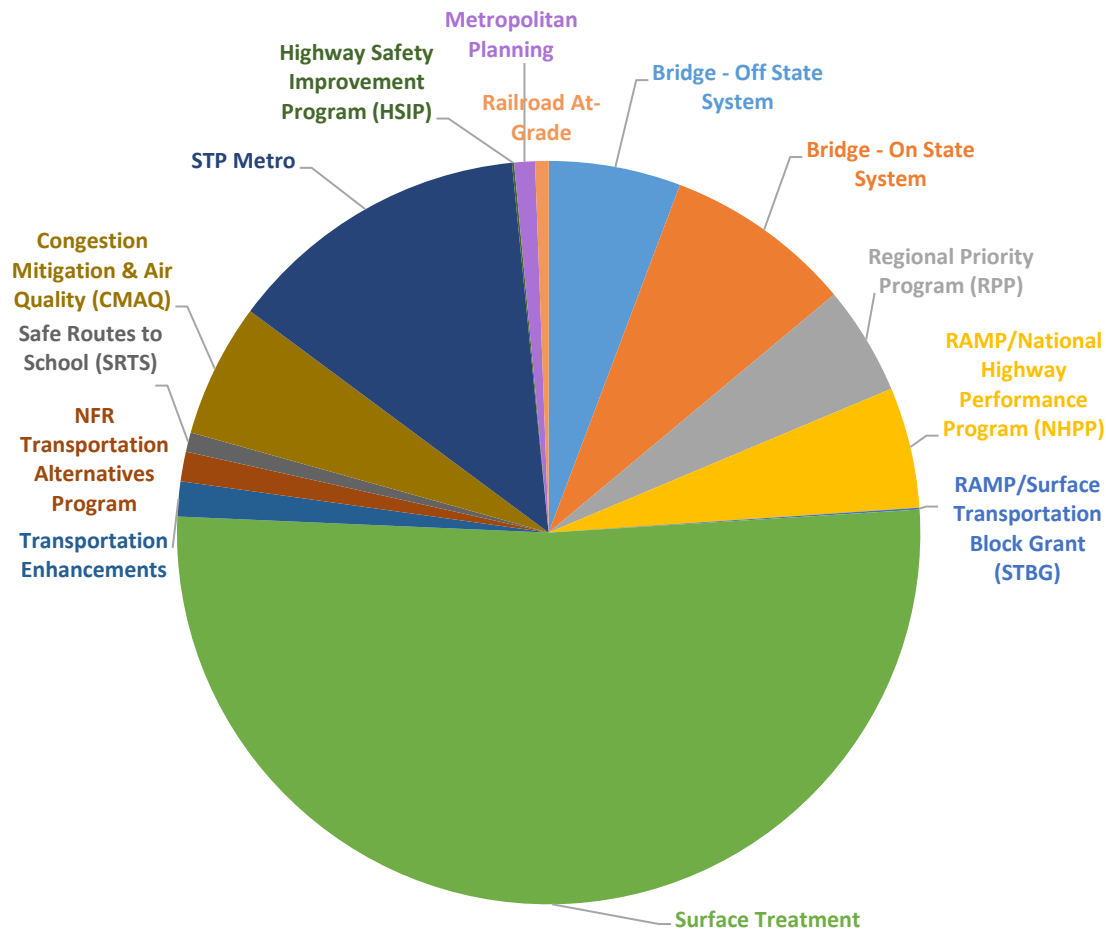
Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For a total obligated in FFY2016 for the project, one must add the funding in each category.

This report also presents figures for reducing federal funds, which is called de-obligation. De-obligation occurs when CDOT reduces or removes a project's federal funds. De-obligation can occur for several reasons:

- ❖ Bids come in lower than the amount obligated for a project. If so, after the project bid is accepted, the federal funds are reduced and shown as a negative obligation.
- ❖ On Advance Constructed projects, amounts being obligated on such projects may need to be adjusted, resulting in the de-obligation of funds.
 - Advance construction allows projects to be funded with Federal-aid dollars at a later date.
- ❖ A project phase (e.g. right-of-way, design, or construction) is closed out causing funds remaining in that phase to be de-obligated. This action must happen before the funds can be obligated to another phase of the same project.
- ❖ After a project has been completed and all bills have been paid, any remaining obligation authority is returned to the Federal government and shown as a de-obligation, or negative number.
- ❖ If a project will not be completed and federal funds were previously obligated, funds for the project are de-obligated.

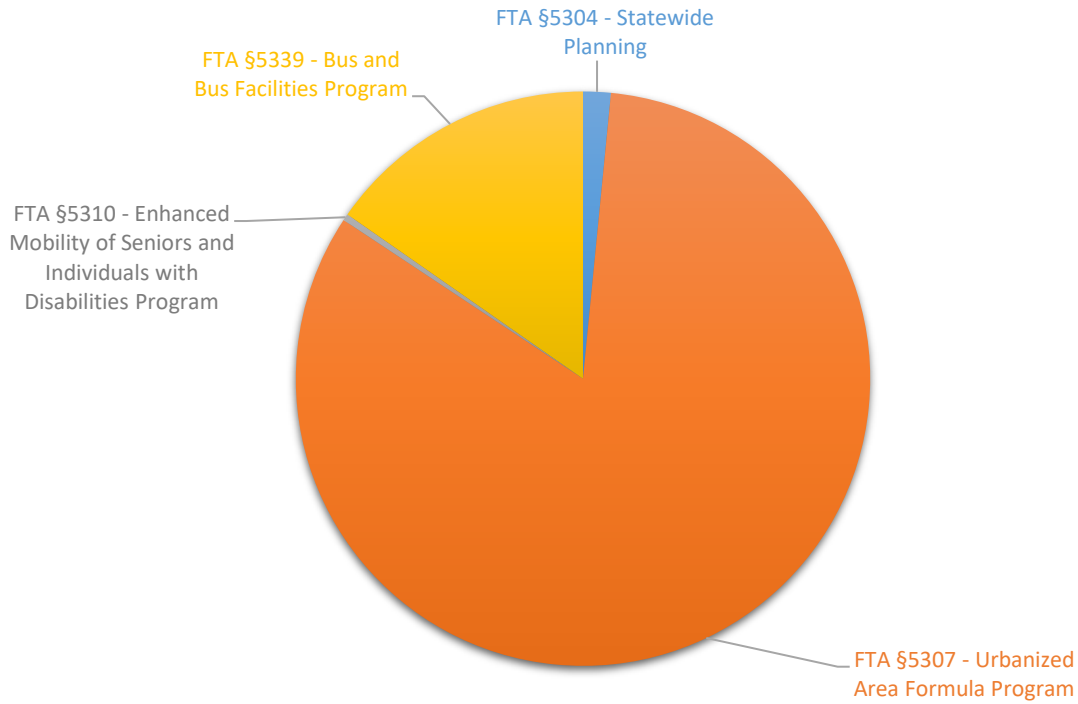
The following charts and tables are based on records obtained from CDOT, FTA, and/or local transit agencies as the NFRMPO does not participate directly in the obligation process.

FFY2016 Program Summary for FHWA



Program Summary for FHWA: FFY2016 Federal Obligation	Percent of Total Obligation	Federal Obligation
Bridge - Off State System	5.5%	\$2,083,603
Bridge - On State System	7.8%	\$2,967,248
Regional Priority Program (RPP)	4.5%	\$1,716,868
RAMP/National Highway Performance Program (NHPP)	9.8%	\$3,724,088
RAMP/Surface Transportation Block Grant (STBG)	0.1%	\$28,168
Surface Treatment	49.2%	\$18,731,146
Transportation Enhancements	1.4%	\$550,099
NFR Transportation Alternatives Program	1.2%	\$468,001
Safe Routes to School (SRTS)	0.8%	\$305,881
Congestion Mitigation & Air Quality (CMAQ)	5.5%	\$2,109,275
STP Metro	12.6%	\$4,806,498
Highway Safety Improvement Program (HSIP)	0.1%	\$32,788
Metropolitan Planning	0.9%	\$326,665
Railroad At-Grade	0.6%	\$212,162
FHWA Total:	100.0%	\$38,062,490

FFY2016 Program Summary for FTA



Program Summary for FTA: FFY2016 Federal Obligation	Percent of Total Obligation	Federal Obligation
FTA §5304 - Statewide Planning	1.6%	\$40,000
FTA §5307 - Urbanized Area Formula Grants	82.8%	\$2,125,752
FTA §5310 - Enhanced Mobility of Seniors & Individuals with Disabilities	0.4%	\$9,600
FTA §5339 - Bus and Bus Facilities	15.3%	\$393,340
FTA Total:	100.0%	\$2,568,692

