

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

FTA Office of Program Management

Session #3: Eligible Projects & Related Requirements



U.S. Department of Transportation
Federal Transit Administration

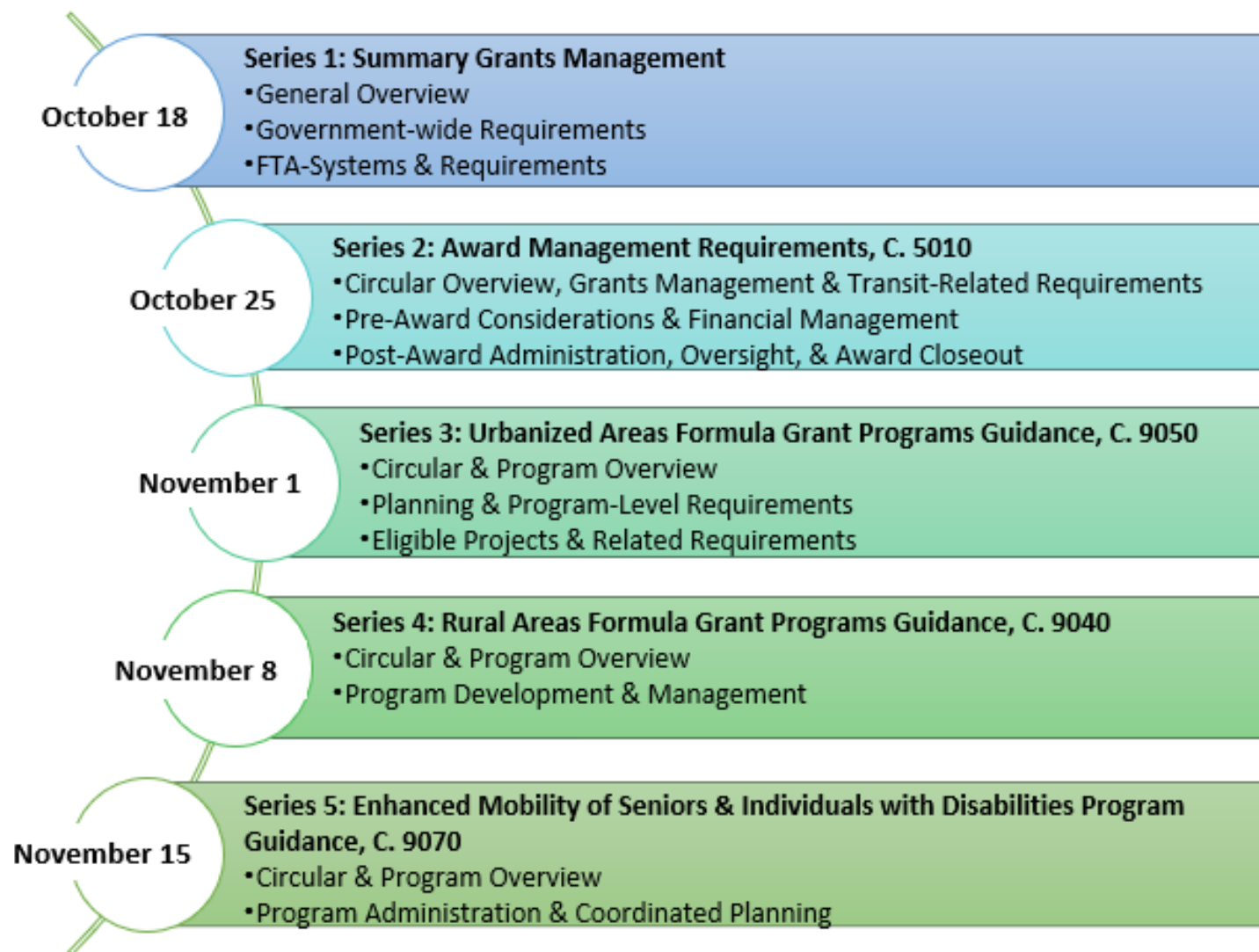


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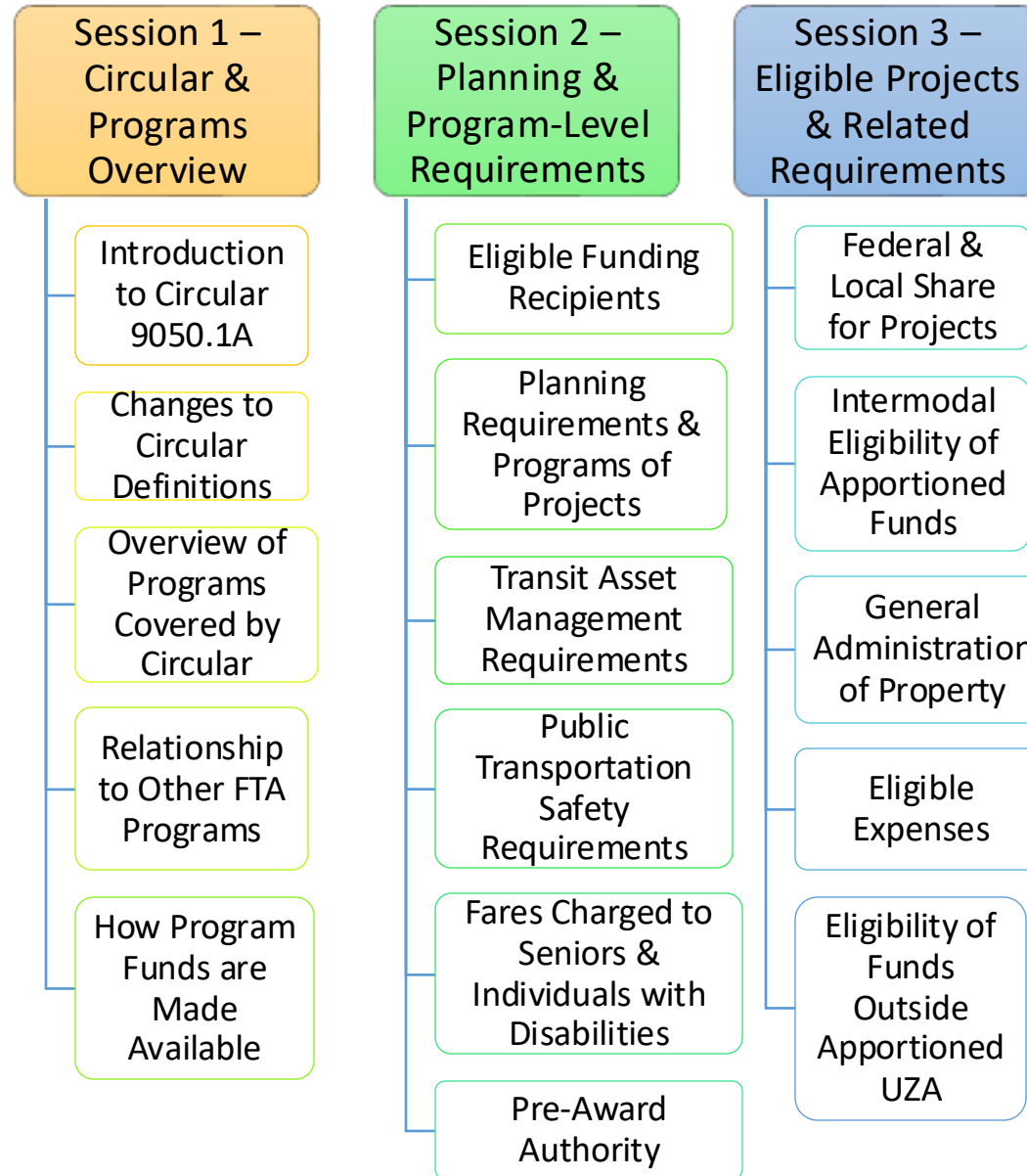
The contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Recipients and subrecipients should refer to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

