

Annual Listing of Federally Obligated Projects FFY 2017 | October 1, 2016 - September 30, 2017

December 21, 2017
Revisions possible after January 1, 2018



[Cover Image](#)

North I-25 Climbing Lane, NFRMPO



FFY2017 Listing of Federally Obligated Projects

Effective Date: December 21, 2017

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.

December 2017

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Purpose of this Report

The purpose of this report is to identify Federal funding obligations in the North Front Range Metropolitan Planning Organization (NFRMPO) region that took place during Fiscal Year (FY) 2017, which covers October 1, 2016 to September 30, 2017.

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 (FFY) 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 2017, 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 and amended it on February 2, 2017 and June 1, 2017.

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 FY2018-2021 TIP was adopted by the NFRT&AQPC on March 2, 2017 and readopted on July 6, 2017. Projects selected under the FY2018-2021 TIP were eligible to receive federal funds beginning July 1, 2017.

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 2017 Federal fiscal Year (October 1, 2016 – September 30, 2017).
- ❖ 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 current TIP for FY18-FY21. This information is not available for pool projects.

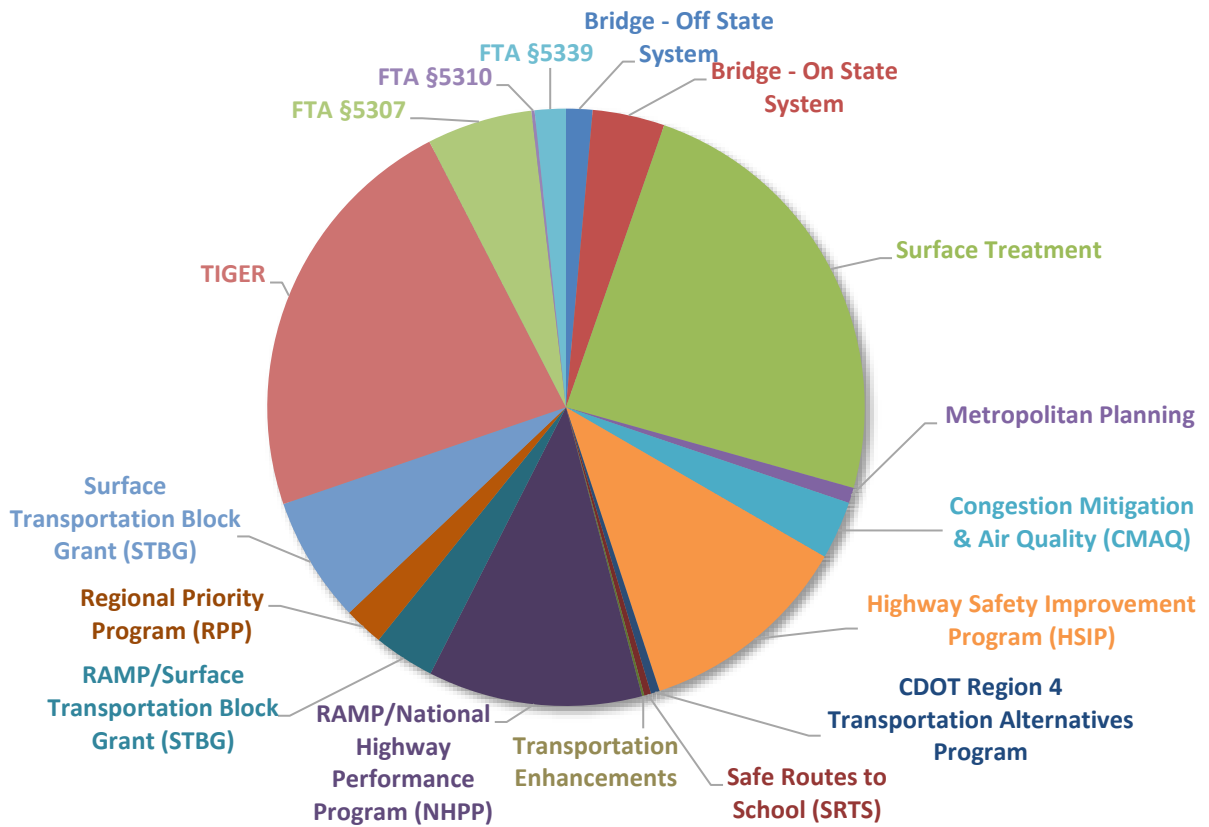
Some projects include funds from multiple TIP program categories; thus, one project line under one funding source does not necessarily equal the total obligated funding for that project. In these instances, the same project location description will appear in several funding sections of the project listing. For the total obligated in FFY2017 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.

