



FEDERAL TRANSIT ADMINISTRATION

FTA Programs Overview

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2015 Southeastern Regional Transit Conference
**BUILDING LADDERS
OF OPPORTUNITY**
Through Transportation Networks

Georgia
Tech School of Civil and
Environmental Engineering
College of Engineering



Session Overview

- FTA Programs Overview
- 2010 Census Impacts

MAP-21: Highlights of Program Changes

New

- Safety Authority (5329)
- State of Good Repair Grants (5337)
- Asset Management (5326)
- Bus and Bus Facilities Formula Grants (5339)
- Public Transportation Emergency Relief (5324)
- TOD Planning Pilot Grants (20005(b) of MAP-21)

Repealed

- Clean Fuels Grants (5308)
- Job Access and Reverse Commute (5316) [JARC]
- New Freedom Program (5317)
- Paul S. Sarbanes Transit in the Parks (5320)
- Alternatives Analysis (5339)
- Over-the-Road Bus (Sec. 3038 – TEA-21)

Consolidated

- Urbanized Area Formula Grants (5307) [JARC]
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]
- Rural Area Formula Grants (5311)[JARC, Tribal Transit]

Modified

- Fixed Guideway Capital Investment Grants (5309)
- Metropolitan and Statewide Planning (5303 & 5304)
- Research, Development, Demonstration, and Deployment (5312)
- Technical Assistance and Standards (5314)
- Human Resources and Training (5322)

FTA Grant Programs

MAP-21 Formula Programs

- 5305 (5303/5304)
- 5307
- 5309
- 5310
- 5311
- 5337
- 5339

FTA Grant Programs

MAP-21 Formula Programs

- 5305 (5303/5304)-----Metropolitan/Statewide Planning
- 5307-----Urbanized Area Formula
- 5309-----Capital Investment Grant
- 5310-----Enhanced Mobility of Senior and
Individuals with Disabilities
- 5311-----Rural Area Formula
- 5337-----State of Good Repair
- 5339-----Bus and Bus Facilities

Section 5303/04: Metropolitan and Statewide Planning



FTA Grant Programs

Section 5303/5304

- 5303 – Metropolitan Planning Program
 - Support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the MPO
- 5304 – Statewide Planning Program
 - Support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the state level
- Major Changes from SAFETEA-LU
 - None
- Eligible Project Types
 - Planning Only
 - State DOTs and MPOs (through DOTs)
- Period of Availability = Year +3
- Resources:
 - FTA Circular 8100.1: http://www.fta.dot.gov/legislation_law/12349_8454.html

Section 5307: Urbanized Area Formula



FTA Grant Programs

Section 5307: Urbanized Area Formula

- Purpose:
 - Grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- Eligible Project Types
 - Capital, Operating, and Planning
 - Job Access and Reverse Commute type projects (no set-aside or cap)
 - JARC projects should be added under the 646-00 Scope
 - To be eligible for operating assistance, must
 - Be located in Small UZA
 - Be a small operator (less than 100 buses) in large UZA and use new ALI
 - JARC service or route

FTA Grant Programs

Section 5307: Urbanized Area Formula

- Major Changes from SAFETEA-LU
 - New Takedowns and Apportionment Factor
 - State Safety Oversight and Ferry Discretionary Programs
 - Eligibility for Job Access / Reverse Commute projects
 - New JARC service or routes implemented after 10/1/2012, OR
 - Maintaining a previously funded (by SAFETEA-LU) JARC service or route
 - Transit enhancements are removed and replaced by more narrowly defined “associated transit improvements” in TMAs
 - Recipients must continue expend at least 1% of their 5307 apportionment on these improvements.
 - MAP-21 removes eligibility for the transfer of 5307 transit funds to highway projects.

FTA Grant Programs

Section 5307: Urbanized Area Formula

- **Other Provisions**

- Funding provided by other non-DOT federal government agencies or departments that are eligible to be expended on transportation may be used as local match
- Certain expenditures by vanpool operators may be used as local match
- 1% Security Requirement

- **Period of Availability**

- Year of apportionment plus 5

- **Resources:**

- FTA Circular 9030.1E:
http://www.fta.dot.gov/legislation_law/12349_15209.html

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program



FTA Grant Programs

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Formula

- **Program Purpose:**
 - 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) complementary paratransit services.