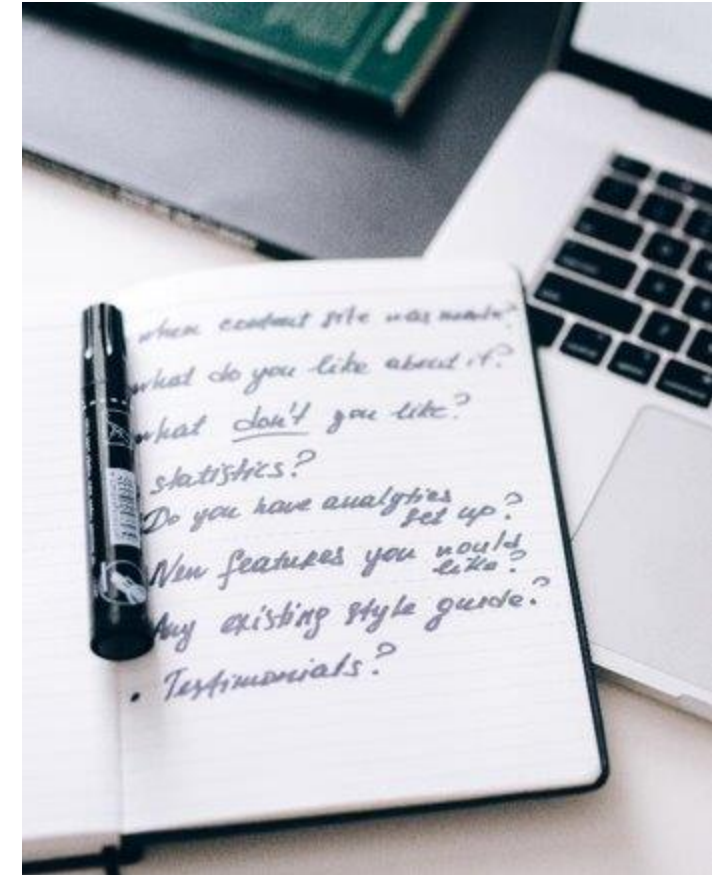


Circular 9050 Training Series



The “Route” Ahead - Session #3 Agenda

- Welcome and Introduction of Speakers
- Federal and Local Share for Projects
- Intermodal Eligibility of Apportioned Funds
- Eligible Expenses
 - Changes in Structure of Guidance on Eligible Expenses
 - Changes to Eligible Capital Projects
 - Changes to Capital Project-Related Requirements
 - Changes to Eligible Workforce Development Activities
 - Changes to Guidance on Operating Assistance
- Eligibility of Use of Funds Outside Apportioned UZA



Federal and Local Share for Projects – Chapter III



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Federal Share For Projects

Type of Expense	Federal Share	Exceptions
Planning Projects	80% of Net Project Cost*	None
Capital Projects	80% of Net Project Cost*	<ul style="list-style-type: none"> • 85% for acquisition of vehicles for purposes of complying with or maintaining compliance with the Americans with Disabilities Act (ADA) or the Clean Air Act (CAA) • 90% for acquisition of vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying or maintaining compliance with the CAA or required by the ADA**
Operating Assistance	50% of Net Project Cost*	None, but some expenses traditionally considered operating are capital expenses

*Net project costs are the expenses for the part of a project that reasonably cannot be financed from revenues (e.g., farebox revenues)

**Itemization of equipment necessary to isolate expenses eligible at higher Federal share

Circular Changes Regarding Federal and Local Share

- FAST Act Changes
 - Bicycle access projects no longer eligible for 90% Federal share
 - Bicycle access projects implemented to satisfy previously enacted minimum 1% expenditure on associated transit improvements in large UZAs no longer eligible for 95% Federal share
- Guidance on sources of local share and how they may apply to projects and awards moved to Circular 5010.1F



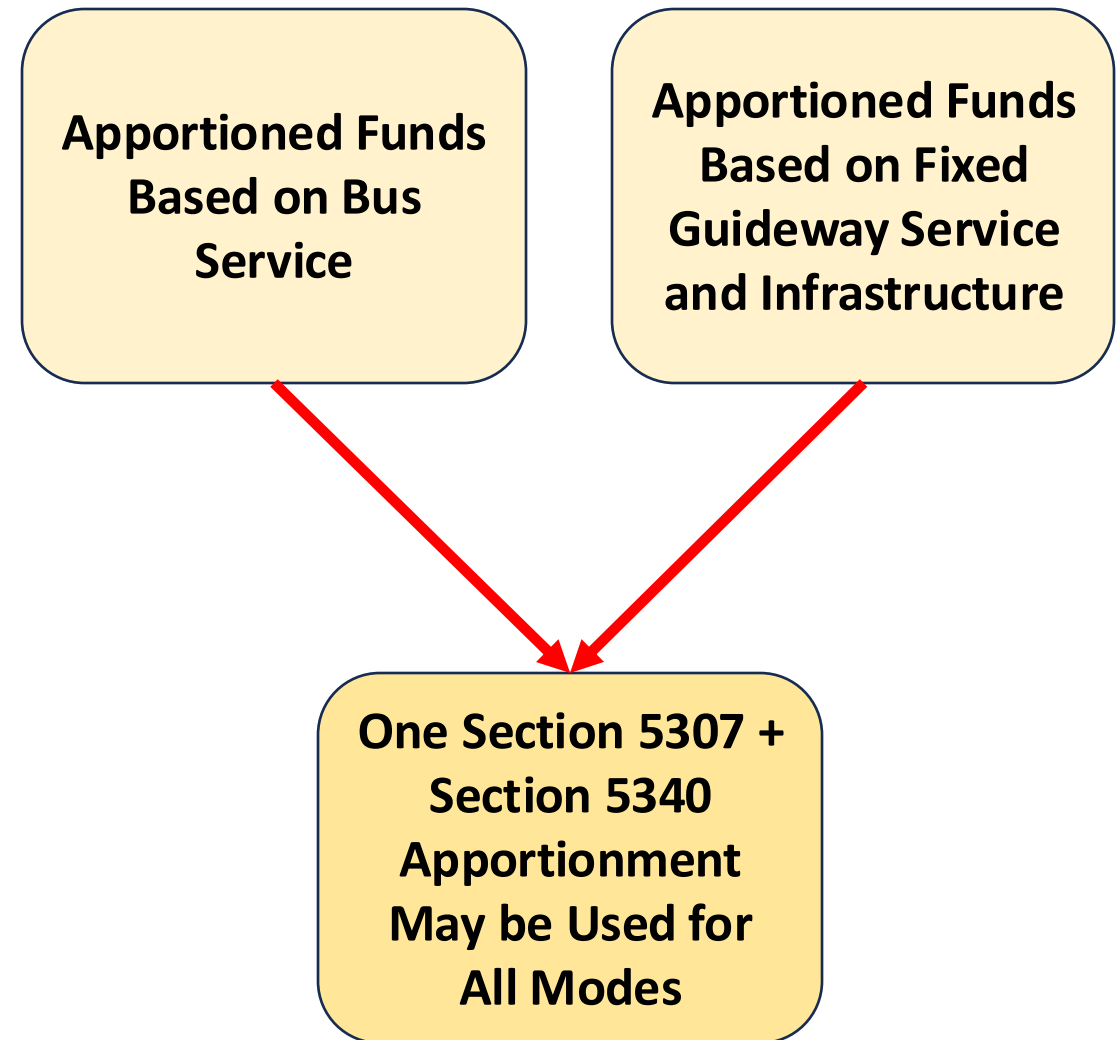
Intermodal Eligibility of Funds– Chapter IV



