

# Urbanized Areas Formula Grant Programs Guidance (C 9050.1A) Training

FTA Office of Program Management

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Session #1: Circular and Programs Overview



U.S. Department of Transportation  
Federal Transit Administration

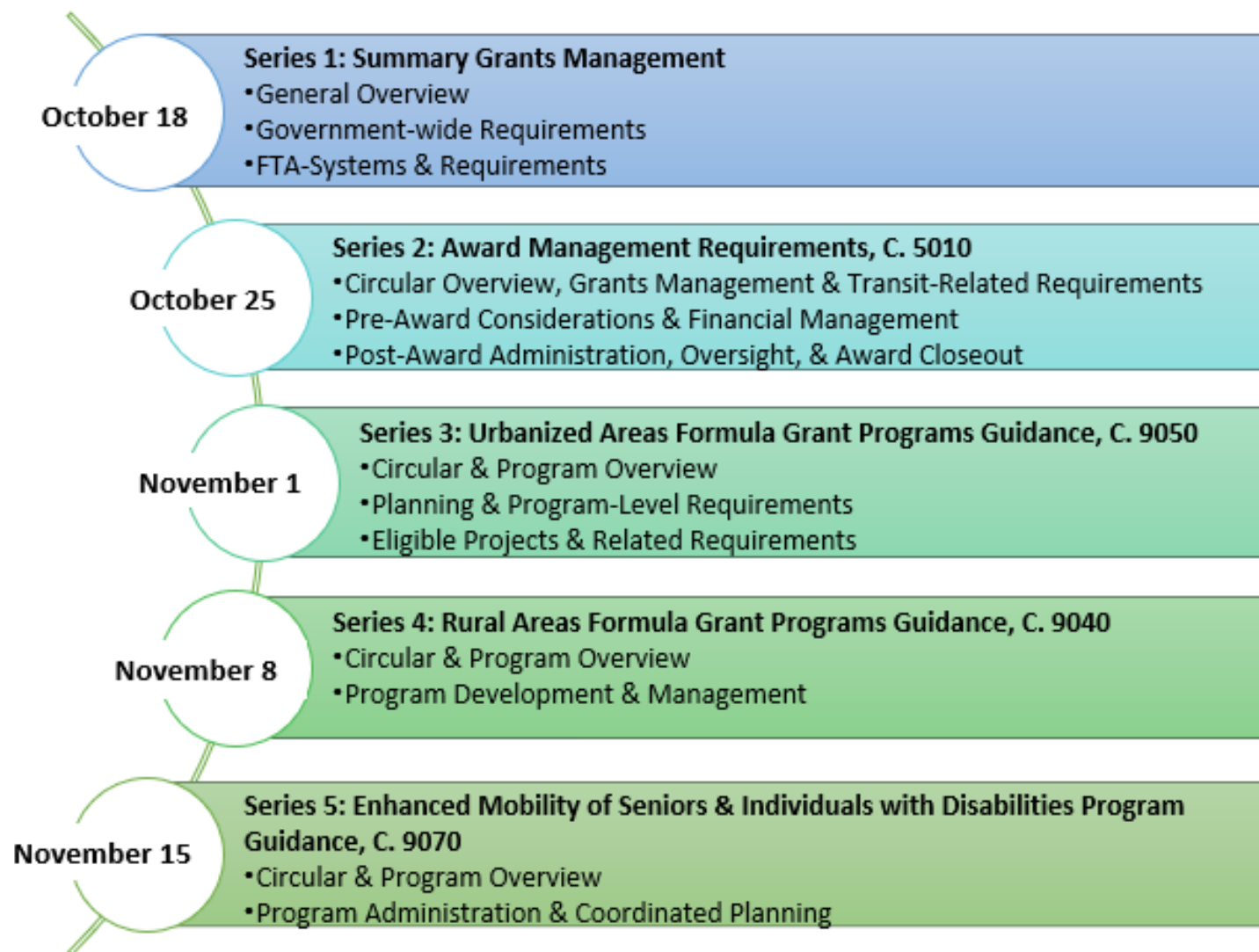


# Disclaimer

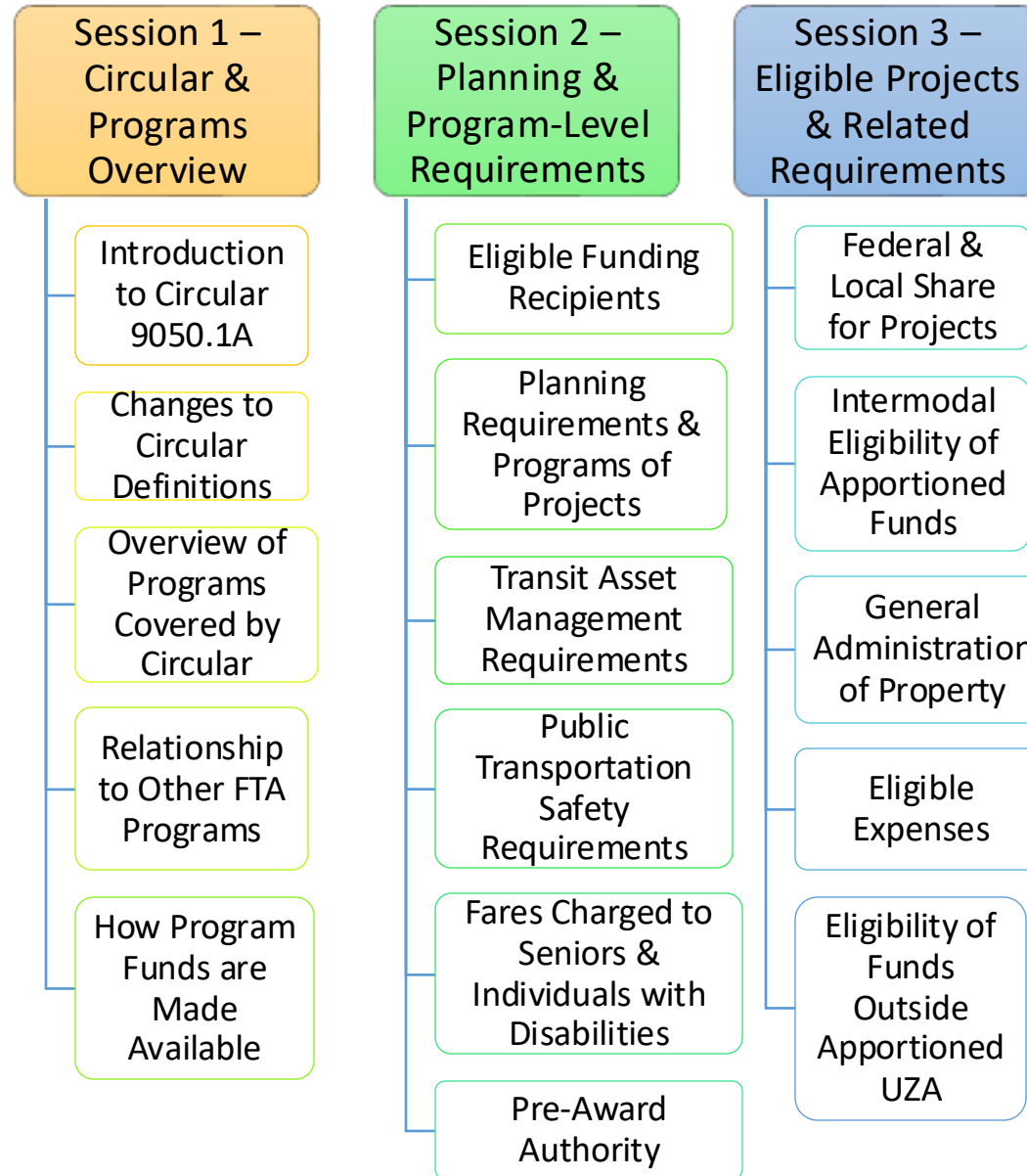
The contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Recipients and subrecipients should refer to FTA's statutes and regulations for applicable requirements.

# Circular Rollout Training Schedule

Each Friday from October 18 through November 15, 2024, FTA will post a series of prerecorded videos addressing summary grants management information and highlight the requirements outlined in each of the revised circulars - 5010, 9050, 9040, and 9070.

