
Appendix E

Federal and State Funding Categories

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Table E-1 Unified Transportation Program Funding Categories

FUNDING CATEGORY

1

Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete. Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.	Funding is allocated to each TxDOT district based on the following formulas: Preventive Maintenance A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance. 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area Rehabilitation 32.5% Three-year average lane miles of pavement with distress scores <70 20% vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.	Each MPO shall receive an allocation of Category 2 based on the following formula: Category 2 Metropolitan (2M) Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes Category 2 Urban (2U) Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula: 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.
Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories) Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast, because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

DESCRIPTION

Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:

- Texas highway Trunk System
- National Highway System (NHS)
- Connections to major seaports or border crossings
- national Freight network
- hurricane evacuation routes

The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:

- Mobility corridors: high-traffic routes with potential need for additional roadway capacity
- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided
- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains

ALLOCATION OR DISTRIBUTION

Category 4 Rural Connectivity

Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.

Category 4 Urban Connectivity

Funds distributed using the same formula as Category 2

PROJECT SELECTION GUIDELINES

TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.

TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. non-attainment areas are designated by the federal Environmental Protection Agency (EPA).

TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION

Category 6 addresses bridge improvements through the following sub-programs.

Highway Bridge Program

For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.

Bridge Maintenance and Improvement Program

For rehabilitation of eligible bridges on the state highway system.

Bridge System Safety Program

For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.

For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.

ALLOCATION OR DISTRIBUTION

Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.

PROJECT SELECTION GUIDELINES

TxDOT's Bridge Division selects projects using a performance-based prioritization process.

Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.

Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.

Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.

Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.

TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.

MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.

FUNDING CATEGORY

8

Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips. Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic highway Safety Plan (HSIP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF. Systemic Widening Program (SSW) Statewide program to fund the widening of high-risk narrow highways on the state highway system. Road to Zero (RTZ) Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	HSIP Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. Road to Zero Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction of infrastructure-related projects that provide safe routes for non-drivers.	MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA. TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.
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FUNDING CATEGORY

10

Supplemental Transportation Programs

DESCRIPTION

Category 10 addresses a variety of transportation improvements through the following sub-programs:

Supplemental Transportation Projects (Federal)
Federal discretionary and congressional high-priority projects.

Carbon Reduction Program (CRP)
Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Federal Lands Access Program (FLAP)
Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.

Texas Parks and Wildlife Department (TPWD)
Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.

Green Ribbon Program
Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.

Americans with Disabilities Act (ADA) Pedestrian Program
Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.

Landscape Incentive Awards
Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.

Railroad Grade Crossing and Replanking Program
Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).

ALLOCATION OR DISTRIBUTION

Supplemental Transportation Projects (Federal)
Directed by federal legislation.

Carbon Reduction Program
TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.

Federal Lands Access Program
Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.

Texas Parks and Wildlife Department (TPWD)
Per Rider 21(c), funding is distributed as a statewide allocation.

Green Ribbon Program
Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.

Americans with Disabilities Act (ADA)
Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.

Landscape Incentive Awards
Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.

Railroad Grade Crossing and Replanking Program
Condition of crossing's riding surface and benefit to cost per vehicle using crossing.

Railroad Signal Maintenance Program
Based on number of crossings and type of automatic devices present at each.

PROJECT SELECTION GUIDELINES

For **CRP**, statewide projects are administered by TxDOT's Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.

For **FLAP**, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.

The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.

Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.

ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.

Landscape Incentive Awards are managed by the TxDOT Design Division.

FUNDING CATEGORY

10

Supplemental Transportation Programs

(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance. Safety Rest Area/Truck Parking This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system. Intelligent Transportation Systems (ITS) Improve Traffic Asset Management and Device Monitoring for better security controls. Category 10 Carbon Reduction In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	Safety Rest Area/Truck Parking Allocated to TxDOT's Maintenance Division, which selects projects statewide. Intelligent Transportation System Allocated to various TxDOT Divisions, which selects projects statewide.	The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects. All projects are selected using a performance-based prioritization process. Safety Rest Area/Truck Parking projects are selected and managed by TxDOT's Maintenance Division. Intelligent Transportation System projects are selected and managed by TxDOT's various divisions.

FUNDING CATEGORY

11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. Energy Sector Safety and maintenance work on state highways impacted by the energy sector. Border State Infrastructure Funding Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico. District Safety District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors. Construction Cost Overruns/Change Order Provides additional funding for costs that are realized at letting and during construction.	District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns. Energy Sector Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected Border State Infrastructure Funding Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts. District Safety 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate Construction Cost Overruns/Change Order Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.	TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. Border State Infrastructure Funding Project selection criteria include, but are not limited to: - number of land border ports of entry - number of incoming commercial trucks and railcars - number of incoming personal motor vehicles and buses - Weight of incoming cargo by commercial trucks

FUNDING CATEGORY

12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 12 addresses projects with specific importance to the state, including those that improve: - Congestion and connectivity - Economic opportunity - Energy sector access - Border and port connectivity - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report - The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs. Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process. Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.

Table E-2 Federal Transit Administration Funding Categories

FUNDING CATEGORY

1

Section
5303/5304
Planning
Grants

DESCRIPTION	ALLOCATION OR DISTRIBUTION
Provides formula funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.

FUNDING CATEGORY

2

Section 5307 Urbanized Area Formula Grants

DESCRIPTION

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

ALLOCATION OR DISTRIBUTION

Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials and providers of publicly owned public transportation service shall select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area. Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. For urbanized areas with a population of less than 200,000, the governor or governor's designee is responsible for receiving and apportioning funds to eligible projects and recipients.

FUNDING CATEGORY

3

Section 5309 Capital Investment Grants

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

FUNDING CATEGORY

4

Section 5310 Capital Investment Grants

DESCRIPTION

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complimentary paratransit services.

ALLOCATION OR DISTRIBUTION

States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects.

FUNDING CATEGORY

5

Section 5311 Formula Grants for Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

FUNDING CATEGORY

6
Section
5337 State
of Good
Repair
Grants

DESCRIPTION	ALLOCATION OR DISTRIBUTION
The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials, and providers of publicly owned public transportation service select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area.

FUNDING CATEGORY

7

Section
5339
Grants for
Buses and
Bus
Facilities

DESCRIPTION	ALLOCATION OR DISTRIBUTION
The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.	Eligible applicants for the Buses and Bus Facilities Program include designated recipients that allocate funds to fixed-route bus operators, States (including territories and Washington D.C.) or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and private nonprofit organizations engaged in public transportation.