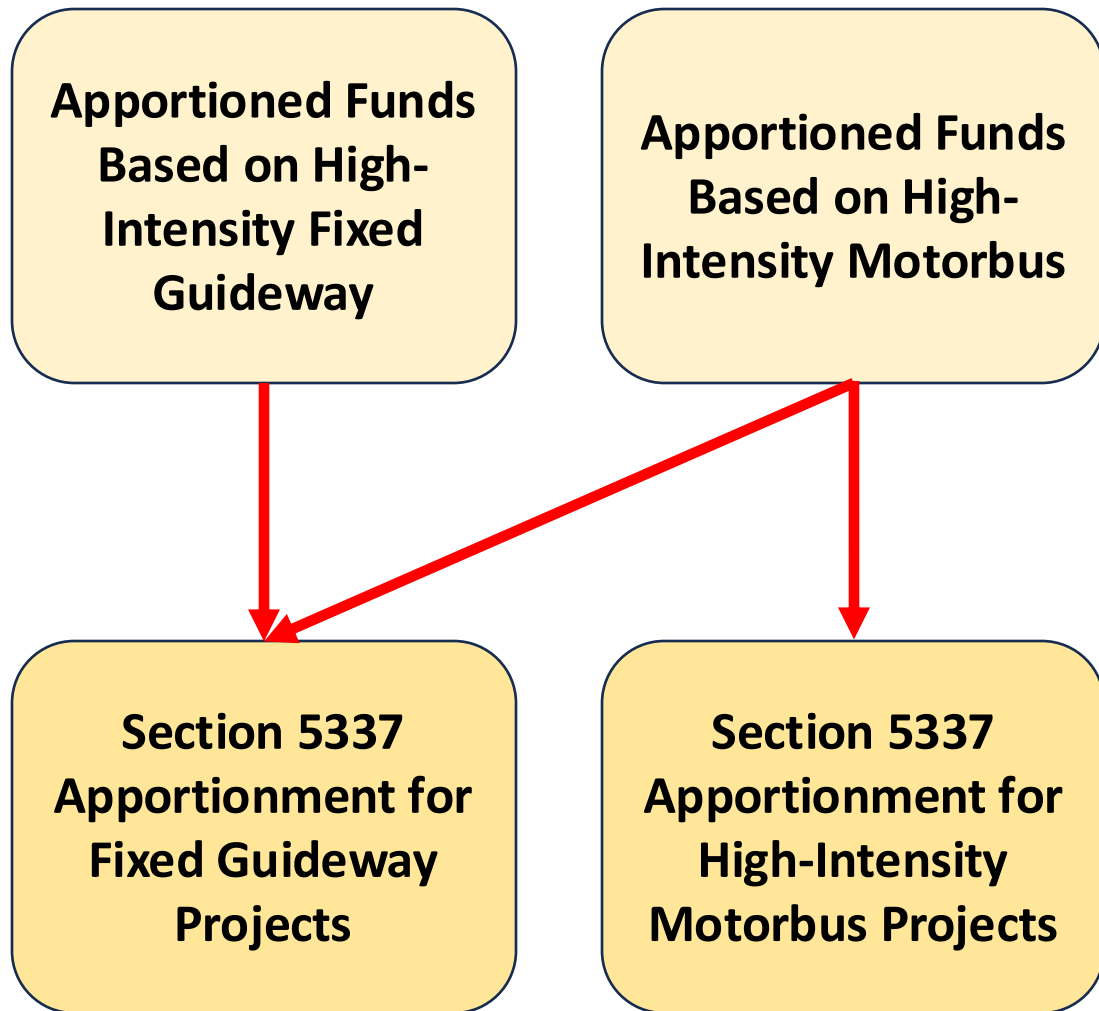
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Section 5307/5340 Intermodal Eligibility

- Section 5307 funds partially apportioned based on service metrics for a variety of public transportation modes (e.g., bus, fixed guideway – including commuter rail)
- Certain share of UZA’s Section 5307 apportionment may be based on one mode while another share may be based on another
- The share of a UZA’s apportionment that is based on fixed guideway, commuter rail, or bus transportation metrics may be expended on eligible activities for any of the other modes
- Section 5340 funds added to UZAs’ Section 5307 apportionment may also be expended on any mode as if they are Section 5307 funds



Section 5337 Intermodal Eligibility



- In some UZAs, a share of their Section 5337 apportionment may be based on high-intensity fixed-guideway mode, while another share may be based on high-intensity motorbus mode
- Funds apportioned for fixed-guideway mode may only be used for fixed guideway
- Funds apportioned for high-intensity motorbus mode may be used for either high-intensity motorbus or fixed guideway
- Funds apportioned for high-intensity fixed-guideway and high-intensity motorbus modes may be used for any part of a recipient's system, regardless of the duration a funded segment has been in revenue service

Eligible Expenses– Chapter IV

Changes in Structure of Guidance on Eligible Expenses



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Navigating Chapter IV – Eligible Projects & Requirements

TABLE IV-1: SUMMARY OF ELIGIBLE ACTIVITIES BY FORMULA GRANT PROGRAM

Activity/Project Category	Eligible Under
<ul style="list-style-type: none"> • Capital Projects • Workforce Development • Interest and Debt Financing 	Sections 5307, 5337, 5339(a)
<ul style="list-style-type: none"> • Planning Projects • Operating Assistance • Job Access and Reverse Commute Projects 	Section 5307

- Combination of guidance on eligible projects and activities for 3 formula programs with overlapping eligibility
- Section 5307 eligible to support broadest range of eligible projects and activities
- Sections 5337 and 5339(a) eligible to support a narrower subset of what is generally eligible under Section 5307
- Chapter IV is ordered to address eligible projects and activities under all 3 programs first, followed by what is eligible under only Section 5307
- Links provided in document for users to navigate to project categories eligible under each of the 3 programs

Navigating Chapter IV – Capital Projects & Requirements

- **Table IV-2: Urban Formula Programs Capital Eligibility** – Identifies the breadth of capital projects that are eligible under each of the Section 5307, 5337, and 5339(a) programs in cases where there is overlap in project eligibility (on multiple pages)
- **Table IV-3: Additional Eligible Capital Activities Under Section 5307** – Identifies additional activities that are independently eligible under Section 5307 that are not eligible under Section 5337 or 5339(a)
- List of projects/activities are illustrative and not exhaustive
- Both tables provide references to special provisions that may be applicable to the listed projects that are covered in later sections of Chapter IV or in Chapter V
- Capital project-specific requirements listed and explained in circular subsections following the tables
- Requirements related to vehicles, equipment, and facility eligibility moved from chapter addressing planning and project development in pre-existing Circular 9030.1E to eligible projects and requirements chapter in Circular 9050.1A

