

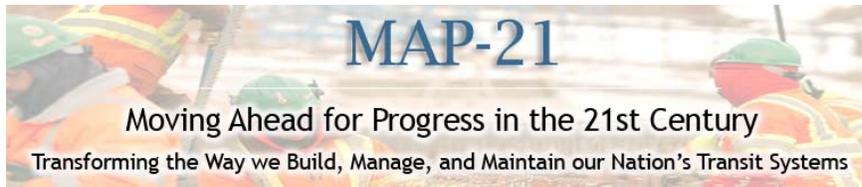
Section 5307 – Urbanized Area Formula Program

- **Program 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
 - 30.09.03: Special Rule – Operating Assistance /1 – 75 Buses
 - 30.09.04: Special Rule _ Operating Assistance/76 – 100 Buses
 - JARC service or route
- **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 transportation 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.
- **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.
- **Period of Availability**
 - Year of apportionment plus 5

Resources:

MAP-21 Interim Guidance: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>

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

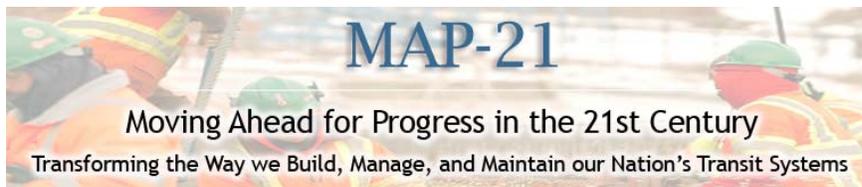


Section 5311 – Rural Area Formula Program

- **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
 - JARC projects should be added under the 646-00 Scope
 - Rural Transportation Assistance Program – training and technical assistance projects
- **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
 - 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
- **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:

MAP-21 Interim Guidance: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>

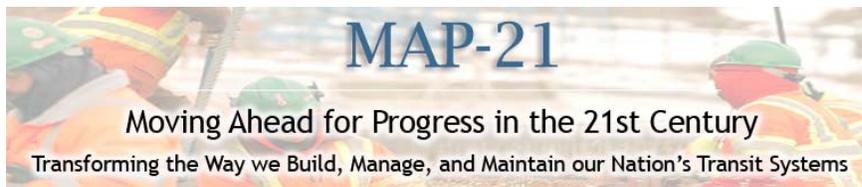


Section 5337 – State of Good Repair Program

- **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
- **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:

MAP-21 Interim Guidance: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>

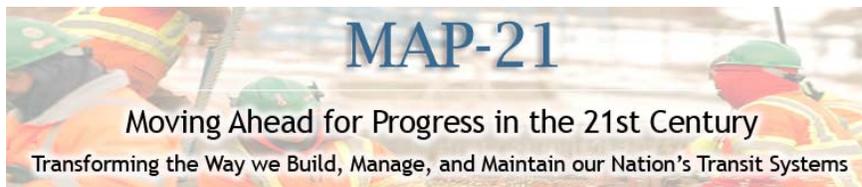


Section 5339 - Bus and Bus Facilities Program

- **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
- **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
 - Designated Recipient determines distribution
 - Small UZA
 - Statewide pot; state determines distribution
 - National Distribution
 - Statewide pot; state determines distribution
- **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:

MAP-21 Interim Guidance: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>

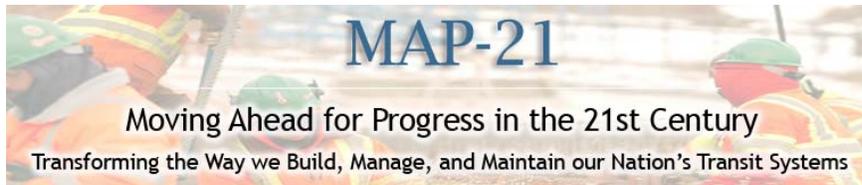


Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program

- **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.
- **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
- **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
- **Other Provisions**
 - State/Program Management Plans required
 - Programs 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:

MAP-21 Interim Guidance: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>



Section 5303, Section 5304 – Metropolitan and Statewide Planning

- **Program Purpose**
 - Support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan or state level.
- **Eligible Project Types**
 - Planning only
 - State DOTs apply to FTA for funds and sub-allocate to metropolitan planning organizations (MPOs)/rural areas.
- **Major Changes from SAFETEA-LU**
 - No changes to the programs themselves, however, there are new general planning requirements set forth in MAP-21
 - Transportation plans and transportation improvement programs must be developed through a performance-driven, outcome-based approach to planning.
 - MPOs must establish performance targets in coordination with the state, and public transportation performance measures in coordination with providers of public transportation, to ensure consistency with performance targets related to transit asset management and transit safety.
 - MPO plans must include performance targets that address performance measures and standards and a System Performance Report.
 - Within two years, MPOs in urbanized areas designated as transportation management areas must include transit officials on their policy boards.
- **Other Provisions**
 - For Metropolitan planning funds the allocation formula used by the State DOTs must be reaffirmed or developed in consultation with MPOs based on the 2010 Census. Any changes must be approved by FTA
- **Period of Availability**
 - Year of apportionment plus 3

Resources:

MAP-21 Interim Guidance: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf>