



Federal Transit Administration
Toolkit for Applying Increased Federal Share
Toward Planning Grants 49 USC 5305(f)(2)

This document does not have the force and effect of law and is not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

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OVERVIEW

The Infrastructure Investment and Jobs Act (IIJA) amends 49 USC 5305(f) to require a Federal share of not less than 90 percent for grants under the Metropolitan Planning Program (MPP) and the State Planning and Research Program (SPRP) authorized at 49 United States Code (U.S.C.) 5305 that support planning activities to increase mobility through expanded access to public transportation in areas with a lower population density or a lower average income in relationship to surrounding areas.

ELIGIBLE RECIPIENTS

States, authorities of the States, metropolitan planning organizations (MPOs), and local governmental authorities that undertake a transportation planning activity in areas with a lower population density or a lower average income compared to—(i) the applicable urbanized area; (ii) the applicable rural area; (iii) an adjoining urbanized area; or (iv) an adjoining rural area. Requests for an increased Federal share are to be submitted to the appropriate FTA Regional Office in conjunction with the grant application in accordance with Circular FTA C 8100.1D: Program Guidance for Metropolitan Planning and State Planning and Research Program Grants.

DEMONSTRATING ELIGIBILITY

Eligible recipients seeking an increased Federal share under 49 USC 5305(f)(2) must demonstrate that the activity assists those parts of an [urbanized area](#) or [rural area](#) with a lower population density or a lower average income compared to the applicable or adjoining urbanized area or the applicable or adjoining rural area. To demonstrate this eligibility, the recipient must provide one of two types of demographic information for both the activity's area and its applicable or adjoining urbanized or rural area: average income or population density. Recipients should attach demographic information to their Transit Award Management System (TrAMS) application.

A recipient may use any verifiable data resource and mapping product to demonstrate eligibility for applicable higher Federal share as described above. Publicly available data that is readily accessible is the US Census Bureau website (data.census.gov). The Census website provides American Community Survey (ACS) data and Urbanized Area shape files. The most recent ACS 5-year average data can be downloaded from Census Bureau website. The ACS provides total population and land area (from TIGER/Line Shapefiles), which can be used to calculate density. The applicant can then use Geographic Information System (GIS) software to plot and extract information for project corridor and neighboring area. Examples are provided in Appendix A.

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ELIGIBLE ACTIVITIES

Eligible activities under MPP and SPRP grants include the development of transportation plans and programs; the planning, engineering, designing and evaluation of a public transportation project; and technical studies relating to public transportation planning to increase mobility through expanded access to reliable public transportation in areas with a lower population density or a lower average income than surrounding areas. The proposed planning activity must be included in the current Unified Planning Work Program (UPWP) or the Statewide Planning Work Program as appropriate.

FEDERAL SHARE

A minimum of 90%

SPECIFIC APPLICATION DETAILS

Application Executive Summary:

This grant is utilizing an increased federal share of X percent as per the provisions under 49 USC 5305(f)(2) in the amount of \$X for the following recipients/subrecipients (list).

Budget Scopes and Activity Line Items

Appropriate planning scopes and Activity Line Items (ALIs) should be selected when developing the grant application in TrAMS since Section 5305(f)(2) funding will utilize different (i.e., new) limitation codes, as well as a new funding source name. Applications must be structured to accommodate separate reservations or obligations either by creation of a separate project or use a secondary scope code within a single project. See FTA Circular 8100.1D Appendix B for ALI codes in sample budgets.

Note for Consolidated Planning Grants (CPGs) administered with FTA, only MPP or SPRP funds can utilize the increased federal share (i.e., FHWA's metropolitan Planning (PL) and State Planning and Research (SPR) are not allowable at the increased Federal share).

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TrAMS Coding

Planning applications applying for the increased Federal share under 5305(f)(2) should be submitted in TrAMS using the coding shown in the table below.

Funding Source Short Code	Funding Source Description (Drop-Down)	Section Code	Limitation Code Description	Limitation Code
5305-3	49 USC 5305(f) – Planning Programs (5303/5304) Federal share 90-100%	80	Metropolitan Planning	9F
5305-3	49 USC 5305(f) – Planning Programs (5303/5304) Federal share 90-100%	80	Statewide Planning	A3
5305/23-1	Consolidated Planning Grants (FTA/FHWA Transfers) - Federal share 90-100%	81	Metropolitan Planning	9F
5305/23-1	Consolidated Planning Grants (FTA/FHWA Transfers) - Federal share 90-100%	81	Statewide Planning	A3

REPORT

A State or metropolitan planning organization that receives a Federal share of not less than 90% to support transportation planning activities to increase mobility by expanding access to reliable public transportation in areas with a lower population density or a lower average income in relationship to surrounding areas must submit a report to FTA. The report must include information on how Federal Share will help improve commuting and other essential travel needs in the applicable urbanized or rural areas. A sample reporting form can be found in Appendix B. The report should be submitted to the applicable FTA Regional Office concurrently with the request for a higher Federal share (90% – 100%) for an eligible planning activity. Recipients should attach report to their TrAMS application.