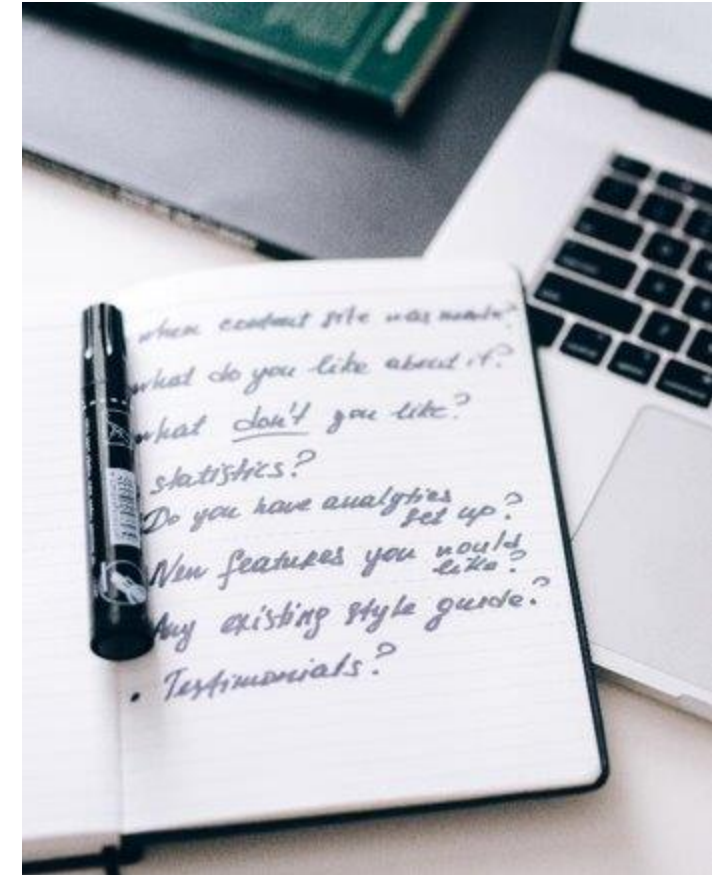


# Circular 9050 Training Series



# The “Route” Ahead - Session #1 Agenda

- Welcome and Introduction of Speakers
- Introduction to Circular 9050.1A
  - Purpose of Circular
  - High-Level Overview of Changes
  - Effective Date and Related Requirements
- Changes to Circular Definitions
- Overview of Programs Covered by Circular 9050.1A and Their Relationship to Other FTA Programs
- How Program Funds Are Made Available
  - Census Designations
  - Apportionments and Associated Circular Changes
  - Reallocations or Transfers of Apportionments
  - Consolidation of Funds in Insular Areas
  - FHWA Flex Funds for Transit Projects



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# Introduction to Circular 9050.1A

Purpose of Circular and its Relationship to FTA  
Governing Statutes and Regulations



U.S. Department of Transportation  
Federal Transit Administration



# Purpose of Circular 9050.1A

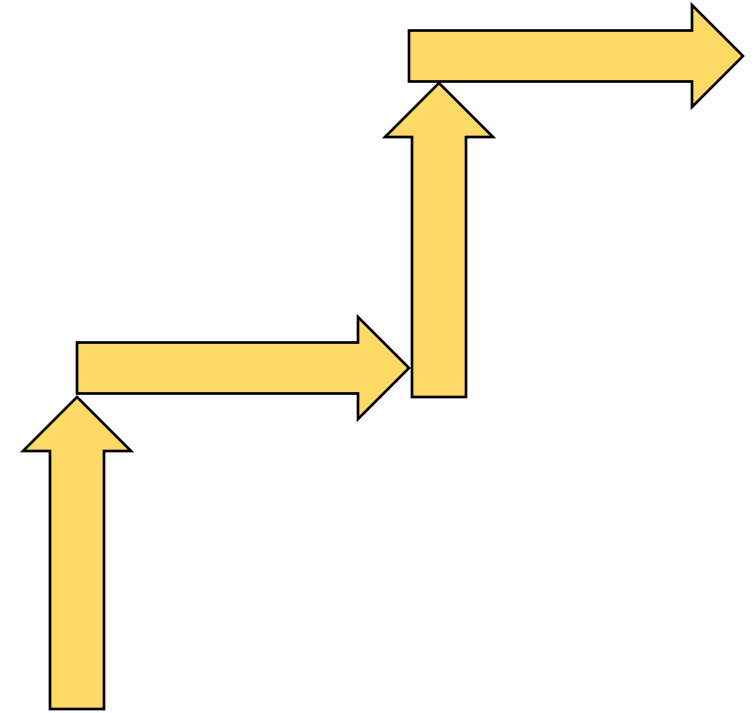
What the Circular <u>Is</u> :	What the Circular <u>Is Not</u> :
<p><b>Guidance on requirements and procedures applicable and specific to <u>Urbanized Area Section 5307, 5337, and 5339(a) formula funds</u></b></p>	<p><b>Guidance on requirements and procedures applicable to <u>all</u> FTA financial assistance (Circular 5010.1F)</b></p>
<p><b>Tool for users/recipients to understand how requirements <u>may apply</u> to their specific situations or considerations</b></p>	<p><b>Case-specific guidance or direction on FTA requirements for each unique situation</b></p>
<p><b>Identifies rigidity vs. flexibility of requirements and guides users/recipients in making their own decisions</b></p>	<p><b>Topic-specific technical assistance</b></p>
<p><b>Explanation of how laws, regulations, or policies active at the time of publication apply to FTA-assisted activities and awards</b></p>	<p><b>Substitute for applicable laws, regulations, or policies that are determined outside of the circular's scope</b></p>

# Purpose of Circular 9050.1A



**Is** Lanes, Wayfinding Signs, and Guardrails for Urbanized Area (UZA) Formula Programs

**Vs.**



**Is Not** Specific Directions for Unique Situations Involving Urbanized Area Formula Funds



# Circular 9050.1A Relationship to Other Circulars

Requirements and Procedures Applicable to Specific Formula Programs That Build Onto Universal Baseline or Topic-Specific Requirements and Procedures

**Circular 9050.1A**  
(Urbanized Area Formula Grant Programs)

**Circular 9040.1H**  
(Rural Areas Formula Grant Programs)

**Circular 9070.1H**  
(Enhanced Mobility of Seniors and Individuals with Disabilities)

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Universal Baseline Requirements and Procedures Applicable to All FTA Funds and Awards OR to Specific Topics/Issues

**Circular 5010.1F**  
(Award Management Requirements)

**Topic-Specific Circulars**  
(Metropolitan and Statewide Planning, Civil Rights, etc.)

# Circular 9050.1A Relationship to Federal Statutes and Regulations

## Order of Precedence

1

Laws and Statutes

2

Code of Federal Regulations

3

FTA Master Agreement

4

FTA Circulars and Other Guidance

5

Award Application Documents



# Circular 9050.1A Relationship to Federal Statutes and Regulations

- Laws, regulations, and many policies that govern the use of Urbanized Area formula funds are established outside the scope of the circular
- Circular is the blueprint for operationalizing the applicability of these laws, regulations, and policies to the use of Urbanized Area formula funds
- Explanations of applicability and references to external sources, from which the requirements are derived, are provided throughout
- However, the circular also sets some policy on its own that builds upon and is not directly addressed by Federal statutes or regulations



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# Introduction to Circular 9050.1A

High-Level Overview of Circular Changes

# Circular 9050.1A Overview of Changes

## FOUR GENERAL TYPES OF CHANGES:

- 1) Updates reflecting statutory and government-wide regulatory changes;
- 2) Updates reflecting changes in FTA-established program policies and procedures;
- 3) Updates enhancing explanation and clarification of how statutes, regulations, and policies (including those that both changed and did not change) apply to use of program funds; and
- 4) Updates to streamline, enhance, and improve stakeholder guidance on recipients' use of program funds\*

\*Substantively, many requirements have not changed and are simply reformatted and presented in a more concise fashion

# Which Statutes/Regulations Have Changed?

## BIPARTISAN INFRASTRUCTURE LAW

- New Federal Multi-Year Transportation Authorizations Since Last Circular Update
  - Fixing America's Surface Transportation (FAST) Act (FYs 2016-2021)
  - Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) (FYs 2022-2026)
- Updates to Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200)
- Updates to Title 49 (Transportation) of the Code of Federal Regulations, including FTA regulations in parts 601-674

