

FTA

FEDERAL TRANSIT ADMINISTRATION

2016 “Guide to Grants” Seminar
Shelton State
Community College
Tuscaloosa, AL
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FTA Funding Opportunities

David Powell, General Engineer/Program Manager



U.S. Department of Transportation
Federal Transit Administration



FTA Region IV Overview



Legislative Authority

- FTA is part of U.S. DOT
- U.S. DOT is part of the Executive Branch
- Congress delegates to executive agencies authority to carry out programs
- FTA's programs are authorized in the Federal Transit Act, as amended most recently by SAFETEA-LU (49 USC Ch 53)

Legislative Authority

- Congress has given the FTA Regulatory Authority in the passing of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the passing of the Fixing America's Surface Transportation (FAST) Act for the following programs:
 - Oversee the Safety of Public Transportation Systems through out the United States
 - Establish Requirements for Transit Asset Management on our Nation's Public Transportation Systems

Fixing America's Surface Transportation Act (FAST Act)

- Signed into law by President Obama on December 4, 2015
- Effective Date of October 1, 2015 Applies new program rules to ALL FY16 funds
- Authorizes transit programs for five years (FY16-FY20), through September 30, 2020

Highlights of Grant Program Changes

New

- Bus and Bus Facilities Discretionary Grants (5339(b))
- Expedited Project Delivery for CIG Pilot Program (Subsection 3005(b) of FAST)
- Pilot Program for Innovative Coordinated Access & Mobility (Subsection 3006(b) of FAST)

Repealed

- Bicycle facilities (5319)
- Pilot Program for Expedited Project Delivery (Subsection 20008(b) of MAP-21)