Optional Reporting: Transit Mobility Performance Measure:

The State or MPO can demonstrate how the transportation planning activity or activities will increase mobility by establishing a transit [mobility performance measure](#). The measure can indicate how expanded access to public transportation would increase the mobility of residents in areas with a lower population density or a lower average income.

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RECIPIENT QUESTIONS

For more information, grant recipients should send questions to their [FTA Regional Office](#). The regional office staff may contact their Office of Planning and Environment liaison to resolve any complex eligibility inquiries.

REFERENCES

FTA Circular 8100.1D - Program Guidance for Metropolitan Planning and State Planning and Research Program Grants

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-01/program-guidance-metropolitan-planning-and-state-planning-and-research-c81001d.pdf>

Infrastructure Investment and Jobs Act

<https://www.congress.gov/bill/117th-congress/house-bill/3684/text>

Title 49, United State Code, Section 5305

[USCODE-2021-title49-subtitleIII-chap53-sec5305.pdf](https://www.govinfo.gov/app/details/USCODE-2021-title49-subtitleIII-chap53-sec5305)

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APPENDIX A Application of Census Data & GIS

To implement 49 USC 5305(f)(2), three key demographic factors around a project area must be quantified:

- average income,
- population density, and
- Rural or urban classification (Rural: population less than 50,000; Urbanized Area: population 50,000 or more).

Data Sources and Steps for Calculation

The required data can be obtained from the U.S. Census Bureau's ACS 5-year Estimates and TIGER/Line Shapefiles. Please note, population density is not directly available and must be calculated.

1. Download Income and Population Data
 - Visit data.census.gov (official Census Bureau data portal).
 - Search for and download:
 - Income data: Median Household Income (B19013).
 - Population data: Total Population (B01003).
 - Apply filters to select the latest ACS 5-year data.
 - Choose the appropriate geography (Urbanized Area).
2. Obtain Land Area Data for Population Density Calculation
 - Visit [Census TIGER/Line Shapefiles](#).
 - Download the Urbanized Area and County shapefiles.
 - Open the shapefile in GIS software (e.g., ArcGIS or QGIS).
 - Find the ALAND attribute, which represents land area in square meters.
 - Convert land area to square miles for density calculation.
3. Calculate Population Density
 - Population density is calculated using total population and area in square miles.
Population Density = Total Population/Land Area (square miles)
4. Import Data into GIS for Analysis
 - Open ArcGIS or QGIS.
 - Add the TIGER/Line shapefile using the "Add Data" tool.

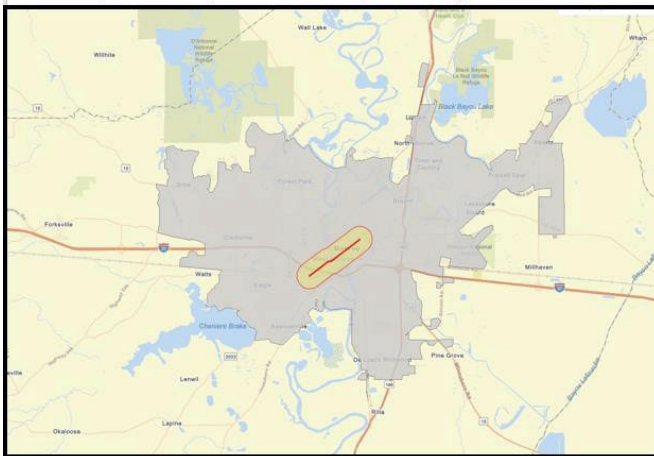
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- Import the ACS CSV files and join them with the shapefile using GEOID as the common field.
- Calculate population density using the formula above.
- Use symbology tools to visualize income and population density on a map.
- Create a route/line layer for the project alignment. The user can also upload a shape file of the project alignment, if available.
- Create a buffer around the project alignment or a study area and extract income and density information.