FFY2016 Listing of Federally Obligated Projects

FHWA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
Bridge – On State System						
SR46598.036	19916	R4-FY14-RAMP-BR: I25 MP244 to MP270	CDOT Region 4	\$987,598	N/A	N/A
SR46598.036	19918	R4-FY14-RAMP-BR: SH 157 Structures	CDOT Region 4	\$1,679,671	N/A	N/A
SR45218.107	19335	US 287 Resurfacing - Mulberry Design	CDOT Region 4	\$299,979	N/A	N/A
Bridge – Off State System						
SR46601.008	17888	LCR 11 Bridge Over Boyd Horseshoe Canal	CDOT Region 4	\$398,629	N/A	N/A
SR46601.009	17908	BR LR50-0.2-17 LCR50 -Larimer/Weld Canal	CDOT Region 4	\$605,405	\$880,000	\$0
SR46601.011	17907	LCR17 Poudre Bridge Replacement	Larimer County	\$561,109	\$2,000,000	\$0
SR46601.014	18876	WCR 21 @ Greeley #2 Canal	CDOT Region 4	\$488,200	\$545,000	\$0
SR46601.016	19742	CR3 at Larimer County Canal (LR3-0.2-50)	CDOT Region 4	\$5,745	\$640,000	\$0
SR46601.024	20823	Big Thomp River at CR19E (LR19E-0.5-20)	CDOT Region 4	\$24,515	N/A	N/A
Regional Priorities (North Front Range Listings)						
SNF3392.999	12509	SH402: US 287 to I-25 (Loveland)	CDOT Region 4	\$215,880	\$2,362,000	\$0
SR41001.999	18357	I-25: SH 392 to SH 14	CDOT Region 4	\$1,500,988	\$13,862,000	\$13,072,000

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
RAMP/National Highway Performance Program (NHPP)						
SR45001.009	19960	Adaptive Signal US 85 Greeley	CDOT Region 4	\$616	\$747,000	\$0
SR45001.012	19959	Adaptive Signals 34 and 85 Bypass	CDOT Region 4	\$821,234	\$400,000	\$0
SR45001.015	19962	FY14 US 34 Fiber & Devices	CDOT Region 4	\$904,469	\$1,700,000	\$0
SR45001.019	12372	US 287:SH1 to LaPorte Bypass	CDOT Region 4	\$1,997,690	\$7,834,000	\$0
SSP4428.004	20575	Crossroads Bridge Replacement @ I-25	CDOT Region 4	\$79	\$28,435,000	\$0
RAMP/Surface Transportation Block Grant (STBG)						
SR45001.002	19889	SH14 / Greenfield Ct Frontage Rd	Larimer County	\$28,168	\$1,680,000	\$1,596,000
Surface Treatment						
SR45001.018	18401	US287: Conifer to Willox	CDOT Region 4	\$1,965,474	\$828,000	\$0
SR45218.087	17136	SH 14: I-25 East to Weld CR 23	CDOT Region 4	\$9,938,469	N/A	N/A
SR45218.102	17800	I-25 Rubblization, Harmony Road South	CDOT Region 4	\$46,893	N/A	N/A
SR45218.115	20098	US287 Resurfacing 29th St-SH392 Phase II	CDOT Region 4	\$1,843,487	\$6,941,000	\$0
SR45218.125	19163	SH392 Windsor to Lucerne	CDOT Region 4	\$4,936,823	N/A	N/A
Transportation Enhancements						
SNF5094.003	15282	Evans Bike/Ped Trail-Phase II	City of Evans	\$693	\$80,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SNF5094.018	16938	Linden Street Enhancement Project	City of Fort Collins	\$31,210	\$250,000	\$0
SNF5094.034	17906	Madison Ave Bridge - Loveland	City of Loveland	\$32,196	\$360,000	\$0
SNF5788.033	18401	US287: Conifer to Willox	City of Fort Collins	\$486,000	\$1,073,000	\$0
NFR Transportation Alternatives Program						
SNF5094.031	18399	SH 14 Mulberry Ped Bridge Relocation	City of Fort Collins	\$368,000	\$368,000	\$0
SNF5094.033	18400	Sheep Draw Trail Poudre Connection	City of Greeley	\$1	\$256,000	\$0
SNF5788.033	18401	US287: Conifer to Willox	City of Fort Collins	\$100,000	\$100,000	\$0
Congestion Mitigation & Air Quality						
SNF5173.001	15279	Mason Trail Overpass @ BNSF	City of Fort Collins	\$133,800	\$692,000	\$0
SNF5173.014	16526	Mason/Corridor Troutman Crossing	City of Fort Collins	\$58,870	\$1,200,000	\$0
SNF5173.015	16525	Jefferson Street/SH14 Improvements	City of Fort Collins	\$21,696	\$1,000,000	\$0
SNF5173.026	17573	North Ft Collins Adaptive Signals	City of Fort Collins	\$155,937	\$248,000	\$0
SNF5173.044	19289	Loveland Fiber Optic Project	City of Loveland	\$462,437	\$884,000	\$0
SNF5173.045	19307	Timberline at Horsetooth Turn Lanes	City of Fort Collins	\$319,801	\$391,000	\$0
SNF5173.046	19561	US287: Willox to SH 1 & Ped Bridge	City of Fort Collins	\$70,000	\$752,000	\$174,000

