

APPENDIX 5A

Federal Funding Programs

	FTA Authorization Fact Sheet Metropolitan and Statewide Planning Programs	
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Year	2005	2006	2007	2008	2009	Total
Metropolitan	\$60 M	\$79 M	\$82 M	\$88 M	\$94 M	\$403 M
Statewide	\$12 M	\$16 M	\$17 M	\$19 M	\$20 M	\$84 M
Total Planning	\$72 M	\$95 M	\$99 M	\$107 M	\$114 M	\$487 M

Purpose

To provide planning funds for Metropolitan Planning Organizations and State Departments of Transportation for Metropolitan Planning required under Section 5303 and Statewide Planning required under Section 5305.

Statutory References

49 U.S.C. Section 5303 – Metropolitan Planning

49 U.S.C. Section 5304 – Statewide Planning

49 U.S.C. Section 5305 – Planning Programs

Features

- Consolidates planning under a single section, funded from the Mass Transit Account of the Highway Trust Fund. It maintains the requirement for separate Transportation Plans and Transportation Improvement Programs, and requires certification of the planning process every four years.
- The Transportation Plan lays out long term transportation and environmental goals for a 20-year period. The Transportation Plan must be updated every four years (except in air quality attainment areas where the update cycle is every five years), and must relate to a 20-year forecast.
- The Transportation Improvement Program lists specific projects to be implemented over the next four years, and must be consistent with the Long-Range Transportation Plan.
- A new participation plan is established to afford parties who participate in the metropolitan planning process a specific opportunity to comment on the plan prior to its approval.
- The Transportation Plan and Transportation Improvement Program publication requirements are expanded and detailed.
- Additional detail is provided on consideration of environmental factors.
- Security is added as a planning factor.



FTA Authorization Fact Sheet Urbanized Area Formula Grants



	2005	2006	2007	2008	2009	Total
Basic Urbanized Formula (Section 5307)	\$3,593 M	\$3,432 M	\$3,570 M	\$3,872 M	\$4,119 M	\$18,586 M
Small Transit Intensive Cities (Section 5336j)	-	\$35 M	\$36 M	\$39 M	\$42 M	\$151 M
Urbanized Area Funding for High Density (Section 5340)	-	\$194 M	\$202 M	\$219 M	\$233 M	\$848 M
Growing States Urbanized Area Funding (68.9%) (Section 5340)	-	\$134 M	\$139 M	\$151 M	\$160 M	\$584 M
Total	\$3,593 M	\$3,794 M	\$3,947 M	\$4,281 M	\$4,553 M	\$20,169 M

Purpose

To provide grants for Urbanized Areas¹ (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund

Statutory References

49 U.S.C. Section 5307, 5340, and 5336 (j)

Features

- Operating Assistance for those Urbanized Areas that grew to be greater than 200,000 in population or became part of a larger urbanized area is grandfathered in phases (allows 50% of Section 5307 funding to be used for operating assistance in FY06, 25% in FY07, and completed phased out by FY08).
- Basic formula augmented by two new formula features
 - Same basic formula using population, population density, and level of transit service.
 - New Small Transit Intensive Cities formula for urbanized areas under 200,000 that provide more service per capital than do other comparable areas.
 - New Growing States and High Density States formula.
- Program requirements generally unchanged
 - Transit enhancements now are to be evaluated as part of the grantee certification process rather than set aside.
 - Expanded matching funds (non-DOT federal funds can be used as match).

¹ An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Census Bureau.



**FTA Authorization Fact Sheet
Bus and Bus Facility Grants**



Year	2005	2006	2007	2008	2009	Total
Total Bus	\$670 M	\$822 M	\$856 M	\$928 M	\$984 M	\$4,259 M
Trust Fund	\$586 M	\$822 M	\$856 M	\$928 M	\$984 M	\$4,175 M
General Fund	\$84 M	-	-	-	-	\$84 M
Ferry Boats	-	\$10 M	\$10 M	\$10 M	\$10 M	\$40 M
Fuel Cell Bus	-	\$11 M	\$12 M	\$13 M	\$13 M	\$49 M
Non-Urban	-	\$45 M	\$47 M	\$51 M	\$54 M	\$197 M
Intermodal Terminals	-	\$35 M	\$35 M	\$35 M	\$35 M	\$140 M
Bus Testing*	\$3 M	\$3 M	\$3 M	\$3 M	\$3 M	\$12 M

* - Bus Testing shifts from General Fund Discretionary to Trust Fund Formula in 2006.