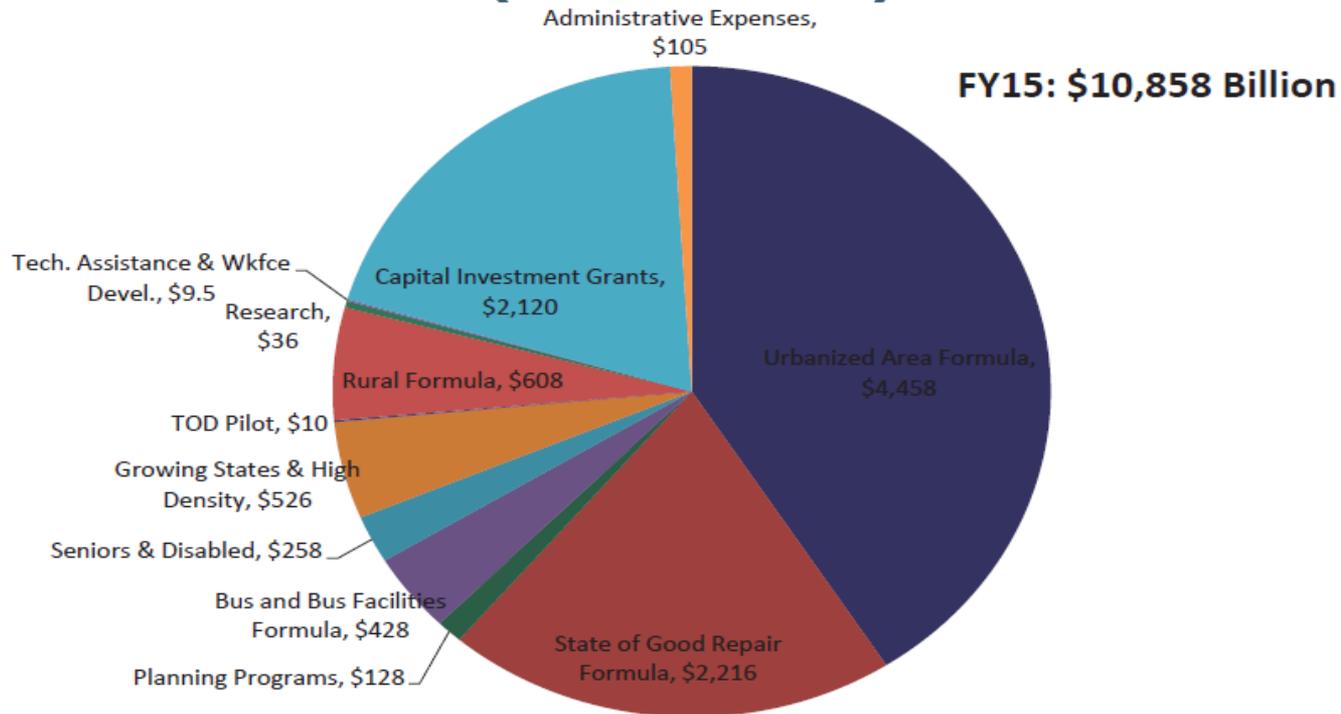
Consolidated

- Public Transportation Innovation (Research & TCRP) (5312)
- Technical Assistance & Workforce Development (5314)