# Which FTA Policies/Procedures Have Changed?

## EXAMPLES INCLUDE:

- Updates to Transit Asset Management (TAM) Requirements
- Updates to Public Transportation Safety Requirements
- Expanded policy guidance on eligibility of use of funds outside apportioned UZA
- Application of minimum 0.75% safety set-aside from Section 5307 funds in large UZAs at recipient level rather than for every grant
- Removal of minimum fixed-guideway segment length to receive Section 5337 apportionment

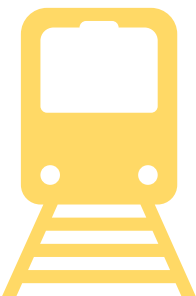
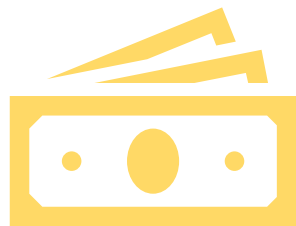




# Guidance and Requirements Clarifications

Updates to How Statutes, Regulations, and Policies Apply to Use of Program Funds

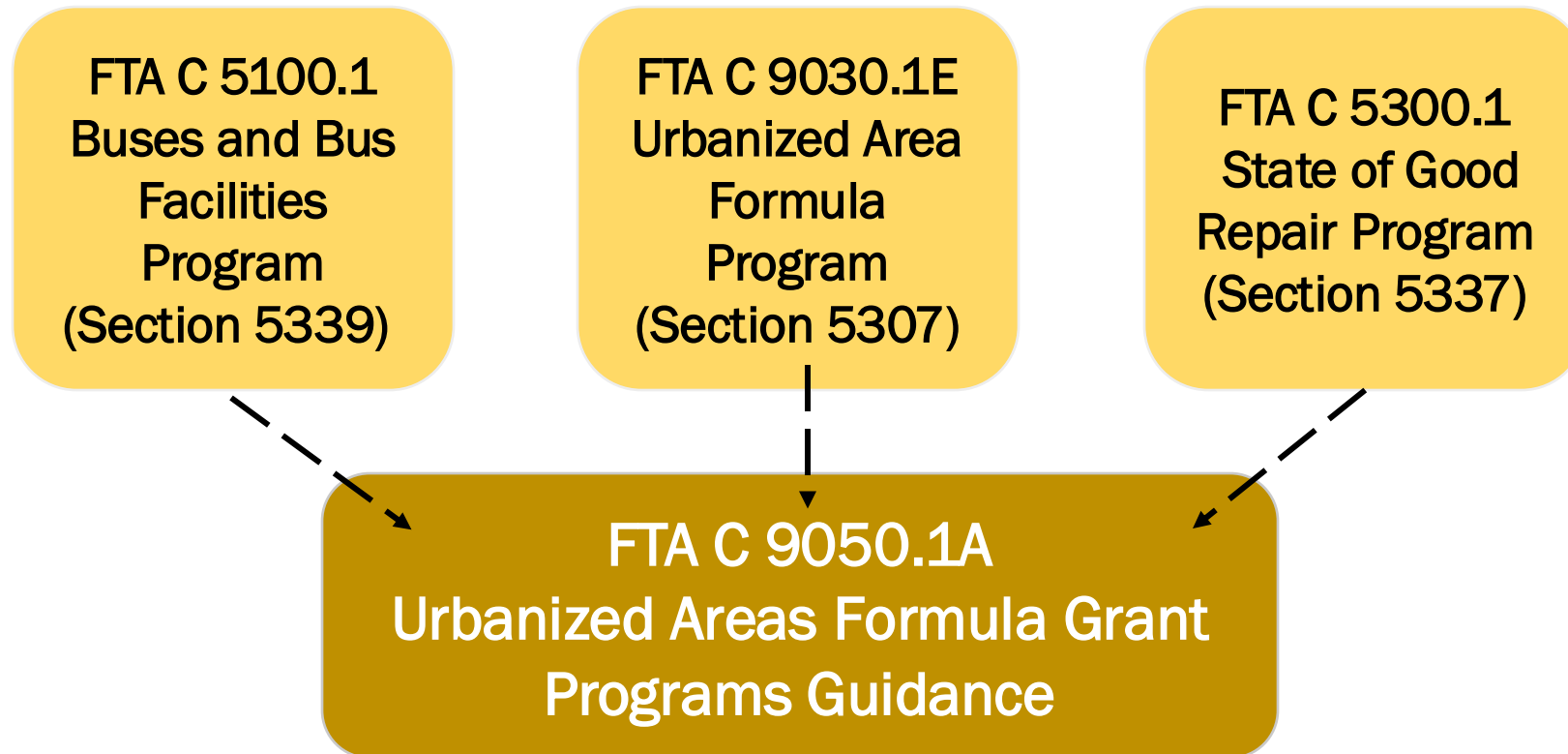
## EXAMPLE TOPICS INCLUDE:



- Expansion of guidance on fares charged to seniors and persons with disabilities
- Intermodal eligibility of apportioned funds
- Relationship between program of projects, TIP, and STIP and award amendments
- Eligibility of bicycle- and pedestrian-related expenses
- Changes to applicability of capital cost of contracting scenarios using Section 5339(a) funds

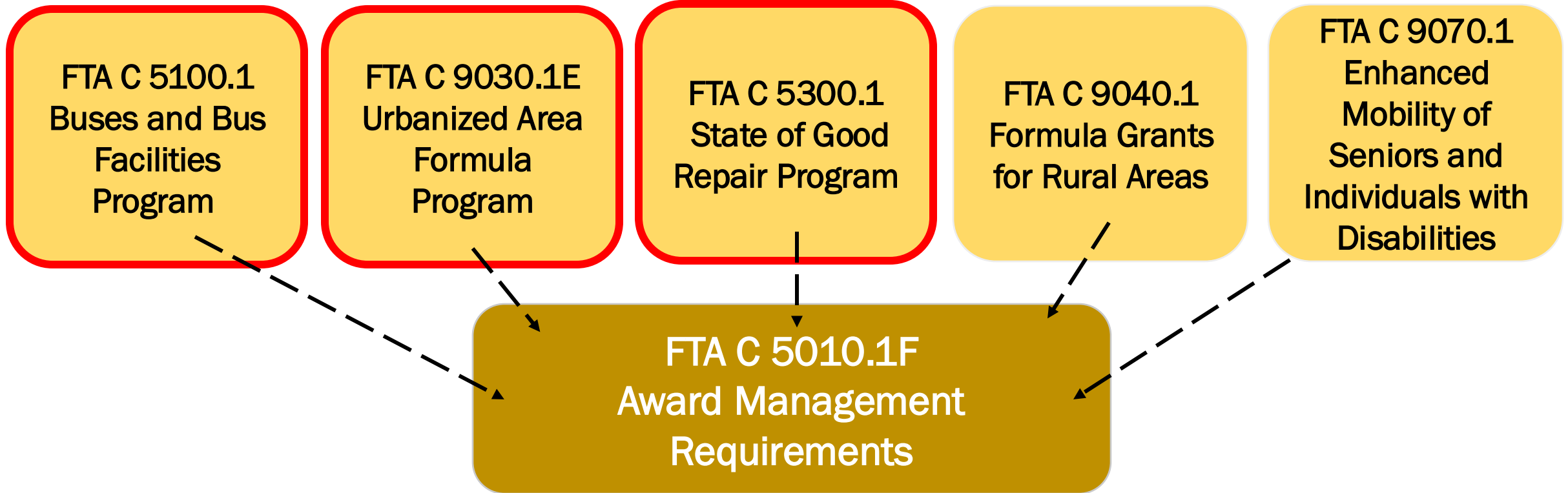
# Consolidation of Program-Specific Guidance

Circular updates combine program-specific requirements for Section 5307, Section 5337, and Urbanized Area Section 5339(a) funds and supersede pre-existing FTA program circulars:



# Removal and Consolidation of Guidance on Universal Requirements

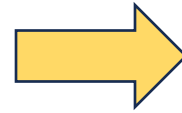
Circular updates also remove requirements applicable to all FTA financial assistance in pre-existing program circulars and consolidate them into Circular 5010.1F (Award Management Requirements)



# More on Universal Requirements

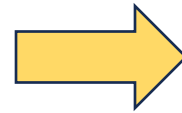
## STATUTES (and Examples):

- Equal Opportunity for Individuals with Disabilities (42 U.S.C. Chapter 126)
- Public Transportation (49 U.S.C. Chapter 53)