Purpose

To provide funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters.

Statutory References

49 U.S.C. Sections 5309 and 5318

Features

Funds are allocated to specific projects in the statute. After a set-aside for Alaska and Hawaii, this section provides \$10 million per year for ferry boats and terminals. There is a separate Fuel Cell Bus program which is to be awarded to not more than three non-profit entities in geographically dispersed areas, after a public request for proposals. Intermodal Terminal bus projects are intended to include the Intercity Bus portions of such projects. This is in keeping with the addition of Intercity Bus facilities to the definition of a transit joint development project in Section 5302.



FTA Authorization Fact Sheet
Formula Program for Elderly Persons and Persons with Disabilities



Year	2005	2006	2007	2008	2009	Total
Mass Transit Account	\$83 M	\$112 M	\$117 M	\$127 M	\$133 M	\$572 M
General Fund	\$12 M					\$12 M
Total Formula Program for Elderly Persons and Persons with Disabilities	\$95 M	\$112 M	\$117 M	\$127 M	\$133 M	\$584 M

Purpose

Provides funding through a formula program to increase mobility for the elderly and persons with disabilities.

Statutory References

49 U.S.C. Section 5310

Features

- Funds allocated by formula to the States for capital costs of providing services to elderly persons and persons with disabilities.
- As in the past, States may sub-allocate funds to private non-profit organizations and to public agencies if they are designated to provide coordinated service.
- A new seven-state pilot program is established for fiscal years 2006 through 2009 to determine whether expanding eligibility to operating assistance would improve services to elderly individuals and individuals with disabilities. States are Wisconsin, Alaska, Minnesota, Oregon, and 3 other States to be selected by the Secretary. Up to 33 percent of each participating State's apportioned 5310 funds may be used for operating expenses. Secretary will require participants to collect data, and use Section 5310 operating funds to do so, for a report to Congress. Operating funds may not exceed 50 percent of operating costs less fares.
- Allows non-federal share to include amounts available for transportation from other federal agencies including Federal Lands Highway Program (section 204 of title 23).
- Increases coordination requirements by requiring that, beginning in FY 2007, projects be on a locally-developed human service transportation coordination plan. That planning process includes representatives of public, private, and nonprofit transportation and human services providers and the public.
- Allows up to 10% of funding to be used by State or local government authority for administrative expenses (including planning and technical assistance).
- Applies grant requirements of Section 5307 to the extent the Secretary determines appropriate.

- Allocation is made on the basis of the number of elderly and persons with disabilities in each state.



FTA Authorization Fact Sheet Other Than Urbanized Area Formula Program



	2005	2006	2007	2008	2009	Total
Formula Grants for Other Than Urbanized Areas (Section 5311)	\$251 M	\$388 M	\$404 M	\$438 M	\$465 M	\$1946 M
Growing State Apportionments (Section 5340) for rural (31.1%)		\$60 M	\$63 M	\$68 M	\$72 M	\$264 M
Total	\$251 M	\$448 M	\$467 M	\$506 M	\$537 M	\$2209 M

Purpose

Provides capital and operating assistance for rural and small urban public transportation systems.