FFY2017 Program Summary



| Funding Program | Percent of Total Obligation | Federal Obligation |
|---|-----------------------------|---------------------|
| Bridge - Off State System | 1.4% | \$945,508 |
| Bridge - On State System | 3.9% | \$2,579,302 |
| Surface Treatment | 24.1% | \$15,880,737 |
| Metropolitan Planning | 0.8% | \$549,784 |
| Congestion Mitigation & Air Quality (CMAQ) | 3.2% | \$2,084,405 |
| Highway Safety Improvement Program (HSIP) | 11.6% | \$7,662,008 |
| CDOT Region 4 Transportation Alternatives Program | 0.5% | \$315,432 |
| Safe Routes to School (SRTS) | 0.4% | \$244,047 |
| Transportation Enhancements | (0.1%) | (\$82,323) |
| RAMP/National Highway Performance Program (NHPP) | 11.6% | \$7,663,712 |
| RAMP/Surface Transportation Block Grant (STBG) | 3.3% | \$2,182,454 |
| Regional Priority Program (RPP) | 2.1% | \$1,411,115 |
| Surface Transportation Block Grant (STBG) | 6.8% | \$4,510,879 |
| TIGER | 22.7% | \$15,000,000 |
| FTA §5307 | 5.7% | \$3,775,609 |
| FTA §5310 | 0.2% | \$110,365 |
| FTA §5339 | 1.7% | \$1,111,565 |
| Total: | 100.0% | \$65,944,599 |

FFY2017 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 – Off State System | | | | | | |
| SR46601.024 | 20823 | Big Thomp. River at CR19E (LR19E-0.5-20) | Larimer County | \$51,253 | N/A | N/A |
| SR46601.016 | 19742 | CR3 at Larimer County Canal (LR3-0.2-50) | Larimer County | \$194,255 | \$640,000 | \$0 |
| SR46601.023 | 19747 | Mulberry at Mercer Ditch (FCMULB-CRESTMR) | CDOT Region 4 | \$700,000 | \$700,000 | \$0 |
| Bridge – On State System | | | | | | |
| SR46598.036 | 19916 | R4-FY14-RAMP-BR: I25 MP244 to MP270 | CDOT Region 4 | \$2,383,421 | N/A | N/A |
| SR46598.036 | 19915 | R4-FY14-RAMP-BR: I25 MP256 to MP281 | CDOT Region 4 | \$131,238 | N/A | N/A |
| SR45218.107 | 19335 | US 287 Resurfacing - Mulberry Design | CDOT Region 4 | \$64,454 | N/A | N/A |
| SR45218.174 | 20845 | US 85 Resurfacing Eaton to Ault | CDOT Region 4 | \$189 | N/A | N/A |
| Surface Treatment | | | | | | |
| SSP4428.005 | 20583 | I-25 S/O SH 56 Climbing Lane | CDOT Region 4 | \$5,902,963 | N/A | N/A |
| SR45218.087 | 17136 | SH 14: I-25 East to Weld CR 23 | CDOT Region 4 | \$1,222,395 | N/A | N/A |
| SR45218.112 | 19724 | SH 56: Berthoud East | CDOT Region 4 | \$95,579 | \$3,700,000 | \$0 |
| SR45218.125 | 19163 | SH392 Windsor to Lucerne | CDOT Region 4 | \$543,753 | \$7,300,000 | \$0 |