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SNF5788.033	18401	US287: Conifer to Willox	City of Fort Collins	\$409,000	\$409,000	\$0
SST7007.001	19484	FORT COLLINS FC BIKES CMAQ FY12 AND FY13	City of Fort Collins	\$114,359	\$705,000	\$0
SST7007.008	20111	WELD COUNTY FY14 NFR CMAQ CNG FLEETS	Weld County	\$363,375	\$1,104,000	\$0
STP-Metro						
SNF5173.041	18391	Greeley Fiber Optic Communications #2	City of Greeley	\$178,107	\$222,000	\$0
SNF5788.029	18392	Larimer CR 30 & Larimer CR 11	Larimer County	\$535,000	\$535,000	\$0
SNF5788.030	18404	US85 Access Control at 37th	City of Evans	\$2,273	\$687,000	\$0
SNF5788.032	17907	LCR17 Poudre Bridge Replacement	Larimer County	\$1,560,000	\$1,460,000	\$0
SNF5788.033	18401	US287: Conifer to Willox	City of Fort Collins	\$1,253,184	\$1,463,000	\$0
SNF5788.034	18877	Shields St & Vine Dr Intersection Imp	City of Fort Collins	\$847,024	\$1,054,000	\$0
SNF5788.035	18402	US34 Business (10th St): 23rd to 35th	City of Greeley	\$305,473	\$2,500,000	\$0
SST7005.002	20125	FY2014 NFRMPO STP-METRO MATCHED	CDOT	\$124,945	\$498,000	\$0
SST7005.004	20585	NFR STP-METRO UNMATCHED 2015	CDOT	\$492	\$203,000	\$0
Highway Safety Improvement Program (HSIP)						
SR46666.050	19061	US34 & Boyd Lake Ave.	CDOT Region 4	\$8,491	\$446,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
SR46666.052	19059	Shields St: Drake to Davidson Dr. HES	CDOT Region 4	\$24,297	\$887,000	\$0
Metropolitan Planning						
SST5274.006	19756	FY2015 DTD NFRMPO CPG	CDOT	\$326,665	N/A	N/A
Railroad At-Grade						
SR47000.016	18590	Weld County Road 76 at US 85	CDOT Region 4	\$212,162	N/A	N/A
Safe Routes to Schools (SRTS)						
SR47001.015	19073	North Madison Ave Trail Connector- SRTS	City of Loveland	\$49,373	\$80,000	\$0
SR47001.019	19595	Tavelli Elementary SRS - Fort Collins	City of Fort Collins	\$22,992	\$245,000	\$0
SR47001.020	19594	7th Street Trail - Windsor	Windsor	\$120,340	\$120,000	\$0
SR47001.022	20212	Garfield Elementary Sidewalks (SRTS)	City of Loveland	\$90,864	\$113,000	\$0
SST6751.006	20196	2014 SRTS CITY OF LOVELAND	Loveland	\$6,280	\$28,000	\$0
SST6751.030	19618	SRTS CITY OF FORT COLLINS	City of Fort Collins	\$16,032	\$88,000	\$0

Note: The NFRMPO will no longer report on [FASTER](#) obligations. The FASTER funding source is a State of Colorado funding source, not a Federal source.

FTA Funding

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
FTA §5304 - Statewide Planning						
SST6728	CO-80-2022.FTCO-NFRMPO	Statewide Transit USC Section 5304 Pool	City of Fort Collins	\$40,000	\$40,000	\$0
FTA §5307 - Urbanized Area Formula Program						
SST6741.098	CO-2016-011-01-00	GET 2016 ADA Operations 80/20	City of Greeley	\$212,575	\$213,000	\$0
SST6741.098	CO-2016-011-01-00	GET 2016 ADA Bus 80/20	City of Greeley	\$80,461	\$77,000	\$0
SST6741.098	CO-2016-011-01-00	GET 2016 Preventive Maintenance 80/20	City of Greeley	\$922,001	\$925,000	\$0
SST6741.098	CO-2016-011-01-00	GET 2016 Bus Stop Improvements 80/20	City of Greeley	\$80,000	\$80,000	\$0
SST6741.098	CO-2016-011-01-00	GET 2016 ADA, Demand Response, and Fixed Route Operations 50/50	City of Greeley	\$830,715	\$831,000	\$0
FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program						
SST6727.035	CO-16-0039.NFRT-NFRMPO	NFRMPO- Mobility Management	NFRMPO	\$9,600	\$10,000	\$0
FTA §5339 - Bus and Bus Facilities Program						
SST7047.039	CO-34-0007.GREE-NFRMPO	NFR- Bus Replacement fr GET	City of Greeley	\$393,340	\$460,000	\$66,660

Note: The NFRMPO will no longer report on [FASTER](#) Transit and Rail obligations. The FASTER funding source is a State of Colorado funding source, not a Federal source.

