

# Annual Listing of Federally Obligated Projects

FFY 2017 | October 1, 2016 - September 30, 2017

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Revised August 13, 2018



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**NFRMPO**



## **FFY2017 Listing of Federally Obligated Projects**

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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.”<sup>1</sup> 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 21<sup>st</sup> 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

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<sup>1</sup> 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/](http://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 FY18-21 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.

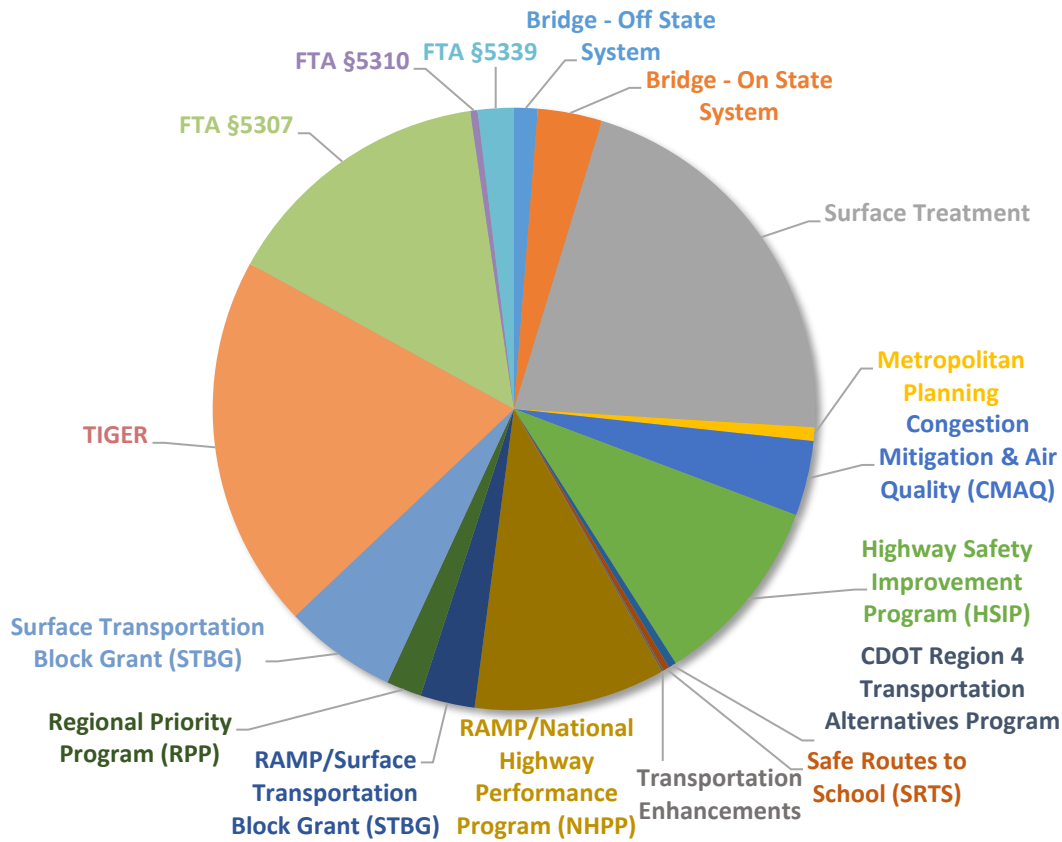
This report also presents figures for reducing federal funds, which is called de-obligation. De-obligation occurs when CDOT reduces or removes a project's federal funds. De-obligation can occur for several reasons:

- ❖ 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	1.3%	\$945,508
Bridge - On State System	3.5%	\$2,579,302
Surface Treatment	21.3%	\$15,880,737
Metropolitan Planning	0.7%	\$549,784
Congestion Mitigation & Air Quality (CMAQ)	4.0%	\$3,008,166
Highway Safety Improvement Program (HSIP)	10.3%	\$7,662,008
CDOT Region 4 Transportation Alternatives Program	0.4%	\$315,432
Safe Routes to School (SRTS)	0.3%	\$244,047
Transportation Enhancements	(0.1%)	(\$82,323)
RAMP/National Highway Performance Program (NHPP)	10.3%	\$7,663,712
RAMP/Surface Transportation Block Grant (STBG)	2.9%	\$2,182,454
Regional Priority Program (RPP)	1.9%	\$1,411,115
Surface Transportation Block Grant (STBG)	6.0%	\$4,510,879
TIGER	20.1%	\$15,000,000
FTA \$5307	14.7%	\$10,964,828
FTA \$5310	0.4%	\$289,954
FTA \$5339	1.9%	\$1,444,964
<b>Total:</b>	<b>100.0%</b>	<b>\$74,570,567</b>



## 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
<b>Bridge – Off State System</b>						
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
<b>Bridge – On State System</b>						
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
<b>Surface Treatment</b>						
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
<b>Metropolitan Planning</b>						
SST5274.006	21188	FY2016 DTD NFRMPO CPG	CDOT	\$549,784	\$1,089,659	\$681,000
<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>						
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
SST7007.010	CO-2017-006	GET CNG Bus Replacement	City of Greeley	\$923,761	\$6,513,000	\$2,487,000

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
<b>Highway Safety Improvement Program (HSIP)</b>						
SR46666.052	19059	Shields St: Drake to Davidson Dr. HES	CDOT Region 4	\$358,372	\$887,000	\$0
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
<b>CDOT Region 4 Transportation Alternatives Program</b>						
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
<b>Safe Routes to School (SRTS)</b>						
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
<b>Transportation Enhancements</b>						
SNF5094.003	15282	Evans Bike/Ped Trail-Phase II	City of Evans	(\$82,323)	\$80,000	\$0
<b>RAMP/National Highway Performance Program (NHPP)</b>						
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

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
<b>RAMP/Surface Transportation Block Grant (STBG)</b>						
SR45001.011	19887	Loveland RWIS Update / Expansion	City of Loveland	\$259,917	\$304,000	\$0
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
<b>Regional Priority Program (RPP)</b>						
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
<b>STP Metro &amp; Surface Transportation Block Grant (STBG)</b>						
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
<b>Transportation Investment Generating Economic Recovery (TIGER)</b>						
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
<b>FTA §5307 - Urbanized Area Formula Program</b>						
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
SST6741.113	CO-2017-031-01-00	GET ADA Operating Assistance 80/20	City of Greeley	\$215,819	\$216,000	\$216,000
SST6741.111	CO-2017-017-00 CO-2017-009-01	Vehicle and Facility Preventative Maintenance	City of Fort Collins	\$3,660,667	\$3,600,000	\$0
SST6741.086	CO-2017-017-00 CO-2017-009-01	Demand Response Paratransit Service	City of Fort Collins	\$780,000	\$827,000	\$0
SST6741.101	CO-2017-017-00 CO-2017-009-01	Fixed Route Operations	City of Fort Collins	\$3,672,313	\$3,686,000	\$0
<b>FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program</b>						
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
SST6731.024	CO-2017-025-01	Access A Cab	City of Fort Collins	\$179,589	\$161,000	\$0

STIP WBS ID	Project Code Number	Project Name	Project Sponsor	Federal Obligation	Federal Request in TIP	Federal Funds Remaining
<b>FTA §5339 - Bus and Bus Facilities Program</b>						
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
SST7066.024	CO-2017-033-00	MAX Station Wayfinding	City of Fort Collins	\$20,000	\$20,000	\$0
SST7066.025	CO-2017-033-00	Bicycle Racks	City of Fort Collins	\$20,000	\$20,000	\$0
SST7066.018	CO-2017-033-00	Roof Caulking	City of Fort Collins	\$12,600	\$13,000	\$0
SST7066.013	CO-2017-010-01	Facility roof replacement	City of Fort Collins	\$280,800	\$336,000	\$247,200

## 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.