Navigating Chapter IV – Capital Projects & Requirements

**TABLE IV-2
URBAN FORMULA PROGRAMS CAPITAL ELIGIBILITY**

Capital Activities	Program Eligibility	Illustrative Examples of Eligible Expenses	Additional Applicable Provisions
<p style="text-align: center;">Buses and Bus-Related Expenses</p>	<p style="text-align: center;">Sections 5307 and 5339(a)</p>	<ul style="list-style-type: none"> • Expansion of bus and van fleets and replacement of vans and buses (includes extended warranties; includes vehicles powered by clean fuels) • Overhauling and rebuilding vans and buses, including modifying low- or no-emission vehicles • 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. • 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) • Technological changes or innovations to modify low- or no-emission vehicles, as defined in Section 5339(c), or related facilities • Purchase and installation of new technology that provides benefits to transit • Acquisition and reconstruction of associated capital maintenance items, including equipment and buses • 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) 	<p style="text-align: center;">Capital Cost of Contracting (<i>Page IV-18</i>)</p> <p style="text-align: center;">Design and Installation of Public Art (<i>Page IV-16</i>)</p> <p style="text-align: center;">Facility and Vehicle Projects Compliance with ADA (<i>Page IV-17</i>)</p> <p style="text-align: center;">Innovative Procurement (<i>Page IV-12</i>)</p> <p style="text-align: center;">Joint Development Projects (<i>Page IV-16</i>)</p> <p style="text-align: center;">Leasing (<i>Page IV-10</i>)</p> <p style="text-align: center;">Projects to Comply with the CAA (<i>Page VI-7</i>)</p> <p style="text-align: center;">Requirements Related to Facilities (<i>Page IV-13</i>)</p> <p style="text-align: center;">Requirements Related to Vehicles and Equipment (<i>Page IV-11</i>)</p> <p style="text-align: center;">Transit Asset Management (<i>Page V-12</i>)</p> <p style="text-align: center;">Transit-Oriented Development (<i>Page IV-17</i>)</p>

Navigating Chapter IV – Capital Projects & Requirements

TABLE IV-3
ADDITIONAL ELIGIBLE ACTIVITIES UNDER SECTION 5307

Capital Activities Category (Section 5307)	Illustrative Examples of Eligible Expenses	Additional Applicable Provisions
Associated Transit Improvements	<ul style="list-style-type: none"> • Historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service • Bus stop infrastructure, functional landscaping and streetscaping, including shelters, benches, trash receptacles, and lighting • Pedestrian access and walkways • Bicycle access, including bicycle storage shelters and parking facilities and the installation of equipment for transporting bicycles on public transportation vehicles* • Signage/wayfinding • Enhanced access to public transportation for individuals with disabilities that exceed the minimum requirements of ADA • 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) <p>* Infrastructure expenses to accommodate the presence of bicycle or other mobility device sharing programs in the vicinity of transit stops or stations are eligible. However, expenses for the acquisition of bicycles, scooters, segways, or other similar mobility devices are ineligible.</p>	<p>ATI Reporting <i>(Page VI-5)</i></p> <p>Bicycle and Pedestrian Access Improvements <i>(Page IV-18)</i></p> <p>Design and Installation of Public Art <i>(Page IV-16)</i></p> <p>Transit-Oriented Development <i>(Page IV-17)</i></p>
Mobility Management	<ul style="list-style-type: none"> • Promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals • Support for short-term management activities to plan and implement coordinated services • Support of State and local coordination policy bodies and councils • Operation of transportation brokerages to coordinate providers, funding agencies, and customers • Provision of coordination services, including employer-oriented transportation management organizations, transportation management associations, business improvement districts or other like organizations, and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers • Development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs • Operational planning to acquire intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching, and monitoring technologies, as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems 	N/A

Eligible Expenses– Chapter IV

Changes to Eligible Capital Projects



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Overview of Changes to Eligible Capital Projects

- Emphasis added on eligibility of technological changes or innovations to modify low- or no-emission vehicles or related facilities
- Eligibility to use up to 20% of Section 5307 apportionment at the capital project 80/20 Federal/local share ratio to pay for complementary paratransit services if service meets certain requirements detailed in 49 U.S.C. 5302
- Further clarification on eligibility of bicycle-related projects (and other individualized mobility devices)



Complementary ADA Paratransit Services as Capital Expense

- **FAST Act Change:** Recipients may use a portion of their annual Section 5307 apportionment at the capital project Federal share (80%) for complementary paratransit services
 - May use **up to 10%** if recipient is in compliance with USDOT regulations at 49 CFR Parts 27, 37, and 38 in its implementation of the transportation provisions of the ADA
 - May use **up to 20%** if recipient does or has at least two of the following:
 - Provides an active fixed-route travel training program that is available for riders with disabilities;
 - Provides that all fixed-route and paratransit operators participate in a passenger safety, disability awareness, and sensitivity training class on at least a biennial basis; or
 - Has memoranda of understanding in place with employers and the American Job Center to increase access to employment opportunities for people with disabilities
- The 10% or 20% **applies at the total UZA apportionment level**
- Designated Recipient's or State's responsibility to allocate the 10% or 20% of the UZA's apportionment that may be used at the capital project Federal share if there are multiple recipients in a UZA

Clarification on Eligible Bicycle-Related Expenses

- As an individualized mode, bicycle transportation does not qualify under FTA's definition of 'public transportation'
- However, many bicycle-related expenses qualify as 'Associated Transit Improvements' and are eligible under Section 5307:
 - Bicycle access improvements that are physically and functionally related to transit
 - Bicycle storage shelters and parking facilities and installation of equipment for transporting bikes on public transit vehicles
 - Infrastructure expenses to accommodate presence of bicycle or other mobility device sharing programs in the vicinity of transit stops or stations
- **Not Eligible:** Expenses for the acquisition or maintenance of bicycles, scooters, segways, or other similar mobility devices



Eligible Expenses– Chapter IV

Changes to Capital Project-Related Requirements



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Changes to Guidance on Capital Project Requirements



- **Leasing:** No longer a requirement for recipients to ensure that leasing is more cost-effective than purchase or construction of capital assets and to conduct a cost comparison to determine cost-effectiveness
- **Guidance on Facility Size:**
 - Acknowledge that proposed facilities may need space for transition to cleaner fuel vehicles and the infrastructure necessary to maintain and/or accommodate those vehicles
 - Recognition that new large facilities or expanded facilities may warrant significant increases in space if recipient can demonstrate need through planning process
- **Joint Development:** Guidance expanded to address potential eligibility under all 3 formula programs

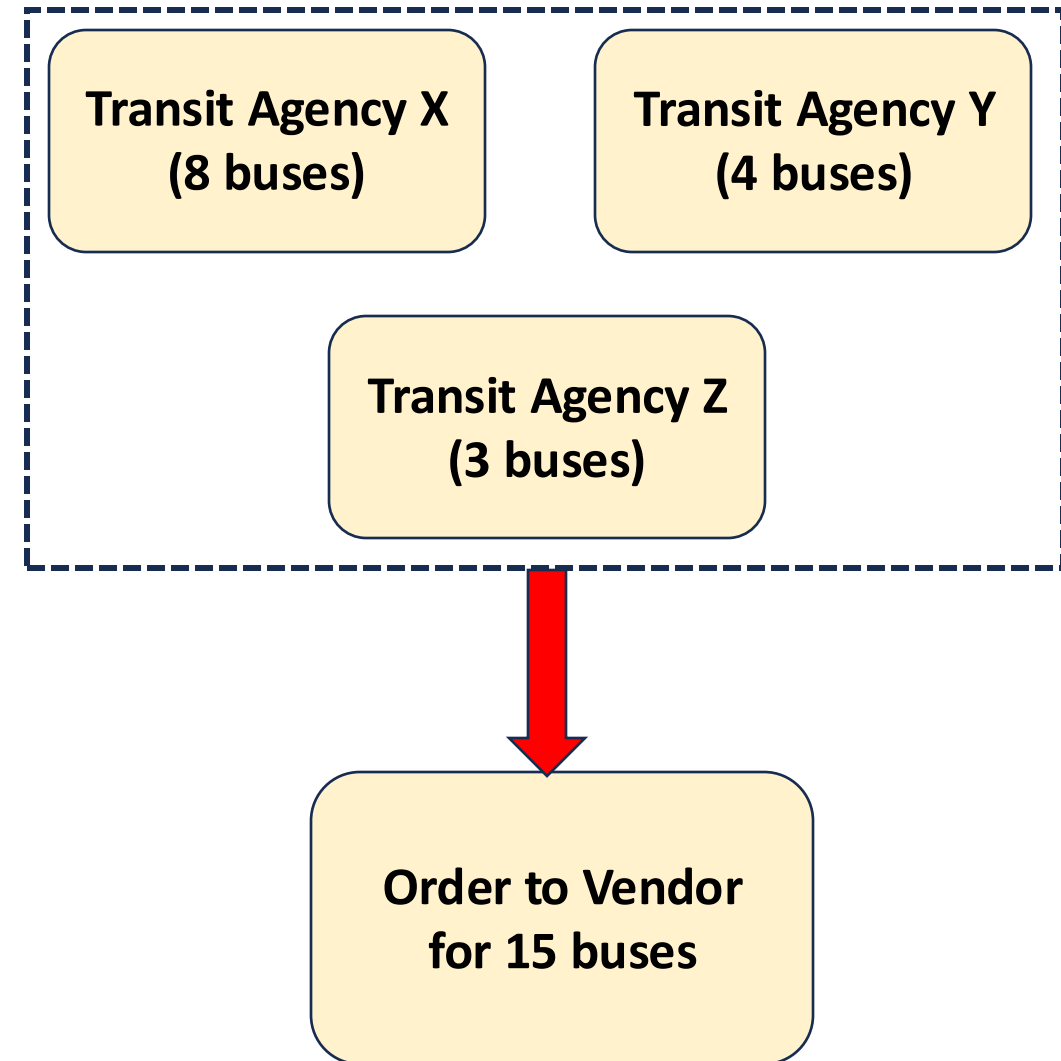
Changes to Guidance on Capital Project Requirements