Example – 1

Map 1 below shows a project corridor with a half-mile buffer area in Monroe, LA to the South-West, and Map 2 shows the selected Monroe Urbanized Area. Table 1 compares the population density and income information around the project corridor and the urbanized areas. Table 1 shows that the income in the project corridor is lower than the Urbanized Area, whereas the population density around the project corridor is higher than the urbanized area. Since the Per Capita Income in the project corridor is lower than the urbanized area, the project is eligible for the increased federal share toward FTA planning grants.

Map 1 – Study Area Corridor, Monroe, Louisiana



Map 2 – Urbanized Area, Monroe, Louisiana

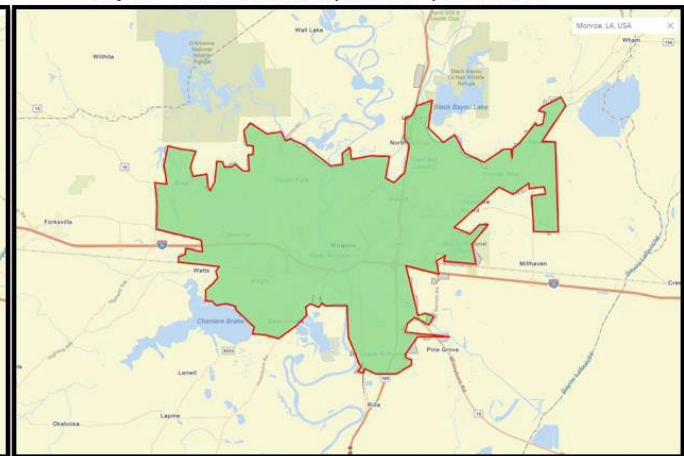


Table 1 - Project Area and Applicable Urbanized Area Population Density and Income

Area Definition	Population Density (Sq.mile)	Per Capita Income
Project Corridor	1,522	\$19,691
Urbanized Area	1,402	\$23,625

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Example – 2

Map 3 below shows the boundaries of counties in the vicinity of Raleigh, NC. Assuming the study area is Wake County as shown, the adjoining areas are Franklin County (Adjoining Area 1), Johnston County (Adjoining Area 2), and Durham County (Adjoining Area 3). The resulting income and population density information for the study area and adjoining area are shown in Table 2 below. Table 2 shows that the population density in Wake County (study area) is higher than all the surrounding counties. In terms of Per Capita Income, Wake County's income is also higher than the surrounding areas so planning-related studies for Wake County as whole in relationship to the adjoining counties would not be eligible for the increased federal share based on the density criteria, as well as the income criteria.

Map 3 - Wake County and surrounding counties, North Carolina

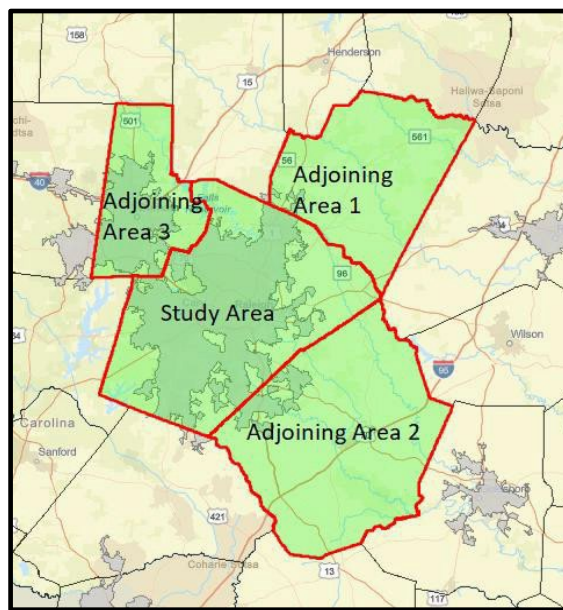


Table 2 – Income & Population Density Information of Project Area and Adjoining Areas

Area Definition	Population Density (Sq.mile)	Per Capita Income
Study Area	1,308	\$42,721
Adjoining Area 1	138	\$27,588
Adjoining Area 2	257	\$29,327
Adjoining Area 3	1,109	\$36,759

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APPENDIX B

Sample Reporting Information (to be included with TrAMS application)

1. Planning activity, project, or program name.
2. Direct recipient/subrecipient.
3. Federal amount to be awarded and source of funds (i.e., Section 5303 or 5304).
4. Brief description of planning activity, project, or program (1-2 sentences).
5. Briefly explain how increased federal share for transportation planning activities benefits commuting and other essential travel in parts of the applicable urbanized area or rural area.
6. Are optional mobility or access performance measures being utilized? If so, what is the measure(s)