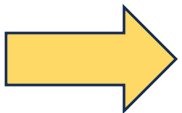
## REGULATIONS (and Examples):

- Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Parts 200 and 1201)
- Federal Transit Administration (49 CFR Parts 601-674)



## FTA-ESTABLISHED POLICIES AND PROCEDURES (and Examples):

- Minimum useful life of rolling stock
- Notification to FTA of certain incidental uses



## CIRCULAR 5010.1F:

- Requirements derived from statutes, regulations, and USDOT/FTA policies that apply to all FTA financial assistance
- Some requirements are government-wide, while others are specific to FTA
- Some requirements apply to all awards, while others apply to awards for specific activities, regardless of the FTA funding program
- Circular 5010.1F functions as a repository of these requirements and relates them to FTA recipients' use of assistance for public transportation purposes within FTA's established award management framework

# Document/Guidance Enhancements

## ENHANCEMENTS INCLUDE:

- Combination of guidance on 3 highly interrelated programs into single document
- Inclusion of graphics and tables to better present and relate information to users
- Addition of weblinks to external resources referenced in circular text
- Reorganization of topics and associated information to streamline use and more readily communicate relevant information

URBAN FORMULA PROGRAMS CAPITAL ELIGIBILITY

Capital Activities	Program Eligibility	Illustrative Examples of Eligible Expenses	Additional Applicable Provisions
Buses and Bus-Related Expenses	Sections 5307 and 5339(a)	<ul style="list-style-type: none"> <li>• Expansion of bus and van fleets and replacement of vans and buses (includes extended warranties; includes vehicles powered by clean fuels)</li> <li>• Overhauling and rebuilding vans and buses, including modifying low- or no-emission vehicles</li> <li>• Purchase and installation of accessory and miscellaneous equipment such as level-change mechanisms, securement devices, mobile radio units, bus stop signs, supervisory vehicles, operator shuttles, fareboxes, transit operator protection barriers, computers, software, cameras, bus diagnostic equipment, shop and garage equipment, cameras, etc.</li> <li>• Construction, rehabilitation, renovation, or expansion of bus stop passenger amenities, park-and-ride facilities, transfer stations, intermodal terminals, charging facilities, and maintenance facilities (includes environmental compliance activities, land acquisition, design, engineering, demolition, relocation, and other activities that are incidental to project delivery)</li> <li>• Technological changes or innovations to modify low- or no-emission vehicles, as defined in Section 5339(c), or related facilities</li> <li>• Purchase and installation of new technology that provides benefits to transit</li> <li>• Acquisition and reconstruction of associated capital maintenance items, including equipment and buses</li> <li>• Project administration expenses directly associated with the accomplishment or oversight of an eligible project (does not include program-level administrative expenses for Designated Recipients or States to administer required programs of projects)</li> </ul>	<p><b>Capital Cost of Contracting</b> (Page IV-18)</p> <p><b>Design and Installation of Public Art</b> (Page IV-16)</p> <p><b>Facility and Vehicle Projects Compliance with ADA</b> (Page IV-17)</p> <p><b>Innovative Procurement</b> (Page IV-12)</p> <p><b>Joint Development Projects</b> (Page IV-16)</p> <p><b>Leasing</b> (Page IV-10)</p> <p><b>Projects to Comply with the CAA</b> (Page VI-7)</p> <p><b>Requirements Related to Facilities</b> (Page IV-13)</p> <p><b>Requirements Related to Vehicles and Equipment</b> (Page IV-11)</p> <p><b>Transit Asset Management</b> (Page V-12)</p> <p><b>Transit-Oriented Development</b> (Page IV-17)</p>

- d. Formula Data for Section 5307 and Section 5339(a). For Section 5307 and 5339(a), FTA obtains population and population density data from the most recently available decennial census at the time of apportionment. For all three formula grant programs, FTA obtains all service and transit infrastructure-related data used for formula apportionments from the latest report year of validated data reported in the NTD.

For purposes of the formula, FTA may not use data that is submitted late or data that FTA cannot validate. Transit providers submitting data should refer to the current editions of the NTD reporting manuals and Uniform System of Accounts when reporting to the NTD. Copies of these publications and other NTD policy statements and reporting guidance can be found on FTA's [NTD website](#). FTA's Office of Budget and Policy provides annual workshops on the NTD for persons reporting to the database on behalf of recipients.

# Structural Changes to Circular 9050.1A Document

## Chapter-By-Chapter Changes

Chapter	Circular 9030.1E	Circular 9050.1A	Changes to Topics Covered
Chapter I	Introduction and Background	Introduction and Background	Removed 'Program History' section
Chapter II	Program Overview	Programs Overview	<ol style="list-style-type: none"> <li>1) Removed 'FTA Role in Program Administration' section;</li> <li>2) Added subsection on 'Private Providers of Public Transportation as Contractors' under 'Direct Recipient and Subrecipient Eligibility' section; and</li> <li>3) Removed or added various FTA or other USDOT programs from/to 'Relationship to Other Programs' section to update for currently authorized programs.</li> </ol>
Chapter III	General Program Information	General Program Information	<ol style="list-style-type: none"> <li>1) Added subsection on 'Consolidation of Awards to Insular Areas' under 'Reallocation or Transfer of Apportionments' section; and</li> <li>2) Removed in-depth information on sources of local share and Transportation Infrastructure Financing and Innovation Act (TIFIA).</li> </ol>

# Structural Changes to Circular 9050.1A Document

## Chapter-By-Chapter Changes

Chapter	Circular 9030.1E	Circular 9050.1A	Changes to Topics Covered
Chapter IV	Eligible Projects and Requirements	Eligible Projects and Requirements	<ol style="list-style-type: none"> <li>1) Added section on general project eligibility under the 3 programs;</li> <li>2) Added section on intermodal eligibility of apportioned funds;</li> <li>3) Restructuring of range of eligible activities under each program;</li> <li>4) Converted list of eligible projects/activities to table(s) showing overlapping eligibility among programs covered by circular;</li> <li>5) Modified guidance on Job Access &amp; Reverse Commute (JARC) projects to highlight eligible projects that are not otherwise covered</li> <li>6) Moved requirements for certain capital projects from Chapter V; and</li> <li>7) Added section on 'Eligibility of Use of Funds Outside Apportioned UZA'.</li> </ol>
Chapter V	Planning and Project Development	Planning and Project Development	<ol style="list-style-type: none"> <li>1) Added subsection addressing program of projects and TIP/STIP revision requirements to coincide with post-award modifications; and</li> <li>2) Added section on major capital projects.</li> </ol>
Chapter VI	Program Management and Administrative Requirements	Program Management and Administrative Requirements	Same general content but information and requirements applicable to programs scaled back and included in C 5010.1F
Chapter VII	Other Provisions	N/A	Chapter VII removed from circular



# Structural Changes to Circular 9050.1A Document

## Appendices Removed

Appendix	Explanation for Removal
<p><b>Instructions for Preparing a Grant Application</b> (Previously Appendix A)</p>	<p><b>Information Included in Circular 5010.1F</b></p>
<p><b>Instructions for Preparing a Project Budget</b> (Previously Appendix B)</p>	
<p><b>Forms and Representative Documents</b> (Previously Appendix D)</p>	
<p><b>FTA Regional and Metropolitan Contact Information</b> (Previously Appendix F)</p>	<p><b>Contact Information Best Maintained on FTA Website</b></p>

# Structural Changes to Circular 5010 Document Appendices Retained

Appendix	New Appendix Reference
Operating Assistance Projects	Now Appendix A
Preventive Maintenance (Sections 5307 and 5337)	Now Appendix B

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# Introduction to Circular 9050.1A

Effective Date of Circular and Related  
Requirements



U.S. Department of Transportation  
Federal Transit Administration

# Effective Date of Circular 9050.1A and Requirements Covered Therein

Change	Enacted/Effective Date
Bipartisan Infrastructure Law	November 15, 2021
Most Recent 2 CFR Part 200 Changes	October 1, 2024
FTA Master Agreement	Various (Last Updated 5/2/2024)
FTA-Specific Policies and Procedures Established Outside Scope of Circular	Various
Urbanized Areas Formula Grant Programs Guidance (C. 9050.1A)*	November 1, 2024

\*Includes policies or procedures established or modified by updated Circular 9050.1A