- **Major Capital Projects:** Clarification that projects funded under any of the 3 formula programs covered by the circular may be subject to FTA's project management oversight requirements if project meets criteria as defined at 49 CFR Part 633
- **Design and Installation of Public Art or Non-Functional Landscaping**
 - Design or installation of stand-alone art, or the incremental costs of incorporating art or non-functional landscaping, **are not eligible** expenses of FTA formula funds.
 - Art that serves a functional or aesthetic design purpose may be integrated into facility design, landscaping, and historic preservation activities and **are eligible** as a capital expense as part of those activities
 - Incidental costs of including an artist on a design team **are not eligible** expenses



New Guidance on Innovative Procurement – Section 5339(a)

- To the extent practicable, recipients of Section 5339(a) funds should use innovative procurement tools authorized under Section 3019 of the FAST Act
- **Intent:** Pooling of purchases and reduced customization to achieve economies of scale and reduced cost per unit of equipment/rolling stock purchased
- If purchase fewer than 5 buses through stand-alone procurement, recipient to **provide written explanation** regarding why it did not use the tools authorized under Section 3019 of the FAST Act
- Section 3019 of FAST Act Innovative Procurement Tools (Emphasis on Joint Procurement)
 - Cooperative Procurement Contracts
 - State Cooperative Procurement Schedules
 - Joint Procurement Clearinghouse



Private Intercity or Charter Transportation Access



- A recipient of FTA assistance may not deny reasonable access for a private intercity or charter transportation operator to federally funded public transportation facilities
- Includes intermodal facilities, park and ride lots, and bus-only highway lanes
- **Reasonable Access:**
 - Consider capacity requirements of the recipient and extent to which access would be detrimental to existing public transportation services
 - May include review of physical constraints, scheduling and resource availability, and safety and security measures

Changes to Guidance on Capital Cost of Contracting

- When recipients contract with private entities to procure capital that will be consumed to provide public transportation services, FTA will participate at the 80% Federal share rate in the cost of the capital consumed over the course of the contract
- Must use privately owned assets for FTA to participate in the capital consumed under the contract (Assets purchased with government assistance **are ineligible**)
- Applies to Section 5307, 5337, and/or 5339(a) funds used for capital consumed for bus and paratransit services
- **Intent:** Allow recipients to avoid burdensome accounting rules that would otherwise require disaggregation of costs eligible at the 80% Federal share vs. a 50% Federal share for operating assistance within a contract
 - If choose not to disaggregate or isolate costs eligible for capital Federal share rate (80%), then
 - Recipients may use the assumed percentages in Table IV-4 as the share of the contract costs that are eligible at the capital Federal share rate (80%)

Changes to Guidance on Capital Cost of Contracting

TABLE IV-4: PERCENT OF CONTRACT ALLOWED FOR SECTIONS 5307, 5337, and 5339(a) CAPITAL ASSISTANCE WITHOUT FURTHER JUSTIFICATION

(Based on assumption that contractor provides the assets)

Bus and Paratransit-Related Contract Services Type of Contract	Percent of Contract Eligible for 80 Percent Federal Share (Sections 5307 and 5337)	Percent of Contract Eligible for 80 Percent Federal Share (Section 5339(a))
1. Service Contract (contractor provides maintenance and transit service; recipient provides vehicles)	40 percent	0 percent
2. Service Contract (contractor provides transit service only; recipient provides vehicles and maintenance)	0 percent	0 percent
3. Vehicle Maintenance Contract (contractor provides maintenance; recipient provides vehicles and transit service)	100 percent	0 percent
4. Vehicle Lease Contract (contractor provides vehicles; recipient provides maintenance and transit service)	100 percent	100 percent
5. Maintenance/Lease Contract (contractor provides vehicles and maintenance; recipient provides transit service)	100 percent	See note below table
6. Turnkey Contract (contractor provides vehicles, maintenance, and transit service)	50 percent	See note below table
7. Vehicle/Service Contract (contractor provides vehicles and transit service; recipient provides maintenance)	10 percent	10 percent

Changes to Guidance on Capital Cost of Contracting



- Guidance on Applicability to Section 5337 Added → Only buses used in bus rapid transit or on high-occupancy vehicle (HOV) lanes are eligible for capital cost of contracting
- Clarification on Applicability to Section 5339(a)
 - Preventive maintenance is not eligible expense of Section 5339(a) funds
 - Use of funds limited to amounts attributable to leasing and/or depreciation of vehicles, equipment, and facilities provided by the contractor
- Use of Table IV-4 Is a Recipient Decision → Recipients have the choice to justify higher shares of a contract eligible at the 80% Federal share rate but must disaggregate those expenses in the contract

Eligible Expenses– Chapter IV

Changes to Eligible Workforce Development
Activities



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Changes to Eligible Workforce Development Activities

- Guidance updated to reflect FAST Act changes to provisions in 49 U.S.C. 5314 and repeal of 49 U.S.C. 5322
- Up to 0.5 percent of recipients' Section 5307, 5337, and 5339(a) funds each FY may be expended on programs that address human resource development and training needs at 80% Federal share
- May support employment training programs, outreach to increase employment for underrepresented groups, research on public transportation personnel and training needs, etc.
- **Supportive Services May Also Be Eligible:**
 - Child care for trainees,
 - Work clothing,
 - Travel to training sites, and
 - Other wraparound services to support human resource development



Other Quick Notes on Workforce Development Activities



- Up to an additional 0.5 percent of recipients' Section 5307, 5337, and 5339 funds may be expended each FY for direct educational expenses at the National Transit Institute or to carry out other existing local education and training programs supported by the Departments of Transportation, Labor, or Education for education and training of State and local transportation employees at 80% Federal share
- If preventive maintenance is otherwise an eligible expense (under Sections 5307 and 5337), additional training for maintenance personnel eligible at 80% Federal share
- If operating assistance is otherwise an eligible expense for a recipient under Section 5307, additional training for operations personnel eligible at 50% Federal share