Statutory References

49 U.S.C. Sections 5311 and 5340

Features

- Provides formula capital and operating grants to States for services in other-than-urbanized areas.
- New separate funding for Indian tribes.
- Twenty percent of Section 5311 funds are distributed through a new tier-based formula based on land area. The remaining 80 percent of funds is allocated by the existing formula based on population in other-than-urbanized areas. Funds are augmented by allocations from the Growing States Formula. Amounts above include both basic 5311 and 5340 funds for other than urbanized areas.
- Secretary approves a State plan based on equitable distribution of funds including to Indian Tribes, and ensuring maximum feasible coordination with other rural transportation services.
- States must consult with affected intercity bus service providers before certifying to the Secretary that intercity bus service needs of the State are being adequately met without making the 15 percent allocation of funds to such services.
- Codifies current practice by requiring the Secretary of Labor to use a Special Warranty to comply with the requirements of Section 5333(b) (labor protections).
- The share for capital projects is 80 percent federal; for operating costs the share is 50 percent federal. Applies the sliding scale federal match under section 120(b) of title 23, United States Code, for cases in which a state has a very high percentage of federal lands; for operating projects the share is 5/8th of the sliding scale share for capital projects.
- To encourage coordination among federal agencies that provide transportation services, the matching funds may be provided from federal agencies other than the Department of Transportation. Federal Lands Highway funds, though part of the Department of Transportation, may also be used as matching funds.

- The rural transit assistance program (RTAP) is funded with a 2 percent set-aside of the section 5311 grant funds, rather than from the Research program, as in current law. Up to 15 percent (of the 2 percent) may be used for RTAP projects of a national scope to sustain ongoing national activities.
- Recipients of Section 5311 funds must submit annual data on service levels, costs, and revenues to the National Transit Database. These requirements will be tailored to the smaller size of the typical public transportation system in rural areas, while still providing enough information to judge the condition and performance of rural public transportation services.

		FTA Authorization Fact Sheet Public Transportation on Indian Reservations					
Year	2005	2006	2007	2008	2009	Total	
Other-than-Urbanized Set Aside for Public Transportation on Indian Reservations		\$8 M	\$10 M	\$12 M	\$15 M	\$45 M	

Purpose



To provide public transportation on Indian reservations through a set aside of Other-Than-Urbanized Area Program funds for direct grants to Indian Tribes.

Statutory References

49 U.S.C. Section 5311(c)

Features

- Sets aside funding from the Other-Than-Urbanized Area Program (Section 5311) before allocation of funds to the States.
- Allocations of the set-aside and terms and conditions for awarding grants to be determined after outreach to stakeholders.
- States must continue to provide a fair distribution of State formula funds, including to Indian reservations.

		FTA Authorization Fact Sheet Job Access and Reverse Commute					
Year	2005	2006	2007	2008	2009	Total	
JARC Mass Transit Account	\$108 M	\$138 M	\$144 M	\$156 M	\$165 M	\$711 M	
JARC General Fund	\$16 M	-	-	-	-	\$16 M	
Total	\$124 M	\$138 M	\$144 M	\$156 M	\$165 M	\$727 M	

Purpose

To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

Statutory References

49 U.S.C. Section 5316

Features

- The program, which was an uncodified provision of TEA-21, is codified in Section 5316 of Title 49, United States Code. The program is now entirely funded from the Mass Transit Account of the Highway Trust Fund, but was partially funded with General Funds in 2005 from the extension of TEA-21.
- This is a formula program instead of a discretionary program as was the case in TEA-21. Formula allocations are based on the number of low-income persons.
 - 60% of funds go to designated recipients in areas with populations over 200,000
 - 20% of funds go to States for areas under 200,000
 - 20% of funds go to States for non-urbanized areas
 - States may transfer funds between urbanized and non-urbanized area programs
- States and designated recipients must select grantees competitively.
- Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.
- 10 percent of funds may be used for planning, administration and technical assistance.
- Sources for matching funds are expanded (non-DOT Federal funds can be used as match) to encourage coordination with other programs such as those funded by the Department of Health and Human Services.



FTA Authorization Fact Sheet New Freedom Program



Year	2005	2006	2007	2008	2009	Total
New Freedom		\$78.0M	\$81.0M	\$87.5M	\$92.5M	\$339.0M

Purpose

To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.

Statutory References

49 U.S.C. Section 5317

Features

- Funds allocated through a formula based upon population of persons with disabilities.
- Allocations to designated recipients in areas over 200,000 (60%), to States for areas under 200,000 (20%) and non-urbanized areas (20%); States may transfer funds to urbanized or non-urbanized area programs as long as funds are used for New Freedom Program purposes.
- States and designated recipients must select grantees competitively.
- Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.
- Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.
- 10 percent of funds may be used for planning, administration and technical assistance.