**HOWEVER, when and how they apply depends on the specific provision or on the actions of recipients**

# Examples of Effective Dates for Provisions Discussed in Circular 9050.1A

What Changed or Is Changing?	Source of Change	When Enacted?	When/How Does It Apply?
0.75% Safety Set-Aside from Section 5307 Funds in Large UZAs	Bipartisan Infrastructure Law [49 U.S.C. 5334(h)(1)(B)]	November 15, 2021	Section 5307 Awards Executed on or After November 15, 2021
Final Rule for Public Transportation Agency Safety Plans	49 CFR Part 673	May 13, 2024	First Annual Agency Safety Plan Update Following May 13, 2024
Expanded Policy on Eligibility of Use of Funds Outside Apportioned UZA	Circular 9050.1A	November 1, 2024	Applicable to Awards Executed on or After November 1, 2024

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# Changes to Circular Definitions – Chapter I

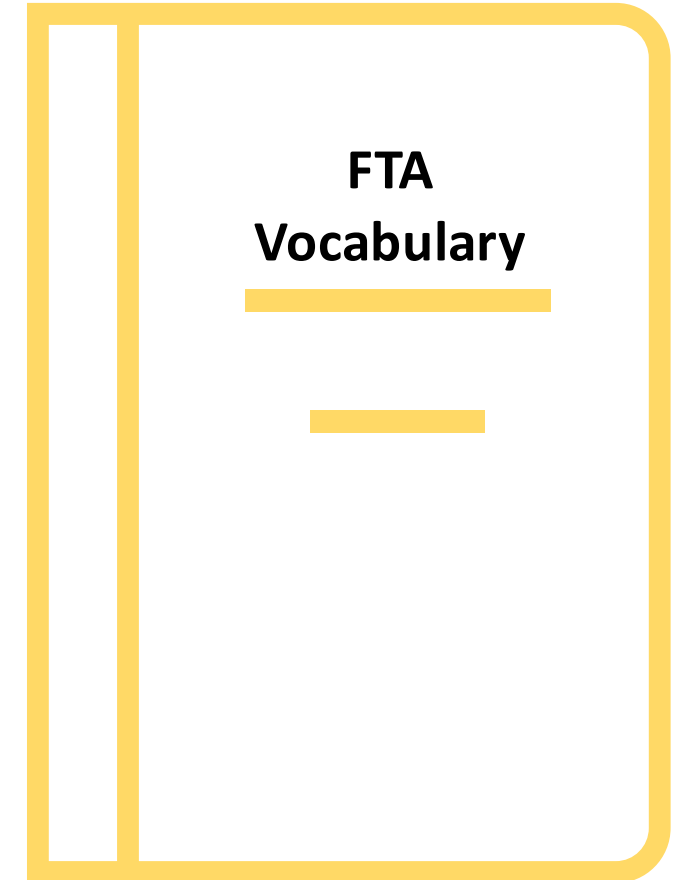


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# Changes to Circular 9050.1A Definitions

## Why Updated Definitions?

- Differentiate what something is and is not and play critical role in establishing meaning for commonly used terms throughout Circular 9050.1A
- Updated for consistency with Circular 5010.1F and other program circulars so terms used in all of them have same meaning
- Updates to reflect changes to definitions for terms in statutes or government-wide regulations
- Updates to better clarify terms' relationship to concepts conveyed in circular
- New definitions added to establish common meaning for additional frequently used terms or new concepts
- Definitions removed for outdated or unused terms or concepts





# Changes to Circular 9050.1A Definitions

## Removed Definitions

Term	Removal Explanation
“Cost of Project Property”	Term not used in circular
“Capital Lease”	
“Spare Parts”	

# Changes to Circular 9050.1A Definitions

## Significant Added Definitions Examples

Term	Explanation for Addition
“Award”	Term and concept referenced throughout circular
“Demand-Response”	
“Facilities”	
“Fair Market Value”	
“Federal Interest”	
“Intercity Bus Service”	Intended to differentiate from other bus services that are considered “Public Transportation”
“Major Capital Project”	Intended to differentiate from other capital projects that do not meet the threshold that triggers FTA project management oversight

# Changes to Circular 9050.1A Definitions

## Significant Added Definitions Examples

Term	Explanation for Addition
“Paratransit”	Term and concept referenced throughout circular
“Pre-Award Authority”	
“Security Project”	
“Supply or Supplies”	
	Intended to better differentiate from “Equipment”

# Changes to Circular 9050.1A Definitions

## Significant Updated Definitions Examples

Term	Explanation of Update
“Capital Asset”	Modified for consistency with 2 CFR Part 200 and to better contextualize within current accounting principles and standards
“Clean Fuel Bus”	Modified to recognize a wider range of low- or no-emission technologies
“Equipment”	Modified for consistency with 2 CFR 200, including change to capitalization threshold
“Fleet Management Plan”	Updated to clarify the management plan includes an inventory of all types of rolling stock
“Mobility Management”	Updated to clarify that the operation of public transportation is excluded from mobility management expenses
“Rehabilitate”	Expanded to include applicability to facilities (and not just revenue vehicles) and modified to clarify that not all rehabilitative activities must result in restoration to original condition

# Changes to Circular 9050.1A Definitions

## Significant Updated Definitions Examples

Term	Explanation of Update
“Shared Use”	Updated to clarify shared uses may involve any entity separate from the recipient rather than just a project partner
“Urbanized Area”	Updated to reflect changes in designation by the U.S. Census Bureau, which only designates and defines “Urban Areas” and no longer defines and designates “Urbanized Areas”
“Minimum Useful Life”	Updated to clarify useful life is a minimum that also applies to certain improvements made to real property

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# Overview of Programs Covered by Circular – Chapter II



U.S. Department of Transportation  
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# Overview of Programs Covered By Circular 9050.1A

## Section 5307 Projects

Section  
5337  
Projects

Section  
5339(a)  
Projects

- **Section 5307 – Urbanized Area Formula Grants**
  - Capital and planning projects for all public transportation modes
  - Operating expenses, depending on size and location of recipient
- **Section 5337 – State of Good Repair Grants**
  - Capital projects to maintain public transportation systems in operable condition
  - Restricted to fixed-guideway and high-intensity motorbus modes
- **Section 5339(a) – Grants for Buses & Bus Facilities**
  - Capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities
  - Restricted to bus modes

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# Relationship to Other FTA Programs – Chapter II