| STIP WBS ID | Project Code Number | Project Name | Project Sponsor | Federal Obligation | Federal Request in TIP | Federal Funds Remaining |
|---|---------------------|--|----------------------|--------------------|------------------------|-------------------------|
| SR45218.107 | 20099 | US287 Resurface Harmony- Mulberry Ph III | CDOT Region 4 | \$8,116,047 | \$16,118,000 | \$0 |
| Metropolitan Planning | | | | | | |
| SST5274.006 | 21188 | FY2016 DTD NFRMPO CPG | CDOT | \$549,784 | \$1,089,659 | \$681,000 |
| Congestion Mitigation & Air Quality (CMAQ) | | | | | | |
| SNF5788.035 | 20389 | 10th Street in Greeley: Phase II | City of Greeley | \$195,404 | \$1,000,000 | \$0 |
| SST7007.001 | 19484 | FORT COLLINS FC BIKES CMAQ FY12 AND FY13 | City of Fort Collins | \$391,196 | \$705,000 | \$0 |
| SNF5173.050 | 20614 | Greeley Signal Timing 2016 | City of Greeley | \$184,993 | \$185,000 | \$0 |
| SNF5173.015 | 16525 | Jefferson Street/SH14 Improvements | City of Fort Collins | \$1,000 | \$1,000,000 | \$0 |
| SNF5173.048 | 20150 | Loveland Traffic Signal Controls | City of Loveland | \$489,894 | \$497,000 | \$0 |
| SNF5173.026 | 17573 | North Ft Collins Adaptive Signals | City of Fort Collins | \$34,320 | \$248,000 | \$0 |
| SNF5173.046 | 19561 | US287: Willox to SH 1 & Ped Bridge | City of Fort Collins | \$158,071 | \$752,000 | \$174,000 |
| SST7007.008 | 20111 | WELD COUNTY FY14 NFR CMAQ CNG FLEETS | Weld County | \$525,390 | \$1,104,000 | \$0 |
| SST7007.008 | 20947 | WELD COUNTY NFR 2015/16 CMAQ CNG FLEET | Weld County | \$104,137 | \$1,810,000 | \$0 |
| Highway Safety Improvement Program (HSIP) | | | | | | |
| SR46666.052 | 19059 | Shields St: Drake to Davidson Dr. HES | CDOT Region 4 | \$358,372 | \$887,000 | \$0 |

| STIP WBS ID | Project Code Number | Project Name | Project Sponsor | Federal Obligation | Federal Request in TIP | Federal Funds Remaining |
|--|---------------------|--|--|--------------------|------------------------|-------------------------|
| SR45218.174 | 19185 | US 85 Resurf Ph-I, & SH 392 Intersection | CDOT Region 4 | \$7,300,000 | N/A | N/A |
| SR46666.050 | 19061 | US34 & Boyd Lake Ave. | CDOT Region 4 | \$3,636 | \$0 | \$0 |
| CDOT Region 4 Transportation Alternatives Program | | | | | | |
| SNF5094.035 | 19638 | Milliken to Johnstown Trail Connection | Town of Milliken and Town of Johnstown | \$198,908 | \$300,000 | \$0 |
| SR47020.006 | 20664 | Pitkin Street Bike Corridor | City of Fort Collins | \$116,524 | \$593,000 | \$0 |
| Safe Routes to School (SRTS) | | | | | | |
| SR47001.022 | 20212 | Garfield Elementary Sidewalks (SRTS) | City of Loveland | \$22,136 | \$113,000 | \$0 |
| SR47001.019 | 19595 | Tavelli Elementary SRS - Fort Collins | City of Fort Collins | \$221,911 | \$245,000 | \$0 |
| Transportation Enhancements | | | | | | |
| SNF5094.003 | 15282 | Evans Bike/Ped Trail-Phase II | City of Evans | (\$82,323) | \$80,000 | \$0 |
| RAMP/National Highway Performance Program (NHPP) | | | | | | |
| SR45001.015 | 19962 | FY14 US 34 Fiber & Devices | CDOT Region 4 | \$655,520 | \$1,700,000 | \$0 |
| SSP4428.012 | 21506 | I-25 North: SH 402 to SH 14 | CDOT Region 4 | \$5,000 | \$250,000 | \$0 |
| SR45001.019 | 12372 | US 287:SH1 to LaPorte Bypass | CDOT Region 4 | \$7,003,192 | \$7,834,000 | \$0 |
| RAMP/Surface Transportation Block Grant (STBG) | | | | | | |
| SR45001.011 | 19887 | Loveland RWIS Update / Expansion | City of Loveland | \$259,917 | \$304,000 | \$0 |