FTA Grant Programs

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Formula

- **Eligible Project Types (derived from coordinated plan)**
 - “Traditional 5310 Projects”
 - To provide transportation for seniors and persons with disabilities.
 - Capital Only
 - Typical recipients – non-profit agencies
 - Project examples: accessible van procurement, purchase of service (POS), equipment, mobility management
 - “Traditional 5317 Projects”
 - To provide transportation for seniors and persons with disabilities that go beyond ADA requirements
 - Capital And Operating
 - Project examples: bus purchase, route operations (beyond ADA requirements), mobility management
 - These projects should be added under the 647-00 Scope

FTA Grant Programs

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Formula

- **Major Changes from SAFETEA-LU**

- Now includes New Freedom (5317)
- Large UZA Designated Recipient Requirement
 - Under MAP-21 this program no longer provides a single apportionment to the State; provides specific apportionments to large UZAs, small UZAs, and rural areas
 - Designated Recipients must be named in large urbanized areas BEFORE funds can be awarded
- 55% minimum MUST be spent on “traditional 5310 projects”
- Remaining 45 % MAY be spent on “traditional 5317 projects”
- Up to 10% MAY be spent on Program Administration (100% federal)
- Competitive selection process recommended, but not required

FTA Grant Programs

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Formula

- **Other Provisions**

- State/Program Management Plans required
- Program of Projects (POP) required
- Transfer provisions
 - Rural or Small UZA → Large UZAs – only if there is an approved statewide coordinated plan
 - Rural → Small UZA – can be transferred if Governor provides letter to FTA certifying the needs in the rural area are being met.
 - Small UZA → Rural – can be transferred if Governor provides letter to FTA certifying the needs in the small UZAs are being met.
 - No other types of transfers allowed

- **Period of Availability**

- Year of apportionment plus 2

- **Resources**

- Circular 9070.1 <http://www.fta.dot.gov/documents/C9070.1F.pdf>

Section 5311: Rural Area Formula Program



FTA Grant Programs

Section 5311: Rural Area Formula

- **Program Purpose**

- Grants to rural areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses
- State DOTs apply directly to FTA for funds apportioned under this program (with exception of Tribal Transit Program funds)

- **Eligible Project Type**

- Capital, Operating, Planning, and Administration
- Job Access and Reverse Commute (JARC) type projects
 - JARC projects should be added under the 646-00 Scope
- Rural Transportation Assistance Program – training and technical assistance projects

FTA Grant Programs

Section 5311: Rural Area Formula

- **Major Changes from SAFETEA-LU**
 - Planning is now eligible
 - Eligible State Administration amount 10% (previously 15%)
 - Eligibility for Job Access / Reverse Commute projects (no set-aside or cap)
 - New JARC service or routes implemented after 10/1/2012, OR
 - Maintaining a previously funded (by SAFETEA-LU) JARC service or route

FTA Grant Programs

Section 5311: Rural Area Formula

• Major Changes from SAFETEA-LU (Cont.)

- Established an Appalachian Development Transportation Assistance Program (ADTAP) - \$20 Million / 13 States
 - Additional funding to support public transportation in the Appalachian region.
 - Eligible states/counties: <http://www.arc.gov/counties>
 - Funds under this program can be transferred to FHWA for highway purposes within the same geographic area, under certain circumstances
 - These projects should be added under the 648-00 scope
- Public Transportation on Indian Reservations Program – Formula and Discretionary - \$30 Million
 - Funds can be used by Indian tribes for any purpose eligible under section 5311
 - \$5 million will be allocated on a competitive basis
 - \$25 million will be allocated by formula

FTA Grant Programs

Section 5311: Rural Area Formula

- **Other Provisions**

- 15% must continue to be spent on Intercity bus unless Governor certifies needs are being met