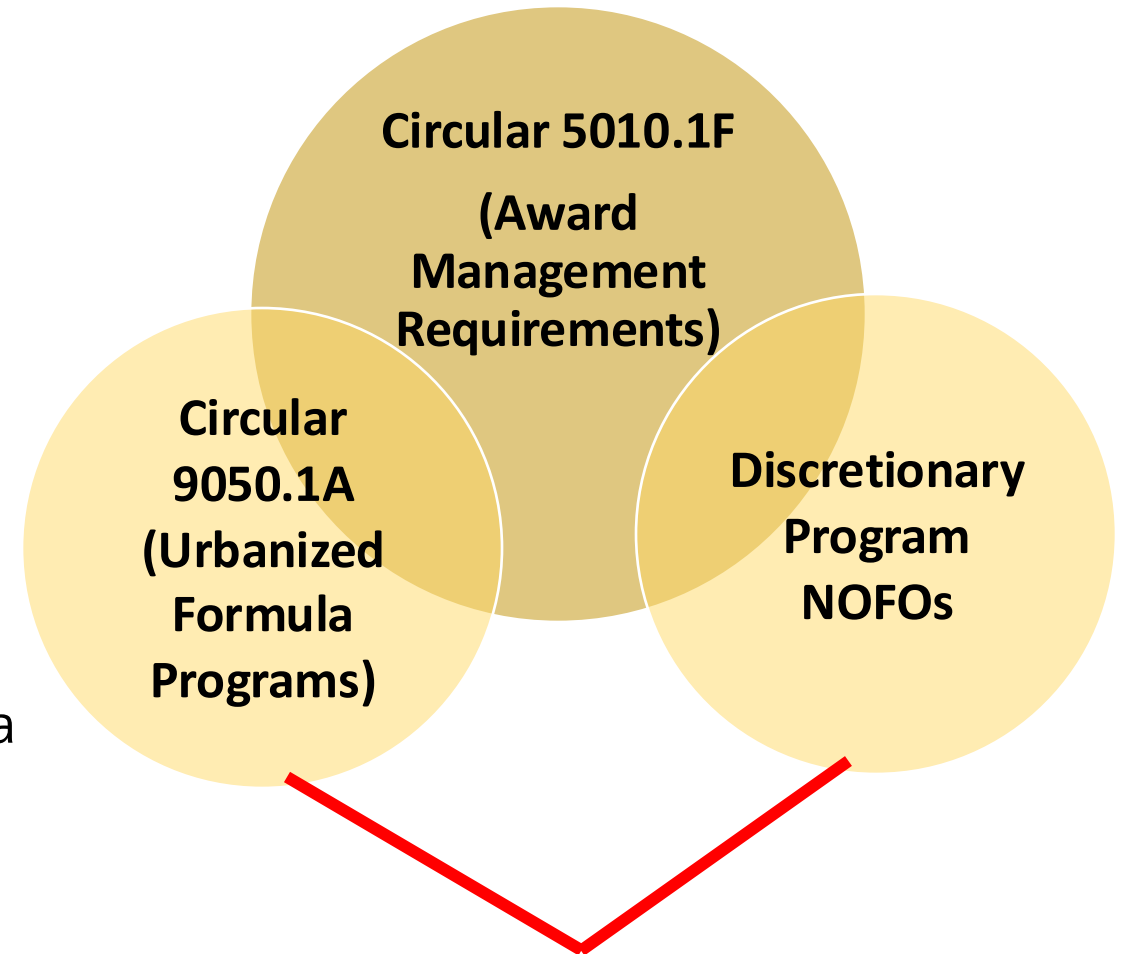


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# Updated List of Applicable FTA Programs in Circular

- Other formula and discretionary programs reflected in most recent legislation (i.e., Bipartisan Infrastructure Law)
- Other programs may support various projects or activities with a potential relationship to the programs covered in the circular
- Guidance for formula programs vs. discretionary programs
  - Program circulars = Unique guidance for formula programs (e.g., 9050.1A)
  - Notices of Funding Opportunity (NOFOs) = Unique guidance for discretionary programs
  - Circular 5010.1F = Guidance on universal requirements for all FTA assistance



**Mutually Exclusive Guidance/Requirements  
Unless Noted Otherwise in NOFO**

# Other FTA Programs Added To Circular

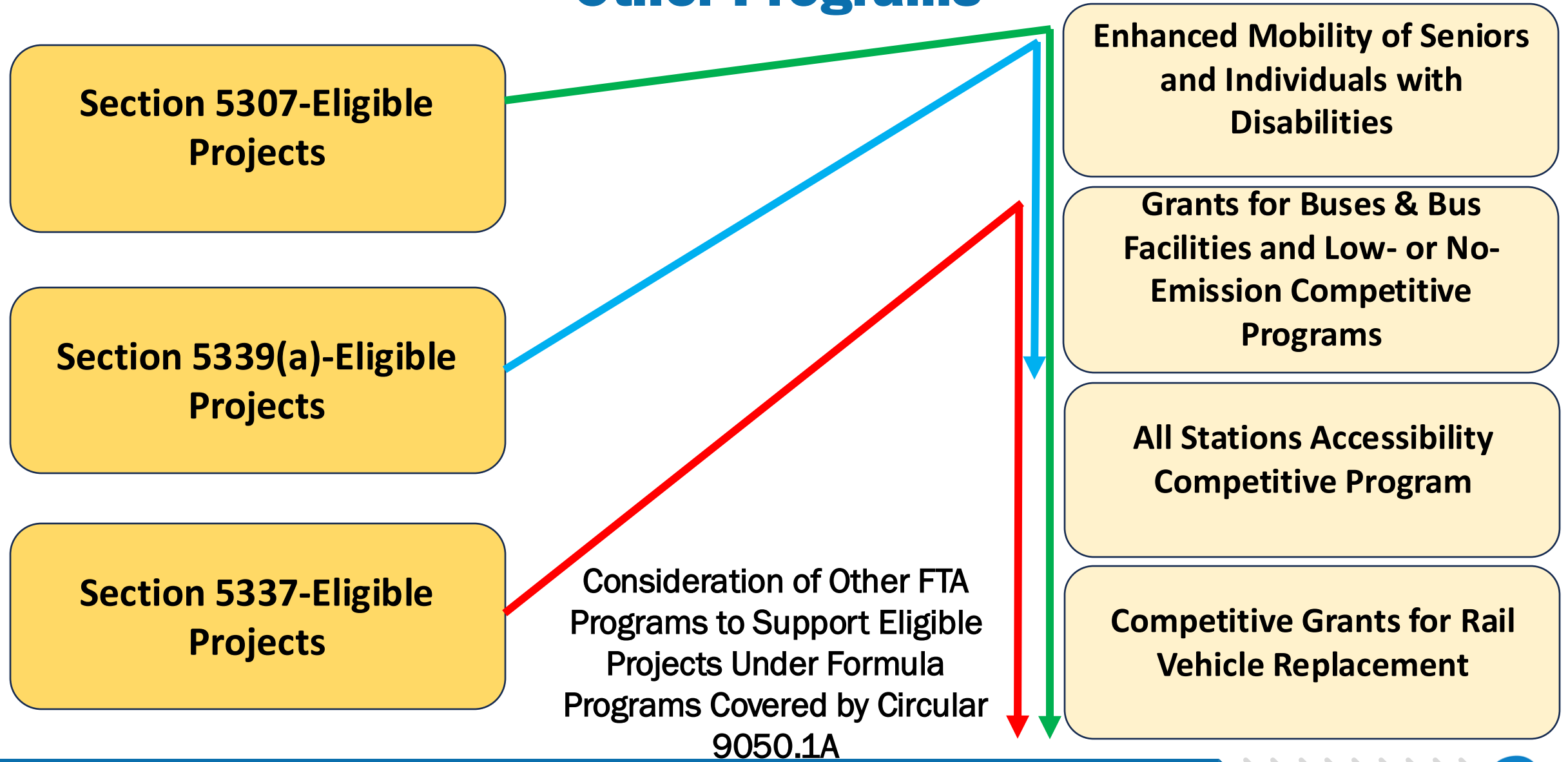
## Interagency Program Coordination:

Federal Interagency Coordinating Council on  
Access and Mobility (CCAM)



- Grants for Buses & Bus Facilities Competitive Program [Section 5339(b)]
- Low- or No-Emission Grants Competitive Program [Section 5339(c)]
- All Stations Accessibility Competitive Program (IIJA Division J)
- Competitive Grants for Rail Vehicle Replacement [Section 5337(f)]
- Electric Low-Emitting Ferry Pilot Program (IIJA Section 71102, IIJA Division J)
- Public Transportation Innovation Program (Section 5312)
- Innovative Coordinated Access and Mobility Pilot Program [FAST Act Section 3006(b)]
- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)
- Intercity Bus Program [Section 5311(f)]

# Example Relationships of Section 5307, 5337, and 5339(a) to Other Programs



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# How Program Funds Are Made Available – Chapters II & III

Census Designations



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# Census Designation Changes and Relevance to Formula Programs

- The Census Bureau delineates urban vs. rural geographic areas across the nation every 10 years to coincide with the decennial census.
- On December 29, 2022, the Census Bureau announced [final urban areas](#) based on the 2020 Census.
- The geographic coverage and populations of all urban areas have changed to some extent (some by very little and others by a lot).
- Census Bureau only designates or defines “Urban Areas” and no longer designates or defines “Urbanized Areas”
- Urban area delineations directly impact the funding distribution and eligibility of the Section 5307, 5337, and 5339(a) formula programs.