Eligible Expenses– Chapter IV

Changes to Guidance on Section 5307
Operating Assistance



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Overview of Changes to Guidance on Section 5307 Operating Assistance

- Clarified that recipients in large UZAs may expend Section 5307 funds on public transportation security operating projects and not just capital projects if they are otherwise eligible to expend funds on operating assistance
- Added routine maintenance, technical support, and user fees for technology and software used in the operation of public transportation as eligible operating expense
- Updated guidance to account for multiple modifications to special operations rule for large UZAs in statute since MAP-21



Operating Assistance Limitations in Large UZAs

- No limit on use of Section 5307 apportionment for operating assistance in small UZAs
- In large UZAs, depends on number of fixed-route or demand-response vehicles recipient operates in peak service (excluding those used for ADA complementary paratransit service):

# Buses Operated in Peak Service	% Apportionment May Be Used for Operating Assistance*
More than 100	0%
76-100	50%
1-75	75%

*Represents % of apportionment attributable to the operator within the UZA as measured by vehicle revenue hours (VRH)

- Operating assistance caps for operators in large UZAs based on these parameters are established with each FY apportionment in Apportionment Table 3A
- For recipients operating both fixed-route and demand-response vehicles in peak service, the % of apportionment that may be used is based on number of fixed-route vehicles only
- In large UZAs, Section 5307 funds may not be used for rail fixed-guideway operations

Exception to Operating Assistance Caps in Large UZAs

- If more than one operator in UZA → Operator may expend up to 10% more than the operating assistance cap as determined by the operator's share of VRH in the UZA, provided that:
 - The share attributable to the system is included in the Designated Recipient's final program of projects for the apportionment, as determined through the local planning process, and
 - That the higher share does not exceed the applicable percentage available to the system for operating assistance (i.e., 75 percent or 50 percent) based on the number of vehicles it operates in peak hours.
- These amounts are also provided in Table 3A

**Designated Recipient or
State Produce POP**

**Designated Recipient
Works with MPO to
Include POP in TIP**

**MPO Works with State to
Include Projects in STIP**

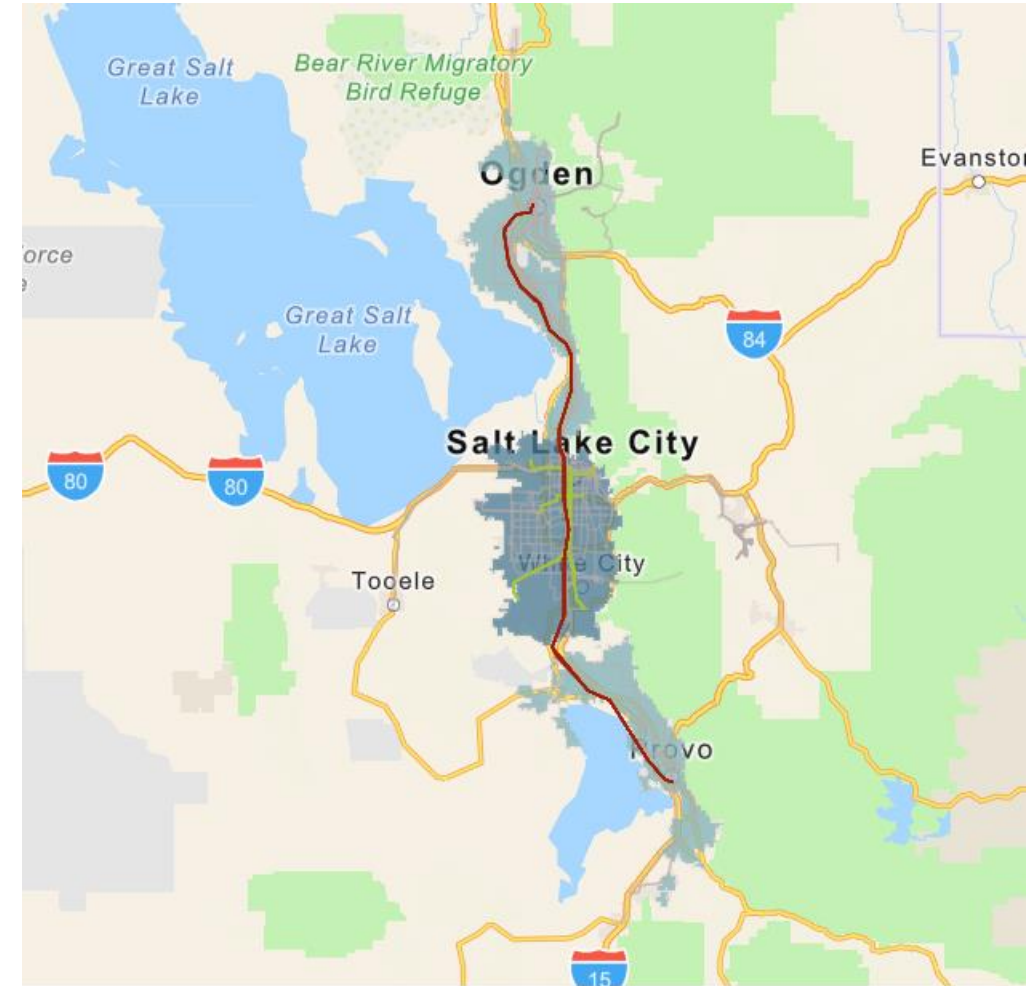
Eligibility of Use of Funds Outside Apportioned UZA – Chapter IV



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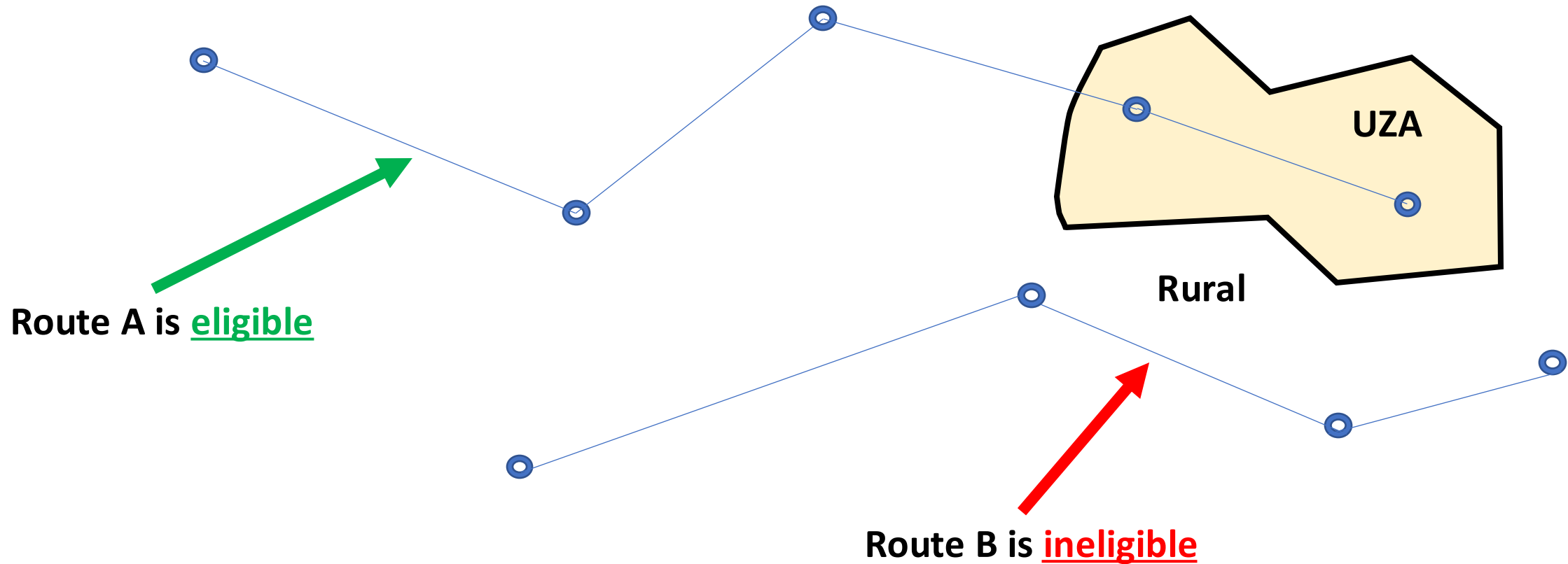
Eligibility of Use of Funds Outside Apportioned UZA