Appendix A: Highway Funding Pool Descriptions

Bridge – Off State System funds the rehabilitation, widening, or the total replacement of deficient bridges located on either county roads or municipal streets. Their eligibility is determined by evaluating their structural and functional conditions.

Bridge – On State System funds the rehabilitation, widening, or the total replacement of deficient bridges located on the State Highway System. Their eligibility is determined by evaluating their structural and functional conditions.

Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.

Highway Safety Improvement Program (HSIP) funds are used to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Metropolitan Planning funds are also allocated by formula and assist MPOs with the continuing, cooperative, and comprehensive planning processes that produce periodic updates of their long-range, multi-modal RTPs and short-range TIPs, along with related studies. The MPO's Unified Planning Work Program (UPWP) addresses a wide range of tasks which use Metropolitan Planning funds.

RAMP (Responsible Acceleration of Maintenance and Partnerships) is a CDOT program that finances multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins. Although RAMP is not a funding source, it is used to categorize projects in the TIP and STIP.

National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.

Railroad At-Grade funding address at-grade intersections of roadways and railroad tracks where there are significant safety concerns. Both State Highway and non-State Highway rail crossing locations receive funds.

Regional Priority Program (RPP) funds construction, widening, and reconstruction on roadways on the State Highway System. RPP is a CDOT program that provides flexible funding to each CDOT region. The program is funded through state highway funds and federal reimbursement for eligible expenditures.

Safe Routes to Schools was a funding program available prior to MAP-21 to provide safer transportation facilities near schools, including bicycle and pedestrian facilities, benefitting elementary and middle school students (K-8). This program also funded non-infrastructure-related

activities to encourage walking and bicycling to school. MAP-21 consolidated Transportation Enhancements, Safe Routes to School (SRTS), and Recreational Trails into the Transportation Alternatives Program (TAP). The FAST Act replaced TAP with the TA Set-Aside.

Surface Transportation Block Grant (STBG) was authorized under the FAST Act and replaces the STP Metro program. The STBG program provides flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads. STBG includes set-asides for Transportation Alternatives, State Planning and Research, and Off System Bridges.

Surface Transportation Program – Metro (STP Metro) was a funding program available prior to the FAST Act. STP Metro provided flexible funding for a variety of projects, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads. The FAST Act replaced the STP Metro program with the Surface Transportation Block Grant program.

Surface Treatment funds are used by CDOT to repave and resurface the State Highway System. These projects are intended to address recommendations from the statewide pavement management system.

Transportation Alternatives (TA), also known as the TA Set-Aside, was authorized under the FAST Act and replaces the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant program (STBG). The TA Set-Aside authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Transportation Alternatives Program (TAP) was a funding program available prior to the FAST Act that funded a variety of smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. MAP-21 consolidated Transportation Enhancements, Safe Routes to School and Recreational Trails into the Transportation Alternatives Program (TAP).

Transportation Enhancements was a funding program available prior to MAP-21 for projects related to surface transportation, including bicycle and pedestrian projects, historic preservation projects, environmental mitigation projects, landscaping and beautification projects, and the conversion of railways to bicycle-pedestrian trails. MAP-21 consolidated Transportation Enhancements, Safe Routes to School (SRTS), and Recreational Trails into the Transportation Alternatives Program (TAP). The FAST Act replaced TAP with the TA Set-Aside.

Appendix B: Transit Funding Pool Descriptions

FTA §5304 - Statewide Planning provides funding for multimodal transportation planning, including transit technical assistance, planning, research, demonstration projects, and training.

FTA §5307 - Urbanized Area Formula Program funding is distributed by formula to transit agencies in urban areas over 50,000 in population and can be used for transit studies, capital investment in buses and fixed guideway systems, construction and maintenance of passenger facilities, and security equipment. §5307 can cover operating costs in urban areas with populations under 200,000 and small bus systems operating in larger areas.

FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA §5339 - Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Eligible recipients include designated recipients and states that operate or allocate funding to fixed-route bus operators, and public or nonprofit agency sub recipients engaged in public transportation, including those providing services open to a segment of the general public as defined by age, disability, or low income.