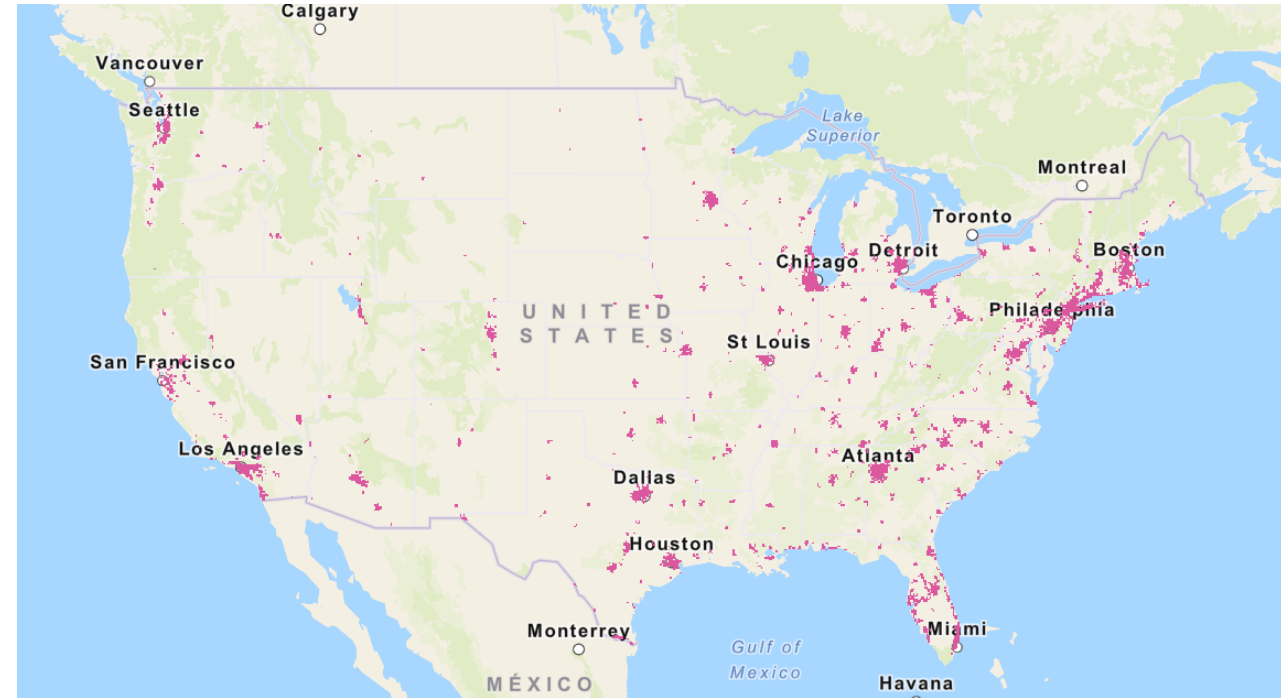
# 2020 Census and FTA Designations

## Census Bureau:

- Urban Area = At least 2,000 housing units or 5,000 people

## FTA:

- Urbanized Area (UZA) = Urban Areas with 50,000 or more people
- **Large UZA** = Population of 200,000 or more
- **Small UZA** = Population of 50,000 to 199,999
- **Rural Area** = Everywhere outside of UZAs



FTA formula funding program tiers reflect Urbanized Areas, or UZAs

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# How Program Funds Are Made Available – Chapters II & III

Apportionments & Associated Circular Changes

# What Drives Formula Apportionments?

- FTA apportions funds in accordance with statutory (set in law) formulas for programs included in Title 49, Chapter 53 (e.g., 49 U.S.C. 5336 for Section 5307 funds)
- Apportionments made to various tiers of Census geographies based on established population thresholds (on next slide)
- Section 5307, 5337, 5339(a) formula program apportionments based on numerous factors, but are most prominently driven by the following:

## Census

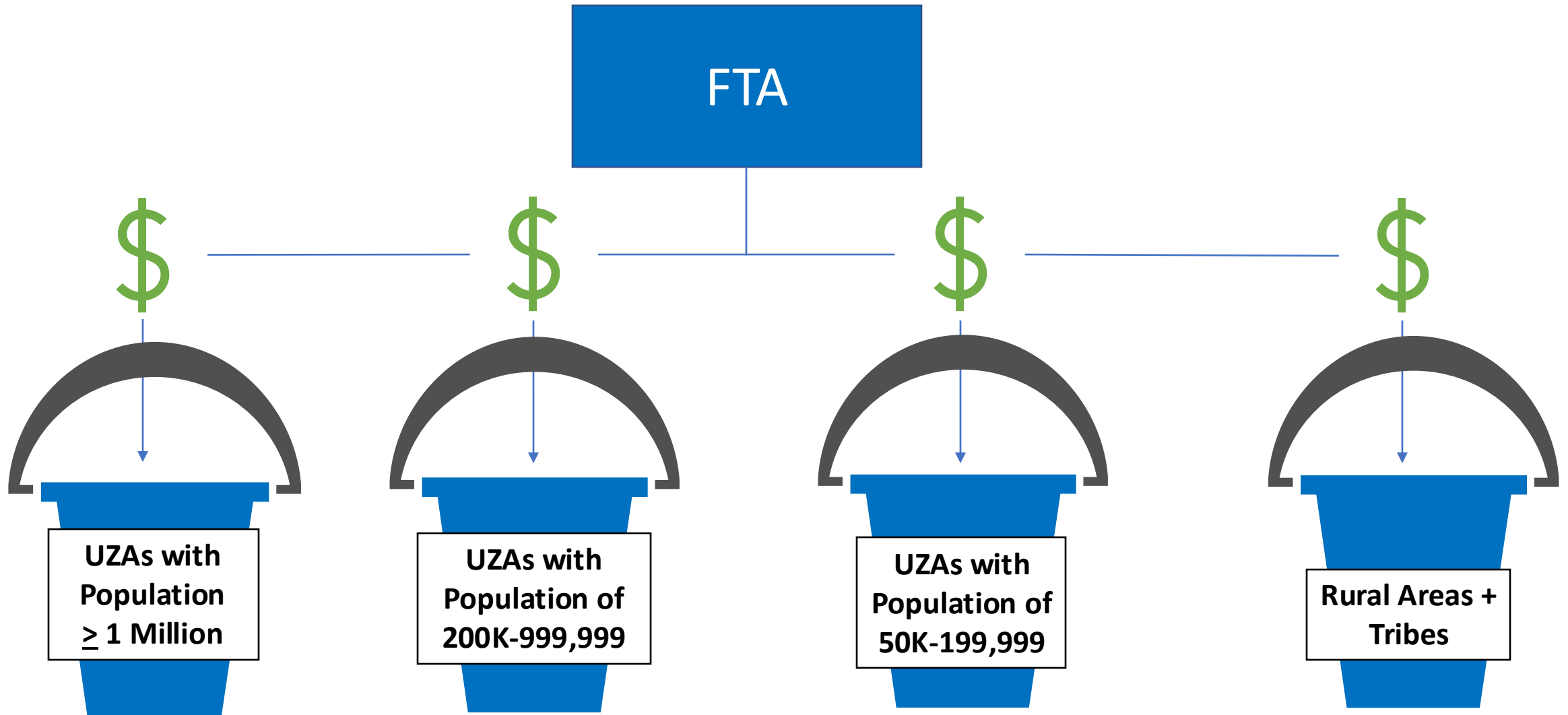
- 1) Population
- 2) Population Density
- 3) Low-Income Population

## Service Data Reported to National Transit Database (NTD):

- 1) Vehicle Revenue Miles
- 2) Passenger Miles Traveled
- 3) Operating Expenses
- 4) Fixed-Guideway Directional Route Miles



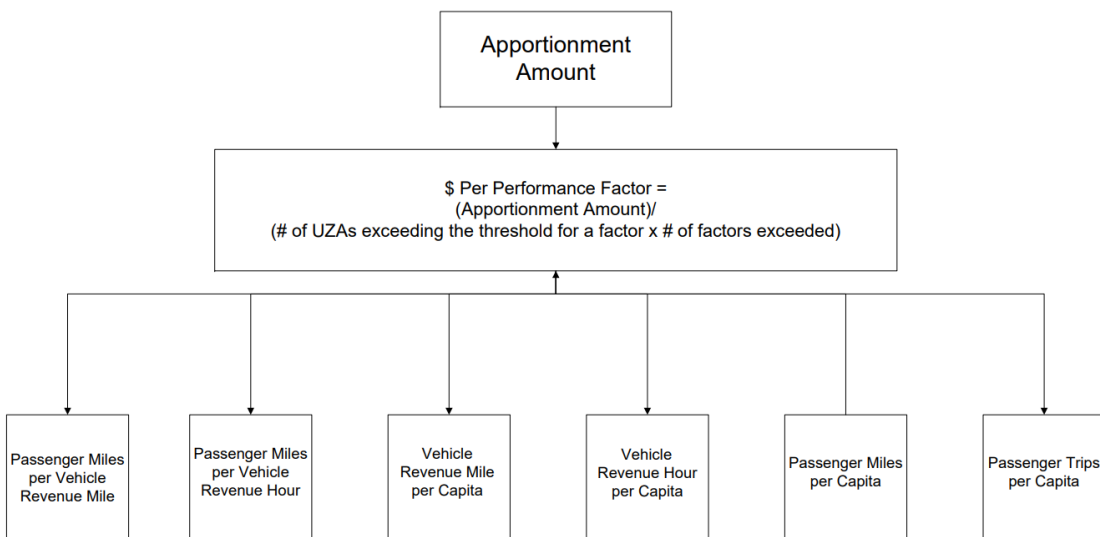
# Tiers of Census Geographies Receiving Apportionments