- Many Transit Service Areas Encompass a Mix of UZA and Rural Environments
- New Section Added to Circular That Addresses:
 - Whether and to what extent funds apportioned to a UZA may be used for projects or activities that are partially or wholly outside the apportioned UZA
 - How such flexibilities would apply to use of UZA funds for operating assistance and capital projects (i.e., both mobile and fixed location capital assets and activities)
 - How such flexibilities would apply to use of both UZA and rural funds in a dual funding scenario for operating assistance and capital projects



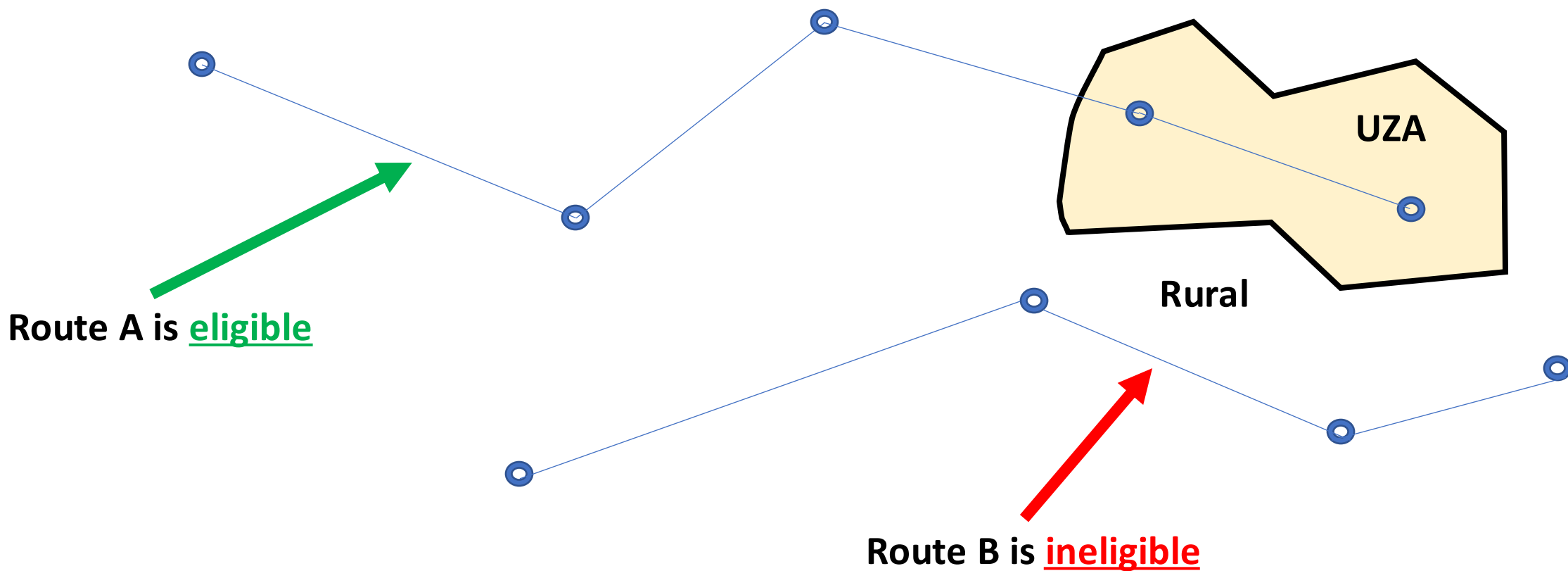
Operating Assistance – Section 5307 Only

May use Section 5307 funds apportioned or transferred to a UZA outside the UZA if they support a geographically continuous service with at least one route stop in the UZA



Capital Projects/Activities Involving Mobile Assets (e.g., Acquisition and Maintenance of Rolling Stock)

May use Section 5307, 5337, or 5339(a) funds apportioned or transferred to a UZA outside the UZA if they support a geographically continuous service with at least one route stop in the UZA



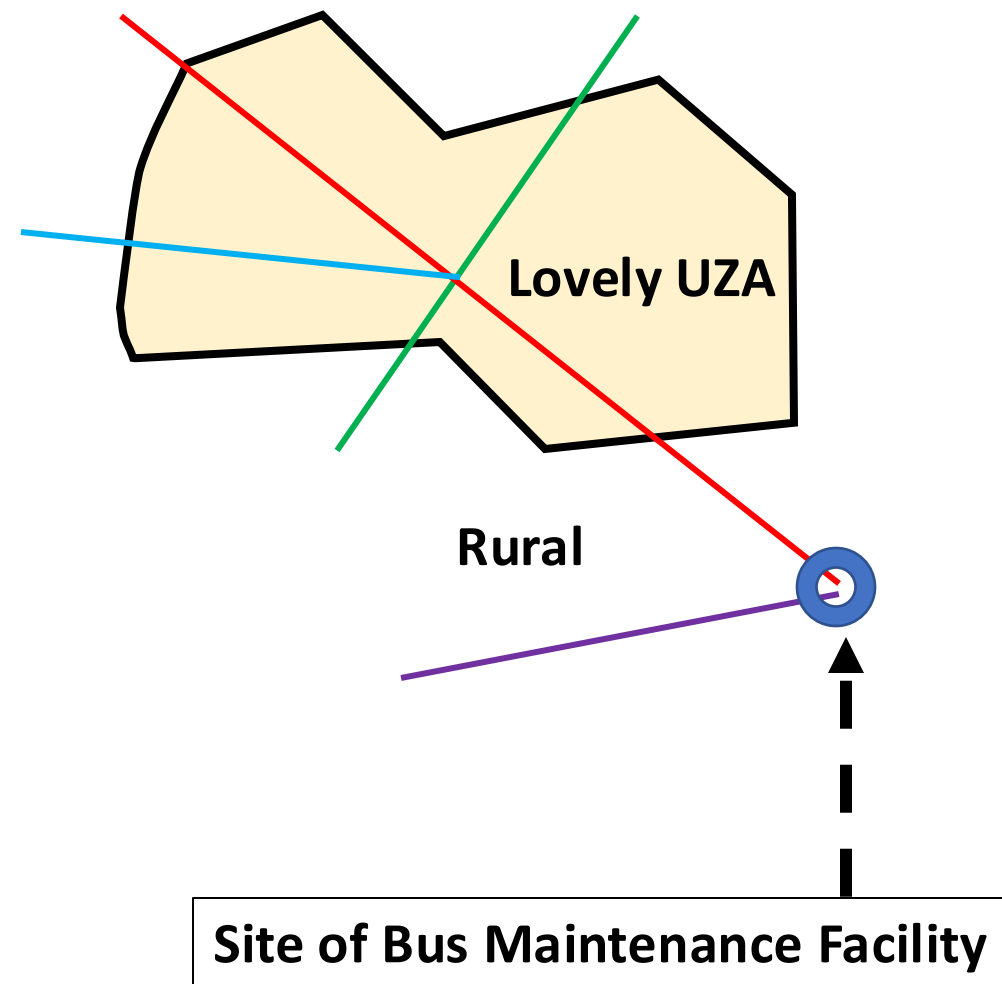
Capital Projects/Activities Involving Fixed Location Assets (e.g., Rail Stations, Bus Stops, Fixed Guideway Track)