- **Period of Availability**

- Year of apportionment plus 2

- **Resources:**

- Circular 9040.1F

http://www.fta.dot.gov/documents/FTA_C_9040.1F.pdf

Section 5337: State of Good Repair



FTA Grant Programs

Section 5337: State of Good Repair Program

- **Program Purpose**

- Provides capital assistance for replacement and rehabilitation projects of existing fixed guideway systems
- Funding is apportioned to fixed guideway systems open for at least 7 years with a minimum length of 1 mile

- **Eligible Project Type**

- Capital replacement and rehabilitation projects
- Preventive maintenance
- Any fixed guideway project in the UZA is eligible regardless of age

FTA Grant Programs

Section 5337: State of Good Repair Program

- **Major Changes from SAFETEA-LU**

- Projects that solely expand capacity or service are not eligible
- High-occupancy vehicle (HOV) lanes are no longer part of the definition for fixed-guideway systems
- There is a new definition for high-intensity motor buses, which is defined as public transportation that shares lanes with other HOV vehicles.

- **Other Provisions**

- State of Good Repair projects must be included in Transit Asset Management (TAM) plans after final rule is issued

- **Period of Availability**

- Year of apportionment plus 3

- **Resources:**

- Circular 9040.IF: http://www.fta.dot.gov/documents/FTA_C_9040.IF.pdf

Section 5339: Bus and Bus Facilities Formula



FTA Grant Programs

Section 5339: Bus and Bus Facilities Formula

- **Program Purpose**

- Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

- **Eligible Project Types**

- Capital Only
- Project examples: bus purchase, facility rehabilitation and construction, equipment
- Preventive Maintenance NOT ELIGIBLE

FTA Grant Programs

Section 5339: Bus and Bus Facilities Formula

- **Major Changes from SAFETEA-LU**

- Replaces the Section 5309 Bus and Bus Facilities Program.
- Converted to formula program
- Eligible applicants (to FTA)
 - Only 5307 Designated Recipients can make grant applications to FTA
- Eligible Sub-recipients
 - Public agencies or private nonprofit organizations engaged in public transportation
- Three pots of money:
 - Large Urban
 - Small UZA
 - National Distribution

FTA Grant Programs

Section 5339: Bus and Bus Facilities Formula

- **Other Provisions**

- Transferability

- Funds cannot be transferred across areas
 - Exception: National Distribution allocation
 - Up to State DOTs to suballocate
 - Then can be transferred to 5307 or 5311
 - Must be used consistent with requirements of 5339 (i.e. capital only)

- **Period of Availability**

- Year of apportionment plus 3

- **Resources:**

- FTA Circular 5100.1

http://www.fta.dot.gov/documents/FTA_C_9040.1F.pdf

2010 Census: FTA Program Implications



2010 Census = Significant Effect on FTA Formula Allocations

- ***FTA's Largest Program Affected - The Urbanized Area Formula Program (Section 5307)***
- **Statutory Formula** - The number of urbanized areas along with the population of the urbanized areas and other statutory formula factors, affects each area's share and ability to use funds for operating expenses
- **Effective FFY13** - 2010 census data applied beginning in FY13, consistent with statute

2010 Census: More Urbanized Areas & More People Living in Urbanized Areas

- **Present is not the Past** – Past growth in urbanized areas was met with growing funding levels (ISTEA, TEA-21, SAFETEA-LU)