# Circular Changes Regarding How Funds Are Apportioned



- **Section 5307 Small Transit Intensive Cities (STIC)**
  - Apportioned to Small UZAs that meet or exceed the performance of Large UZAs less than 1 million in population with respect to six criteria
  - Updated total Section 5307 set aside from 1.5% to 3% based on BIL
- **State Safety Oversight Program**
  - Apportioned to States to oversee safety of rail transit systems
  - Updated total Section 5307 set aside from 0.5% to 0.75% based on BIL
- **Treatment of Section 5340 (Growing and High-Density States) Funds**
  - Clarify that funds apportioned under Section 5340 may be expended on the same activities that are eligible under Section 5307 for each recipient



# Circular Changes Regarding How Funds Are Apportioned

- **Section 5307 Commuter Rail Floor**
  - Minimum of 0.75 percent of the total Section 5307 funds apportioned based on fixed guideway vehicle revenue miles and directional route miles to each UZA with at least 750K people and commuter rail
  - Added and clarified its impact
- **Qualification of Fixed Guideway Segments for Section 5337**
  - Clarification that segments must be in revenue service for at least 7 full Federal fiscal years prior to beginning of Federal fiscal year of first apportionment
  - No minimum fixed guideway segment length to receive apportionment (previously 1 mile)



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# How Program Funds Are Made Available – Chapters II & III

Reallocations or Transfers of Apportionments

# Apportionment Reallocation or Transfer Flexibility

FROM \ TO	RURAL (Section 5311)	SMALL UZA (Section 5307)	LARGE UZA (Section 5307)
RURAL (Section 5311)	YES	YES	NO
SMALL UZA (Section 5307)	YES (After consultation with impacted parties in donor UZA)	YES	YES (If funds are within 90 days of lapsing)
LARGE UZA (Section 5307)	NO	YES (After consultation with potential recipients in donor UZA and first transferring to State)	YES (After consultation with potential recipients in donor UZA and first transferring to State)

- Section 5339(a) apportionments may also be transferred or reallocated between Census geographies and tiers under certain conditions.
- Circular Clarification: Section 5337 funds apportioned to a UZA **may not be** transferred for use in another UZA.

# Further Clarifications on Permitted Reallocations and Transfers of Apportionments

- **Small UZA Apportionments Within 90 Days of Lapse**
  - May be reallocated or transferred anywhere in the State without prior consultation (i.e., rural, small UZAs, large UZAs)
- **Transfer of Large UZA Funds to Governor**
  - May transfer full amount or portion thereof
- **Limitations on Use of Transferred Funds Between FTA Programs**
  - Retain period of availability to obligate as original apportioned funds
  - Subject to the capital and operating assistance limitations applicable to the original apportionment
  - Requirements specific to individual recipients' use of funds within UZA in certain population tier and that are not specific to the apportionments themselves are not applicable to funds transferred from one tier to another

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# How Program Funds Are Made Available – Chapters II & III

Consolidation of Funds in Insular Areas



# Guidance on Consolidation of Funds in Insular Areas



- Provisions of 48 U.S.C. 1469a added to circular
- Streamline grant programs available to the Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands
- Consolidate any or all of Section 5307, 5310, 5311, and 5339(a) funds apportioned to each of the insular areas into single grant and waive requirements for local match
- May use the consolidated grant funds for any purpose or program authorized for any of the consolidated grants



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# How Program Funds Are Made Available – Chapters II & III

FHWA Flex Funds for Transit Projects

# Clarification or Changes Re: Federal Highway Administration (FHWA) Flex Funds for Transit Projects

- **Eligibility:** Flexed funds may only be used for activities eligible under both giving and receiving programs and are administered under applicable FTA program requirements
- **Period of Availability to Obligate:** Begins at time funds are flexed to FTA and take on period of availability of FTA funding program to which they are transferred
- **List of FHWA Programs:** Reflects changes made to FHWA programs from which funds may be flexed between MAP-21 and BIL
- **CMAQ Operating Assistance:** Congestion Mitigation and Air Quality (CMAQ) funds used for operating assistance shall have no limit on the duration of operations assisted in non-urbanized areas and in urbanized areas with a population of 200,000 or less

## Surface Transportation Block Grant Program (STBG)

### STBG Program Purpose

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding is made available through the State transportation agencies. **STBG is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).** If an entity believes they have a project that may be eligible under the STBG program, they should contact their respective State Department of Transportation (DOT) or local Metropolitan Planning Organizations (MPO) for additional information on projects and project funding. The Federal Highway Administration provides STBG program funds to States by formula, yet the selection of projects for funding under the STBG program is the decision of the State DOT or local MPO, in accordance with applicable Federal requirements.

### STBG Guidance and Information

- [Implementation Guidance for the Surface Transportation Block Grant Program \(STBG\) as Revised by the Bipartisan Infrastructure Law \(.pdf\)](#)
- [BIL Surface Transportation Block Grant \(STBG\) Fact Sheet](#)

### Additional Policy, Guidance, and Information

- [Policy on Sponsorship Acknowledgment and Agreements within the Highway Right-of-Way \(04/07/2014\)](#)
- [Eligibility of Activities To Adapt To Climate Change and Extreme Weather Events Under the Federal-Aid and Federal Lands Highway Program \(09/24/2012\)](#)
- [State Administration of the Federal-Aid Program \(Direct Versus Indirect Costs\) \(09/22/2011\)](#)
- [Eligibility of Public Outreach Costs Related to All-Electronic Tolling Implementation \(01/12/2017\)](#)
- [Guide to Federal-aid Programs and Projects: Surface Transportation Block Grant Program \(.pdf\) \(04/14/2016\)](#)

### Contact

- David Bartz  
[Office of Stewardship, Oversight and Management](#)  
512-417-5191  
[E-mail David](#)

Policy and Guidance
Reference Materials
Performance Measures
Emissions Calculator Toolkit
Research
Training
Reporting
Other Links
<b>Air Quality Contacts</b>
For more information, please contact:
• Mark Glaze (202-366-4053)
• Karen Perritt (202-366-9066)
• Edward Dancausse (919-747-7026)

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

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.

Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

### Related Resources

- [Access the CMAQ Project Dashboard FY 2014 - 2022](#)
  - [2021 CMAQ Snapshot](#)
- [Bipartisan Infrastructure Law CMAQ Funding Tables](#)
- [FHWA Resource Center](#)

### Featured Items

- [Bipartisan Infrastructure Law CMAQ Fact Sheet](#)
- [Interim Program Guidance Under MAP-21](#)
- [CMAQ Public Access System](#)
- [Cost Effectiveness Tables](#)

### Recent Items

- [Updated: Map \(5/13/24\)](#)

# Next Steps

**Additional Trainings:** GovDelivery notices will be distributed through FTA email

## Shared Mailbox

[FTACircularUpdate2024@dot.gov](mailto:FTACircularUpdate2024@dot.gov)

## Resources

### Learn More:

- [Award Management Requirements \(5010\) Circular](#)
- [Urbanized Areas Formula Grant Programs Guidance \(9050\) Circular](#)
- [Rural Areas Formula Grants Programs Guidance \(9040\) Circular](#)
- [Enhanced Mobility of Seniors and Individuals With Disabilities Program Guidance \(9070\) Circular](#)

# FTA Mission, Vision, Values



## Mission

Improve America's Communities through Public Transportation



## Vision

A Better Quality of Life for All Built on Public Transportation Excellence

## Values

*Service*

Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs

*Integrity*

Commitment to the highest professional and ethical standards

*Innovation*

Foster new ideas, concepts, and solutions for improved outcomes

*Sustainability*

Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety

*Equity*

Remove barriers for systemically underserved communities to access all aspects of economic, social, and civic life

# Thank you!

## **Amy Volz**

*Division Chief*

*Urbanized Area Programs (TPM-11)*



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*Senior Program Analyst,  
Guidance Division (TPM-32)*



U.S. Department of Transportation  
Federal Transit Administration