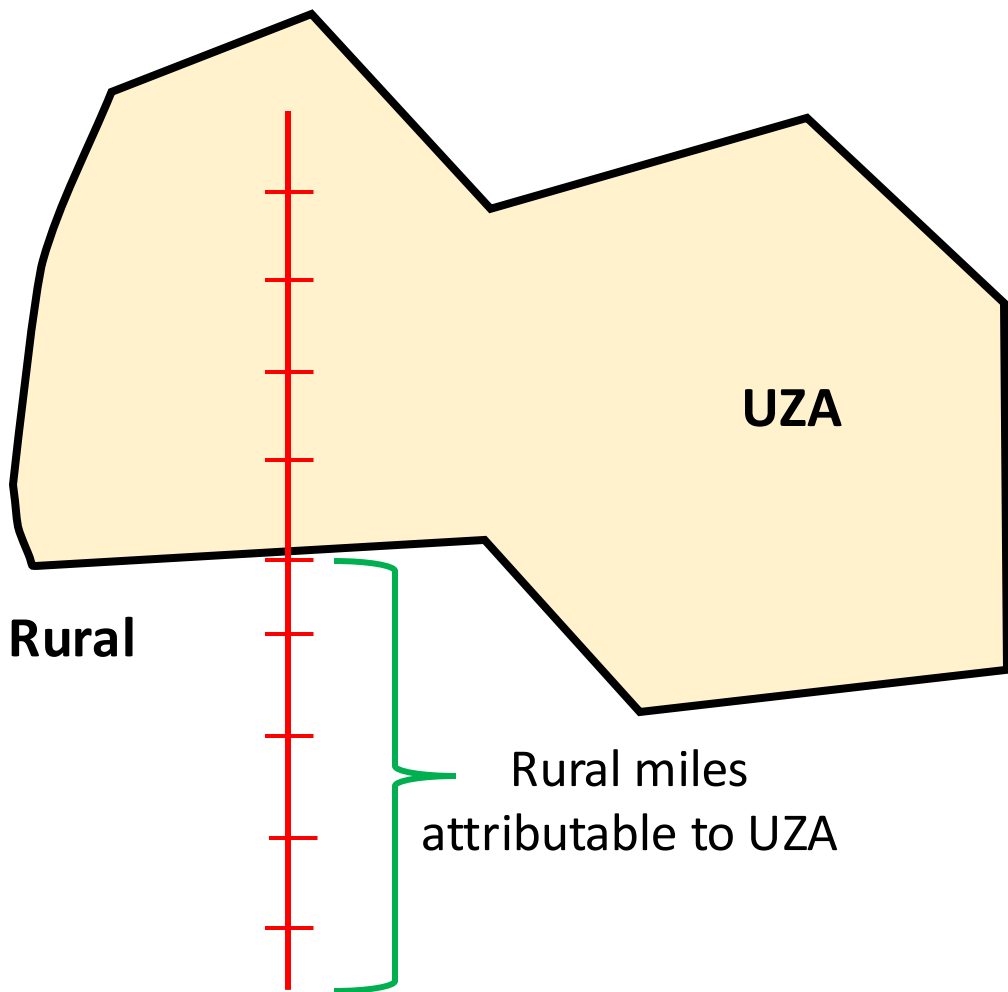
- Depends on whether asset is physically located within or supports transit service provided within the respective UZA
- Section 5307, 5337, or 5339(a) funds may be used on such projects/activities without restriction on proportion those funds may represent toward the total cost of such assets if physically located within apportioned UZA
- If not physically located within apportioned UZA:
 - Funds may be used in proportion to the extent asset supports transit service provided in apportioned UZA
 - Proportion to be based on a reasonable cost allocation methodology

Simple Example: New Bus Maintenance Facility

- Recipient proposes to use a combination of Section 5307 and Section 5339(a) funds apportioned to Lovely UZA to construct a \$100 million bus maintenance facility
- The facility is eligible for a Federal share of up to 80%
- The facility will be located just outside the UZA boundary but will accommodate vehicles and operations for services in both the UZA and surrounding rural area
- Through a cost allocation methodology, the recipient has determined that 70% of the capacity of the facility will be used for UZA services and 30% for rural services
- 70% of the \$100 million total cost of the facility may be supported by funds apportioned to the Lovely UZA at up to an 80% Federal participation rate, or up to \$56 million
- The remaining \$24 million eligible for Federal financial participation may come from other eligible non-FTA funding sources, FTA funds apportioned for use in the rural area, or a combination thereof



Exception for Certain Fixed Guideway Segments

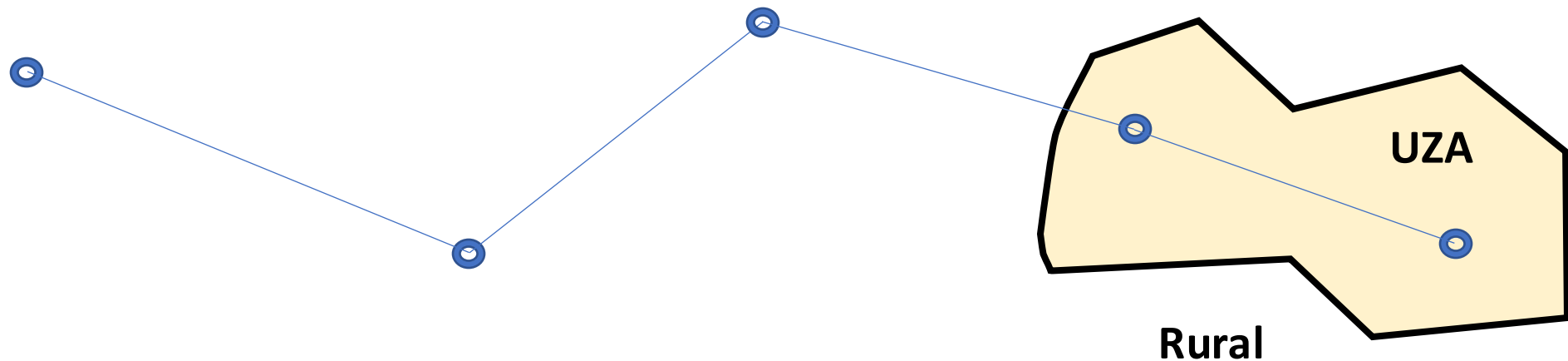


- Recipient attributes fixed-guideway miles for service outside of the UZA to the UZA as described in 49 U.S.C. 5336(b)(2)(E)
- Recipient receives credit for no less than 27% of the fixed-guideway vehicle revenue miles and directional route miles that are located outside the UZA for which the recipient receives Section 5307 and 5337 apportionments
- Recipient may use Section 5307 and/or 5337 funds to support fixed-location capital assets outside the UZA that contribute to or are otherwise associated with such a fixed guideway segment at up to 100% of the total cost of the asset at the eligible Federal share ratio



Services Supported By Both UZA and Rural Funds

- May use either UZA or rural funds entirely, or a combination of UZA funds and rural funds, for a geographically continuous service with a route stop(s) in both a UZA and rural area or for mobile capital assets that support the service
- If only rural funds will be used, the service must be designed primarily to bring rural passengers to and from the UZA with a limited number of routes stop(s) within the UZA.



Eligible for either UZA or rural funds or combination thereof

Next Steps

Additional Trainings: GovDelivery notices will be distributed through FTA email

Shared Mailbox

FTACircularUpdate2024@dot.gov

Resources

Learn More:

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

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