Percent Change in Population & FTA Formula Funding : 1990-2010

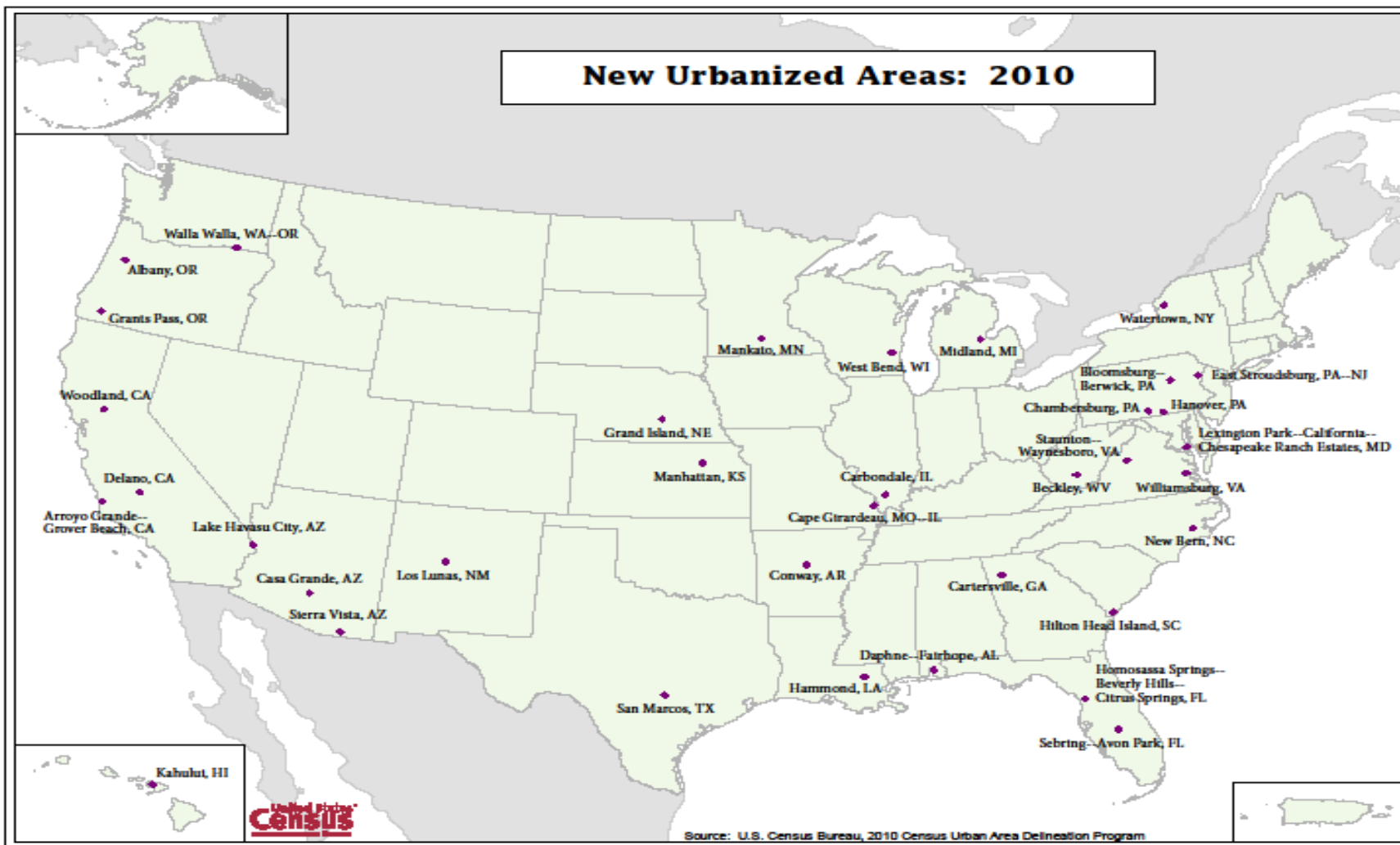
Area	Annual FTA Funding	Population
Non-urbanized Areas (5311 + 5340)	+ 721%	- 4%
Urbanized Areas (5307 + 5340 only)	+ 180%	+ 28%

- Note: Funding unadjusted for inflation
- **Frozen funding must support 32 additional Urbanized Areas** - The number of urbanized areas increased by 32, from 465 to 497 (Urbanized Areas defined as pop. over 50,000).
 - 36 new urbanized areas (four areas lost population and are no longer urbanized areas)
 - The U.S. population living in urbanized areas increased 12 percent.