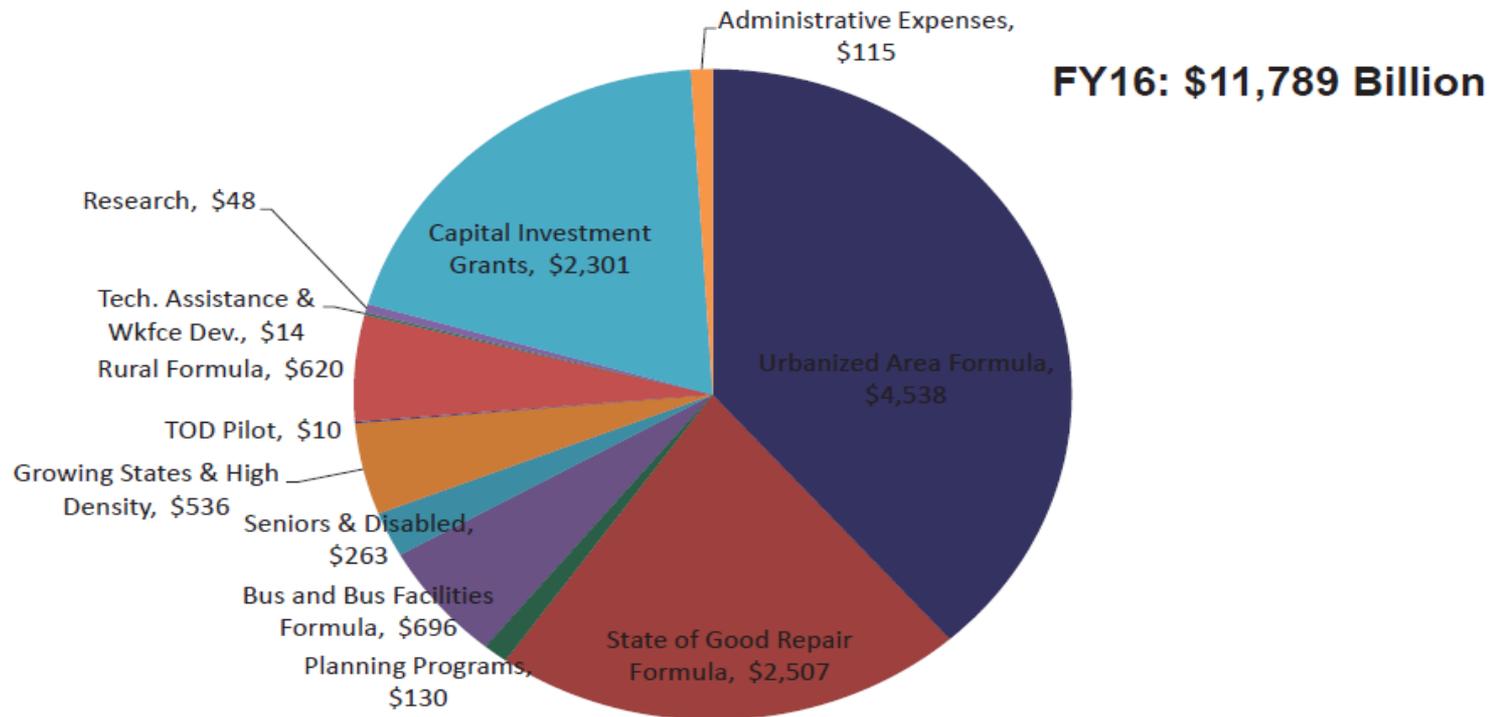
Modified

- Planning (5303/5304)
- Urbanized Area Formula (5307)
- Fixed Guideway Capital Investment Grants (5309)
- Elderly & Disabled (5310)
- Formula Grants for Rural Areas (5311)
- Public Transportation Safety Program (5329)
- State of Good Repair (5337)
- Bus and Bus Facilities (5339(a))

Previously Authorized Funding (MAP-21)



