



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Transit Finance Working Group

DATE: February 4, 2015

FR: Glen Tepke

RE: FTA Reauthorization Issues

The short-term extension of the MAP-21 federal transportation authorization expires on May 31, 2015, and Congress is expected to take up a reauthorization bill (or another extension of MAP-21) over the next few months. Following is a list of FTA-related reauthorization issues that MTC is considering advocating for in the upcoming debate. These specific policy issues are in addition to the overarching goal of maximizing funding for transit programs in the next reauthorization. Staff seeks the input of TFWG members on these priorities, and other issues members think MTC should consider. The issues are listed in order of the relevant section of statute, not in priority order. Staff also seeks TFWG input on which issues should be the highest priorities.

In all cases, the goals of the proposed positions are to stabilize or maximize funding to the region, reduce administrative burdens, align federal program eligibility with regional priorities, or a combination of these goals.

1. Section 5307 Urbanized Area Formula Program –Small Transit-Intensive Cities (STIC)

Eliminate the STIC portion of the 5307 apportionment formula or reduce the percentage of 5307 funds that are apportioned by the STIC formula (currently 1.5%). Rationale:

- The region generally does not do well on the STIC formula and would receive more 5307 apportionments if all of the 5307 appropriations were apportioned by the regular 5307 formula.
- The results of the STIC formula have been volatile, with large fluctuations in the amount of STIC funding received by individual urbanized areas from year to year, which reduces the incentive for transit operators to provide high levels for service, undercutting the purpose of the STIC formula, and makes budgeting and capital planning more difficult. The table below shows the number of STIC performance measures on which the four Bay Area small urbanized areas that received STIC funds from 2010 to 2014 were above the national average:

Urbanized Area	2010	2011	2012	2013	2014
Fairfield	1	1	0	0	0
Napa	0	0	0	2	0
Vacaville	1	2	2	0	0
Vallejo	0	0	0	5	0

2. Section 5307 Urbanized Area Formula Program –Job Access and Reverse Commute (JARC)

- Transfer JARC funding and project eligibility from Section 5307 to the Section 5310 Enhanced Mobility of Seniors and Individuals With Disabilities Program to improve the region’s ability to implement the priorities and strategies identified in its Coordinated Public Transit-Human Services Transportation Plan. The structure of 5310 is better suited for nonprofit and local government subrecipients that are not transit operators than 5307.
- Alternatively, revise Section 5307 to exempt subrecipients from non-peak discount and NTD reporting requirements if they are receiving Section 5307 funds only for JARC purposes to reduce the administrative burden on non-transit operator subrecipients.

3. Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals With Disabilities Program

Three alternatives:

- Extend the requirement to select designated recipients for large urbanized areas to small urbanized areas, and provide separate apportionments for small urbanized areas, to expand the role of locally determined priorities in programming funds
- Preserve the current structure of the 5310 program, including the requirement to select designated recipients for large urbanized areas, and separate apportionments for large urbanized areas.
- Return to the SAFETEA structure of separate 5310 and 5317 (New Freedom) programs, with designated recipients administering 5317 in large and small urbanized areas, so regional agencies have control over a funding source that can be used to implement their locally determined human services transportation priorities.

4. Section 5337 State of Good Repair Program – High Intensity Motorbus Apportionment Formula

- Revise the statute to specify that bus service provided in toll lanes with free access for public transit buses is included in the High Intensity Motorbus apportionment formula.

5. Section 5337 State of Good Repair Program –High Intensity Motorbus Funds

- Revise the Section 5337 statute to clarify that SGR funds apportioned by the HIM formula may be spent on any eligible HIM or fixed guideway project.

6. Section 5339 Bus & Bus Facilities Program

- Repeal Section 5339 and combine its funding with Section 5307 to maintain funding for bus capital projects while reducing the administrative burden for designated and direct recipients.
- Alternatively, revise the statute to clarify that transit operators, the direct recipients of other FTA grants, may be the direct recipients of Section 5339 funds.

7. Section 5340 Growing and High-Density States

- Repeal Section 5340 and add its funding to the authorization for Section 5307.