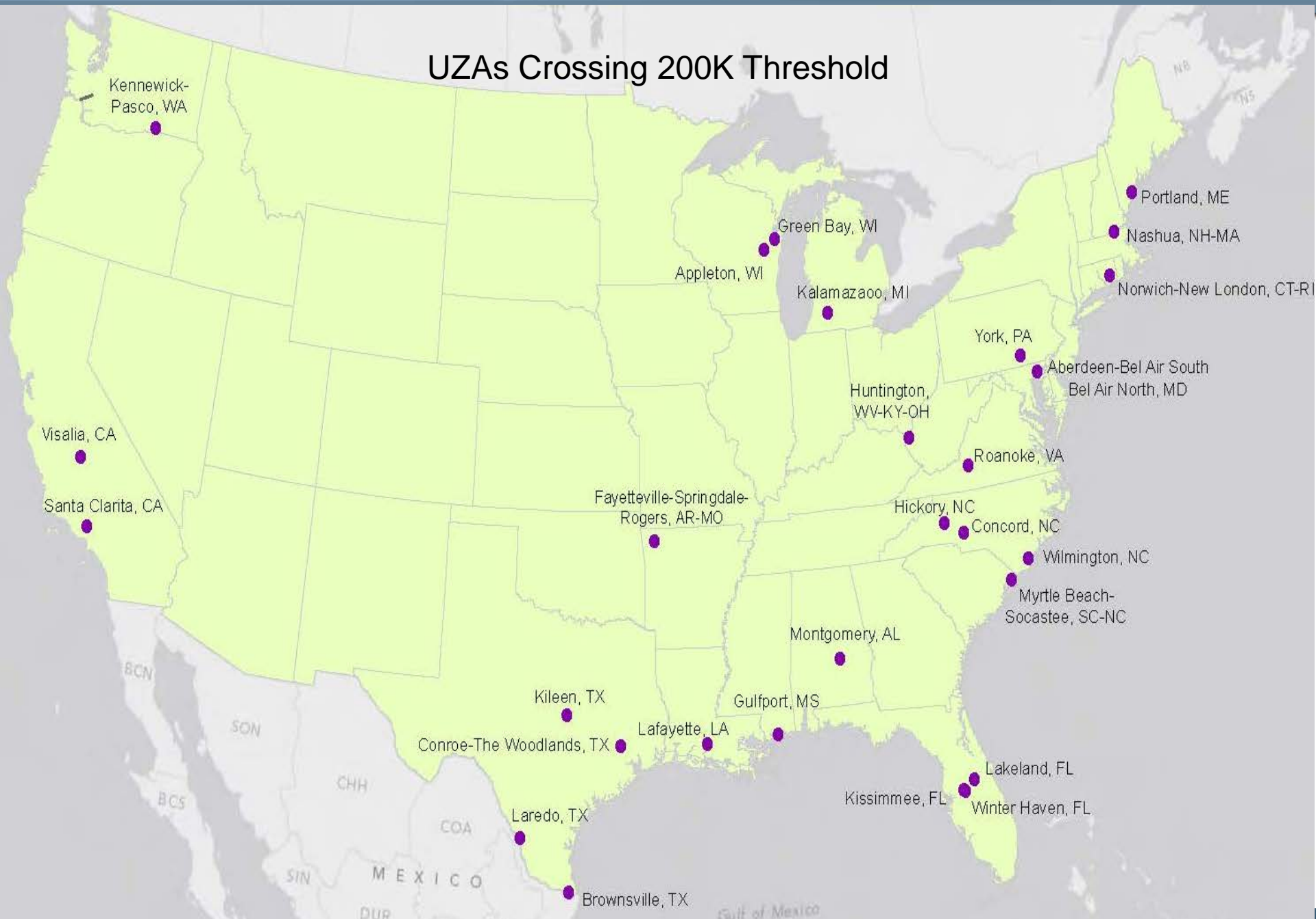
2010 Census

Important Definitions

- Urbanized Areas: An area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of the Department of Commerce.
 - Small Urbanized Area
 - An urbanized area (UZA) with a population of at least 50,000 but less than 200,000.
 - Large Urbanized Area
 - An urbanized area (UZA) with a population of at least 200,000 at the time of the last decennial census.
- Rural Area: An area encompassing a population of less than 50,000 people that has not been designated in the most recent decennial census as an “urbanized area” by the Secretary of the Department of Commerce.