FAST Act Authorized Funding



FTA Organization

- Approximately 550 staff
- HQ in Washington DC + 10 Regional Offices



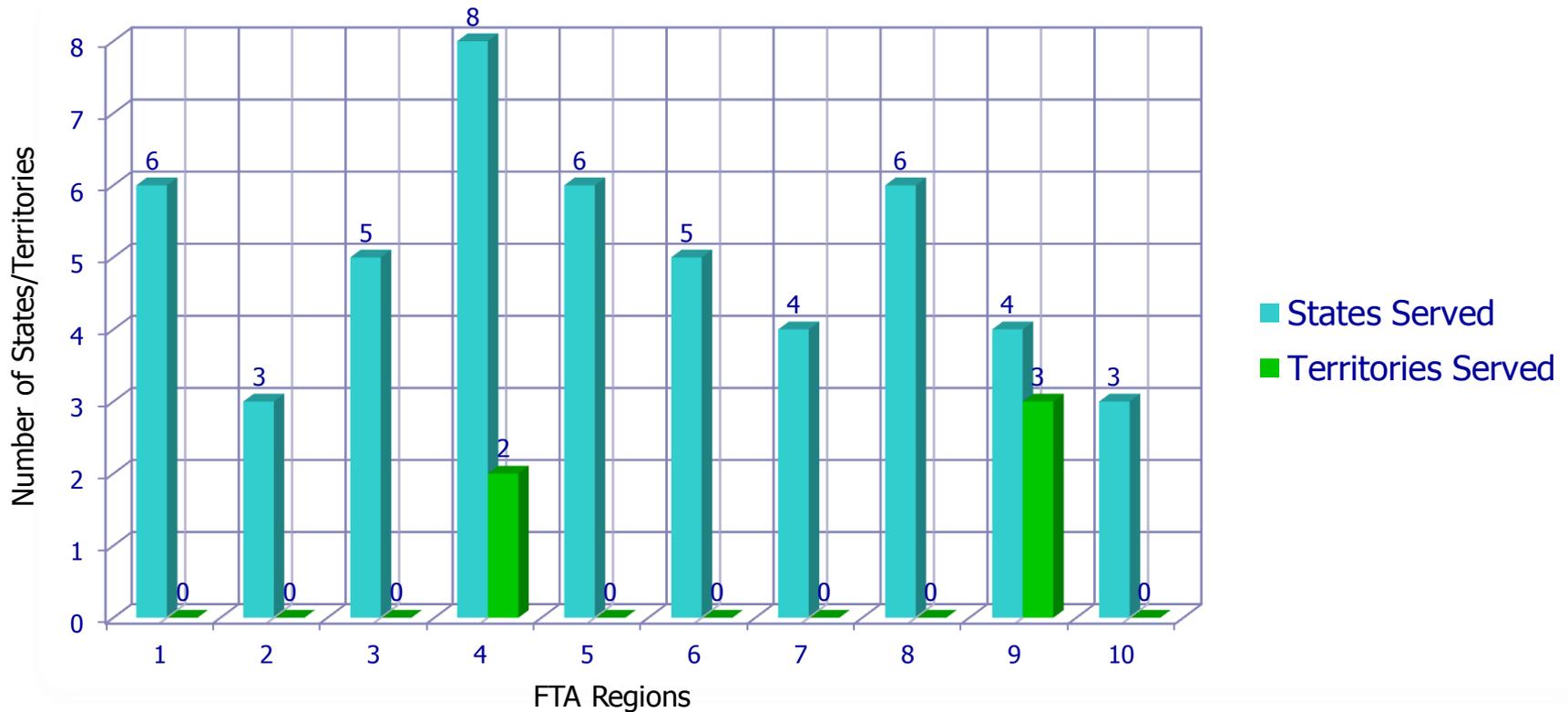
FTA Organization

- 8 States and 2 U.S. Territories



FTA Regional Comparison

States/Territories Served by FTA Regions



Grant Awards

Region IV FY 2015 Grant Awards			Region IV FY 2014 Grant Awards		
State	# of Grants	Amount	State	# of Grants	Total Amount
Alabama	23	\$64,476,011	Alabama	22	\$54,185,247
Florida	120	\$483,008,286	Florida	108	\$506,420,042
Georgia	37	\$212,430,116	Georgia	35	\$212,805,190
Kentucky	26	\$67,302,465	Kentucky	19	\$54,741,209
Mississippi	12	\$29,443,576	Mississippi	13	\$39,737,860
North Carolina	69	\$245,725,150	North Carolina	67	\$300,364,138
Puerto Rico	25	\$64,655,596	Puerto Rico	29	\$102,611,267
South Carolina	32	\$36,274,163	South Carolina	26	\$40,135,348
Tennessee	62	\$87,745,521	Tennessee	47	\$95,555,197
Virgin Islands	-	\$0	Virgin Islands	2	\$4,215,737
TOTAL	406	\$1,291,060,884	TOTAL	370	\$1,411,766,021

Major FAST Act Features

- Provides steady and predictable funding for five years, with an increase of ~\$1 Billion per year to the transit program
- Re-Introduces a Discretionary Bus Program
- Phases in increased Buy America requirements, up to 70% by Fiscal Year 2020
- Includes changes to the Workforce Development Program
- Targets funding increases towards improving state of good repair and the bus program
- Funds Transit Research from both the Trust & General Fund
- Streamlines Vehicle Procurement & Leasing

FTA Grant Programs

MAP-21 Formula Programs

- 5303/5304 Metropolitan & State Wide Planning Program
- 5307 Urbanized Area Formula Program
- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311 Rural Area Formula Program
- 5337 State of Good Repair Program
- 5339 Bus and Bus Facilities
- FTA/US DOT Discretionary Programs

Section 5303/04: Metropolitan and Statewide Planning



FTA Grant Programs

Section 5303/5304

- **5303 – Metropolitan Planning Program**
 - Supports a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan level.
- **5304 – Statewide Planning Program**
 - Supports a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the state level.
- **Major Changes with**
 - Adds resiliency and intercity bus into planning
 - Clarifies role of transit agency representatives on MPO Boards
- **Eligible Recipients**
 - Planning Only
 - State DOTs and MPOs (through DOTs)
- **Funding: \$130.7M (FY16) - Period of Availability = Year +3**

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/FAST Act Changes**
 - Capital, Operating, and Planning
 - Job Access and Reverse Commute type projects are eligible for operating assistance
 - 100 Bus rule was modified to include non-ADA general population demand response
 - Allows 20% of allocation to be used for operations of ADA paratransit
 - Eliminates requirement to spend 1% of 5307 funds on Associated Transit Improvements
 - Funding: \$4.53 Billion (FY16) Authorized; Period of Availability = year +5

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 with MAP-21/FAST Act

- Allows agencies that provide transit service to be direct recipients
- 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)
- Funding: \$263 Million (FY16); Period of Availability = year +2

Section 5311: Rural Area Formula Program



FTA Grant Programs

Section 5311: Non-Urbanized Area Formula

- **Program Purpose**

- Grants to rural areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- 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
- Rural Transportation Assistance Program – training and technical assistance projects

FTA Grant Programs

Section 5311: Non-Urbanized Area Formula

• **Major Changes with MAP-21/FAST Act**

- 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
- Allows advertisement & concessions revenue as local match
- Funding: \$620 Million (FY16); Period of Availability = year +2