| STIP WBS ID | Project Code Number | Project Name | Project Sponsor | Federal Obligation | Federal Request in TIP | Federal Funds Remaining |
|---|---------------------|------------------------------------|----------------------|--------------------|------------------------|-------------------------|
| SR45001.002 | 19889 | SH14 / Greenfield Ct Frontage Rd | Larimer County | \$55,832 | \$1,680,000 | \$1,596,000 |
| SR45001.018 | 18401 | US287: Conifer to Willox | City of Fort Collins | \$1,866,705 | \$17,500,000 | \$0 |
| Regional Priority Program (RPP) | | | | | | |
| SSP4428.001 | 18357 | I-25: SH 392 to SH 14 | CDOT Region 4 | \$1,204,301 | \$13,862,000 | \$10,231,000 |
| SNF3392.999 | 12509 | SH402: US 287 to I-25 (Loveland) | CDOT Region 4 | \$206,814 | \$2,362,000 | \$0 |
| STP Metro & Surface Transportation Block Grant (STBG) | | | | | | |
| SNF5788.035 | 20389 | 10th Street in Greeley: Phase II | City of Greeley | \$377,913 | \$2,500,000 | \$0 |
| SNF5788.038 | 20148 | 65th Ave: US34 Bypass to 37th Ave | City of Greeley | \$349,946 | \$2,082,000 | \$0 |
| SSP4428.005 | 20583 | I-25 S/O SH 56 Climbing Lane | CDOT Region 4 | \$3,000,000 | \$3,000,000 | \$0 |
| SNF5788.032 | 17907 | LCR17 Poudre Bridge Replacement | Larimer County | (\$20,147) | \$1,460,000 | \$0 |
| SNF5788.036 | 19745 | Loveland Traffic OPS Center (2014) | City of Loveland | \$182,982 | \$205,000 | \$0 |
| SNF5788.030 | 18404 | US85 Access Control at 37th | City of Evans | \$620,185 | \$687,000 | \$0 |
| Transportation Investment Generating Economic Recovery (TIGER) | | | | | | |
| SSP4428.012 | 21506 | I-25 North: SH 402 to SH 14 | CDOT Region 4 | \$15,000,000 | \$15,000,000 | \$0 |

FTA Funding

| STIP WBS ID | Project Code Number | Project Name | Project Sponsor | Federal Obligation | Federal Request in TIP | Federal Funds Remaining |
|---|-------------------------------------|---|-----------------|--------------------|------------------------|-------------------------|
| FTA §5307 – Urbanized Area Formula Program | | | | | | |
| SST7007.010 | CO-2017-006-01-00 CO-2017-005-00 | GET CNG Bus Replacement | City of Greeley | \$923,761 | \$6,513,000 | \$2,487,000 |
| SST6741.119 | CO-2017-016-01-00 | GET 5-10 Year Strategic Plan | City of Greeley | \$80,986 | \$83,000 | \$0 |
| SST6741.112 | CO-2017-016-01-00 | GET 50/50 Operating Assistance | City of Greeley | \$547,686 | \$531,000 | \$0 |
| SST6741.113 | CO-2017-016-01-00 | GET ADA Operating Assistance 80/20 | City of Greeley | \$69,582 | \$70,000 | \$0 |
| SST6741.112 | CO-2017-031-01-00 | GET 50/50 Operating Assistance | City of Greeley | \$1,239,977 | \$1,246,000 | \$1,246,000 |
| SST6741.121 | CO-2017-031-01-00 | GET PM Maintenance 80/20 | City of Greeley | \$697,798 | \$691,000 | \$691,000 |
| FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program | | | | | | |
| SST6731.023 | CO-16-1052.NFRT | Operation of Larimer County Mobility Coordination Program | NFRMPO | \$27,000 | \$28,000 | \$0 |
| SST6732.013 | 17-10-0055.GREL | Vehicle Replacement: Cutaway | City of Greeley | \$83,365 | \$83,000 | \$83,000 |
| FTA §5339 - Bus and Bus Facilities Program | | | | | | |
| SST7064.020 | CO-34-0009.GREL | Maintenance Lift | City of Greeley | \$234,842 | \$235,000 | \$235,000 |
| SST7064.021 | CO-34-0007.GREL CO-34-0009.GREL | Greeley - GET Bus Replacements | City of Greeley | \$417,158 | \$417,000 | \$417,000 |
| SST7064.024 | 17-39-0011.GREL | Bus Replacement | City of Greeley | \$459,564 | \$460,000 | \$460,000 |

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.

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 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.

Transportation Investment Generating Economic Recovery (TIGER) is a discretionary grant program for capital investments in surface transportation infrastructure that have a significant impact on the Nation, a metropolitan area, or a region.

Appendix B: Transit Funding Pool Descriptions

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.