UZAs Crossing 200K Threshold



2010 Census Impacts

Most Common Potential Scenarios

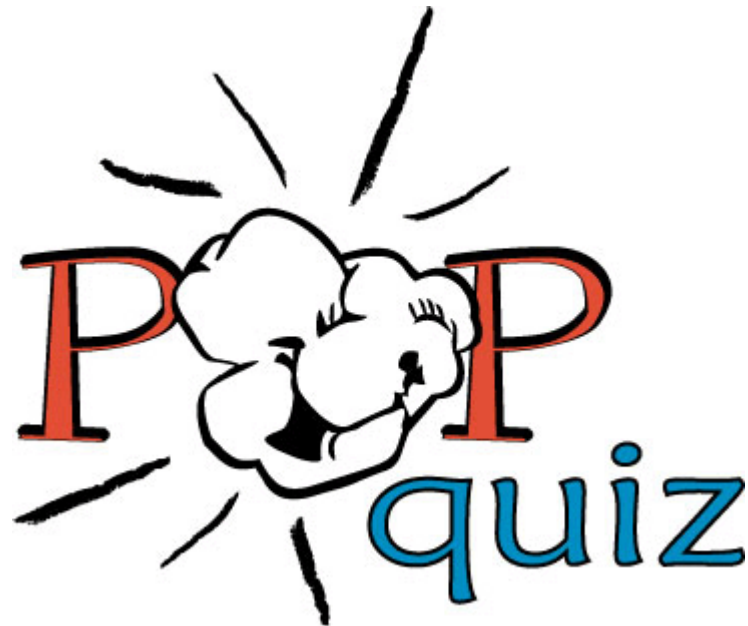
- New Large UZA
 - Wilmington, NC
 - Montgomery, AL
- New Small UZA
 - Cartersville, GA
 - Sebring-Avon Park, FL
- Areas absorbed into existing Large UZA
 - LaGrange, KY – Louisville, KY
 - Hernando, MS – Memphis, TN-MS-AR
- Areas absorbed into existing Small UZA
 - Darlington, SC – Florence, SC
 - Perry, GA – Warner Robins, GA

2010 Census Impacts

Important Steps for Affected Areas

- Involve yourself in MPO
 - Planning processes
 - Programming
- Designated Recipients (if applicable)
- Direct vs. Subrecipients
 - Public entities are eligible to be direct recipient
 - Private, non-profits must work through an eligible direct recipient.

Pop Quiz!!



Question #1

I. True or False:

FTA defines the boundaries of the urbanized areas for apportionment purposes.

False

Question # 2

2. What is the name of a US Census-defined area which contains a population of over 200,000?

Large UZA

Question # 3

3. Which FTA programs provide funds for State and MPO planning purposes?

Sections 5303/5304

Question #4

4. In what areas are operating expenses eligible under Section 5307?

Small UZAs or transit operators in large UZAs qualifying for the under 100 bus rule (Table 3A)

Question # 5

5. What is the minimum that must be spent on capital, non-profit projects benefiting elderly and individuals with disabilities under Section 5310?

55%

Question # 6

6. What type of expenses are newly eligible under the Section 5311 Program?

- a. Operating
- b. Capital
- c. Planning
- d. Preventive Maintenance
- e. None of the Above

C.

Question #7

7. Which newly created program under MAP-21 was adapted largely from the Section 5309 Fixed Guideway Modernization Program under SAFETEA-LU?

Section 5337 State of Good
Repair Program

Question # 8

8. True or False:

Preventive Maintenance is NOT an eligible expense under the Section 5339 Bus and Bus Facilities Formula Program.

True

Question # 9

9. What FTA programs absorbed the eligible activities previously eligible under the Section 5316 & 5317 Job Access Reverse Commute (JARC) and New Freedom Programs?

JARC – 5307/5311

New Freedom - 5310

Question #10

10. What has been the best presentation so far at the 2015 Southeastern Regional Transit Conference?

This one!

Questions?



Don't Forget the Survey!