FTA Grant Programs

Section 5311: Non-Urbanized Area Formula

- **Major Changes with MAP-21/FAST Act (Cont.)**
 - 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

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 with MAP-21/FAST Act**
 - 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
- **Funding:** \$2.5 Billion (FY 16); Period of Availability = year +5

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 with MAP-21**

- 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 FAST Act Changes:

- **Funding:** \$427.8 Million (FY 16); Period of Availability = year +3
- \$213 Million will be distributed through formula program
- Bus Discretionary Program re-established; \$268M in FY 16, applications were due on Friday, May 13, 2016
- \$55M set-aside for Low or No Emission Bus Deployment competition; applications were due on Friday, May 13, 2016

Discretionary Programs

- **Mobility On Demand (MOD) Sandbox Demonstration Program**
 - \$8 Million (FY16) “The last mile”; applications due by July 5, 2016
 - Personal Mobility is rapidly changing and this program is looking for new technologies to address the social change in mobility
- **US DOT Fiscal Year 2015 TIGER VIII**
 - Final Applications were due April 29, 2016
 - \$500M Appropriated; Infrastructure projects that provides economic improvements, improves access to disconnected urban and rural communities, and affordable transportation to employment and education centers
- **Fixed Guideway Investment Grants (5309)**
 - \$2.3 Billion Authorized per year to 2020
 - New Starts: 60% max 5309 share with up to 80% federal share from other sources
 - Small Starts: Raises the total project cost threshold to \$300 Million and raises max 5309 share to \$100M
 - Changed definition of corridor based BRTs to eliminate weekend service requirements.

Safety and Transit Asset Management ANPRM

- FTA is in the process of developing National Proposed Rule Making (NPRM)
- FTA will issue separate NPRMs to implement the requirements of:
 - The National Safety Plan
 - The Transit Agency Safety Plan
 - The Safety Certification Training Program
 - The National Transit Asset Management System

Safety Regulatory Authority

TSO is developing four rules to implement the requirements of MAP-21:

National Safety Plan

- Establishes SMS as foundation for FTA's safety regulatory framework
- Develops safety performance criteria and definition for State of Good Repair (SGR)

Transit Agency Safety Plan

- Introduces SMS into practice
- Agencies set performance targets for safety and SGR based on requirements in the National Safety Plan

Safety Certification Training Program

- Introduces SMS concepts and provides training
- Improves technical competencies of safety oversight professionals

State Safety Oversight (SSO) Program

- Establishes new requirements for SSO Programs
- Integrates SMS and provides technical assistance to implement MAP-21 requirements

Alabama UZAs

- Large UZAs (POP 200K – 1M)
 - Birmingham, AL
 - Columbus, GA-FL
 - Huntsville, AL
 - Mobile, AL
 - Montgomery, AL
 - Pensacola, FL-AL
- Small UZAs (POP 50K – 199K)
 - Anniston-Oxford, AL
 - Auburn, AL
 - Daphne-Fairhope, AL
 - Decatur, AL
 - Dothan, AL
 - Florence, AL
 - Gadsden, AL
 - Tuscaloosa, AL

Region IV Office / Partnership

Alabama FTA Contacts:

- UZAs
 - Pre Award - Planning, NEPA, Grant Making
 - Abigail Rivera, Community Planner, abigail.rivera@dot.gov, 404.865.5624
 - Post Award - Grant and Project Management, Oversight
 - Emmanuel Ramos, General Engineer, emmanuel.ramos@dot.gov, 404.865.5627
- DOT
 - ALDOT
 - Andres Ramirez, General Engineer, andres.ramirez@dot.gov, 404.865.5611

My Contact Information

David S. Powell, P.E.

General Engineer

US Department of Transportation

Federal Transit Administration, Region IV

230 Peachtree Street, NW, Suite 1400

Atlanta, GA 30303

Phone: (404) 865-5628

Fax: (404) 865-5605

E-mail: David.Powell@dot.gov

Questions?