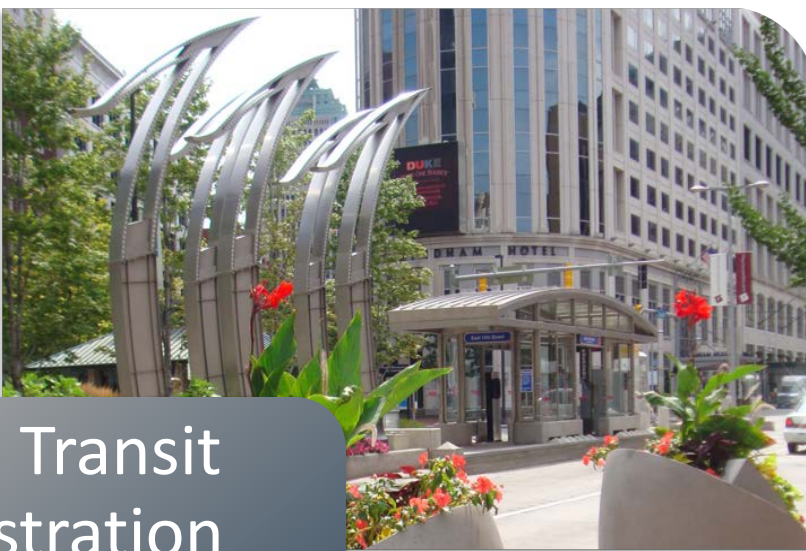
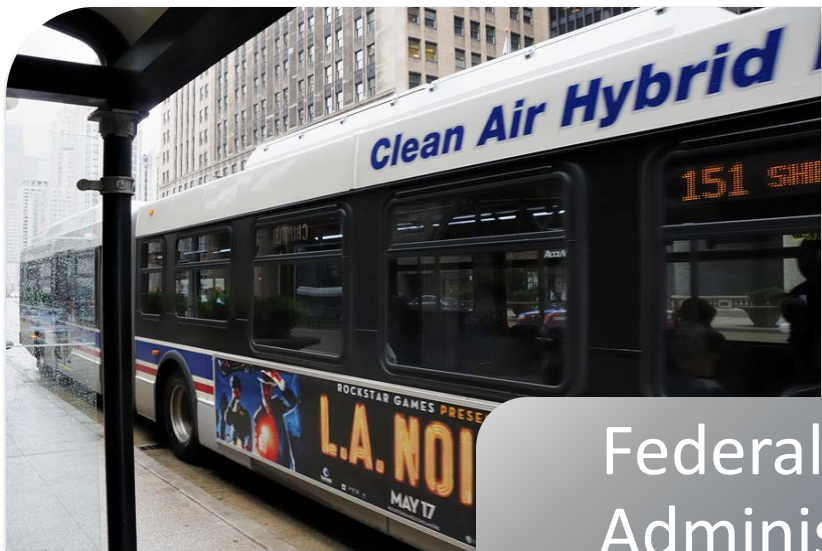
Please remember to complete the survey for this session by visiting the Guidebook App or

<http://goo.gl/forms/hhOzdnpmKK>

- Choose “Wed., 1:45 p.m. - FTA Programs Overview per MAP-21 Changes” from the dropdown list

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The logo for HNTB, featuring the letters "HNTB" in a bold, dark blue sans-serif font. The letter "H" has a small orange square on its left vertical bar.The logo for wendel, featuring a stylized graphic of three overlapping squares (blue, green, and dark blue) to the left of the word "wendel" in a dark blue, lowercase sans-serif font.The logo for HDR, featuring the letters "HDR" in a bold, dark gray sans-serif font.The logo for National RTAP, featuring the words "National RTAP" in a green sans-serif font, with "RTAP" being larger and bolder. To the right is a circular emblem divided into a blue upper half and a green lower half. Below the text is the phrase "Rural Transit Assistance Program" in a smaller green font.The logo for RouteMatch Software, featuring a stylized graphic of three interlocking cubes in blue and yellow to the left of the text "RouteMatch" in a blue sans-serif font, with "Software" in a smaller, italicized blue font below it.



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