Seamless Regional Transit
Fort Bend County to Downtown Houston
Impacts of MAP-21

Stakeholder’s Meeting
September 16, 2013
All relevant information and materials will be available via the project website:

www.tti.tamu.edu/group/transit-mobility/commuteworkgrp/
Demand for Park & Ride Service
Preferred Options to Meet Demand

4. • New FBC Transit route (direct to downtown)

5. • New METRO route (direct to downtown)
# Local Share Needed for Service

## Operator

<table>
<thead>
<tr>
<th>Operator</th>
<th>Annual Local Match (Range Based on Risk Assessment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FBC Transit</td>
<td>$212 - $709k</td>
</tr>
<tr>
<td>METRO</td>
<td>Subject to METRO Board Policy; higher local cost</td>
</tr>
</tbody>
</table>

**Operating Expense (with vehicle)** - **Fare Revenue** = **Total Funds Needed** = **Federal Funds (if eligible)** + **Local Share "Match"**
Allocation to Local Operators

Houston UZA Apportionment
$68,900,000

- METRO Allocation
- Harris County Transit Allocation
- FBC Transit Allocation
Moving Ahead for Progress in the 21st Century
MAP-21
Signed into law July 6, 2012
Effective October 2012 (fiscal year 2013)
Authorizes programs for two years, through September 2014
U.S. Department of Transportation
  Federal Transit Administration (FTA)
  Federal Highway Administration (FHWA)
Authorization $52.5B annually

- Highway: 40.4
- Transit: 10.6
- Other: 1.5
MAP-21 Authorized Funding

FY 2013 Authorized Funding = $10.578 Billion

- Urbanized Area Formula Grants, $4,398
- State of Good Repair Grants, $2,136
- New Starts/Core Capacity, $1,907
- Bus and Bus Facilities Formula Grants, $422
- Rural Formula Grants, $600
- Growing States and High Density States Formula, $519
- National Transit Institute, $5
- National Transit Database, $4
- Enhanced Mobility of Seniors and Individuals with Disabilities, $255
- Planning, $127
- Administrative Expenses, $104
- Research, TCRP, Bus Testing, $80
- Technical Assistance/Human Resources, $12
- TOD Pilot, $10
Census 2010 and Transit Funding

- Decennial Census is the basis for defining Urbanized and Non-Urbanized (Rural) areas
- Federal Transit Administration (FTA) funds are apportioned by formula to Urbanized areas (UZA) and Rural areas
- Texas defines eligibility for State transit funding by characteristics of the urbanized area
  - Rural Areas
  - Urban Areas NOT included in UZA with Transit Authority
Houston UZA and FBC Growth 2000 to 2010

<table>
<thead>
<tr>
<th>Urban/Rural Population, Census 2000 and 2010 for Houston UZA, TX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Census 2000</td>
</tr>
<tr>
<td>Number</td>
</tr>
<tr>
<td>HOUSTON UZA</td>
</tr>
<tr>
<td>Houston UZA</td>
</tr>
<tr>
<td>Percent of UZA</td>
</tr>
<tr>
<td>Non-Urbanized (Rural)</td>
</tr>
<tr>
<td>County Total</td>
</tr>
</tbody>
</table>

FORT BEND COUNTY
FTA Formula Funding

FTA

State DOT
  - Small Urban
  - Rural Areas

Large Urban Area
  - Designated Recipient
  - Direct Recipients
FTA Formula Funding

FTA

- TxDOT
  - Fort Bend County (Rural areas)
- Houston UZA
  - Houston METRO
  - Fort Bend & Harris County (Urban areas)
## MAP-21: Federal Transportation Authorization

<table>
<thead>
<tr>
<th>Section</th>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5307</td>
<td><strong>Urbanized Area Formula Program</strong></td>
<td>Formula funding to urban areas for capital costs, maintenance, and some operating expenses. Funds may be used for Job Access Reverse Commute.</td>
</tr>
<tr>
<td>5337</td>
<td><strong>State of Good Repair Formula Program</strong></td>
<td>Formula funding for fixed guideway systems more than seven years old and high intensity motorbus programs.</td>
</tr>
<tr>
<td>5339</td>
<td><strong>Bus and Bus Facilities Formula Program</strong></td>
<td>Formula funding for states and transit agencies for purchase, rehabilitation, and repair of buses and bus related facilities.</td>
</tr>
<tr>
<td>5309</td>
<td><strong>New Starts/Core Capacity Fixed Guideway Capital Investments</strong></td>
<td>Discretionary funding for Core Capacity, BRT, Fixed Guideway, and Small Starts projects.</td>
</tr>
</tbody>
</table>
## MAP-21: Federal Transportation Authorization

<table>
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<tr>
<th>Section</th>
<th>Program</th>
<th>Houston UZA FY 2013 Apportionment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5307</td>
<td>Urbanized Area Formula Program</td>
<td>$68.9M</td>
</tr>
<tr>
<td>5337</td>
<td>State of Good Repair Formula Program</td>
<td>$9.3M</td>
</tr>
<tr>
<td>5339</td>
<td>Bus and Bus Facilities Formula Program</td>
<td>$7.5M</td>
</tr>
<tr>
<td>5309</td>
<td>New Starts/Core Capacity Fixed Guideway Capital Investments</td>
<td>$189M (Full funding agreement)</td>
</tr>
</tbody>
</table>
METRO receives $1.4M less funding under Section 5307 Urban Formula funds despite significant population growth due to loss of HOV benefit.
“100 bus rule” only small fixed route operators can use funds for operating

“Attributable share” determined by percent of all operators in UZA revenue hours

Caps eligible use of operating allocation at 75% (for <75 buses in peak)
## Urbanized Area Formula (5307)

<table>
<thead>
<tr>
<th>System Operator</th>
<th>Houston UZA Section 5307 Formula Funds 2013</th>
<th>Annual Vehicle Revenue Hours (2011)</th>
<th>Percent of Apportionment Attributable based on Vehicle Revenue Hours</th>
<th>Fixed Route Buses in Peak (2011)</th>
<th>Limit by No. of Buses (&lt;75)</th>
<th>FY 13 Maximum Amount of Section 5307 Operating Assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Bend Transit</td>
<td>$68,835,656</td>
<td>73,000</td>
<td>1.634%</td>
<td>18</td>
<td>75%</td>
<td>$843,400</td>
</tr>
<tr>
<td>Harris Co Transit</td>
<td>$68,835,656</td>
<td>37,000</td>
<td>0.885%</td>
<td>3</td>
<td>75%</td>
<td>$457,100</td>
</tr>
</tbody>
</table>
State of Good Repair (SOGR) (5337)

METRO receives $4M less funding under the SOGR program than under the former Fixed Guideway Modernization.
Bus and Bus Facilities Formula (5339)

**SAFETEA-LU**
- Discretionary program Section 5309
- Larger program
- Houston UZA FY 2012 apportionment $11.1M

**MAP-21**
- Formula program Section 5339
- Smaller program
- Houston UZA FY 2013 apportionment $7.5M

METRO receives $3.6M less funding under the Bus and Bus Facilities Formula Program in 2013 than under the Discretionary Program in 2012.
New Starts/Core Capacity
Fixed Guideway Capital Investments (5309)

SAFETEA-LU
- Discretionary program
- 16 projects authorized at $1.9 B

MAP-21
- Discretionary program
- Adds Core Capacity Projects
- 19 projects authorized at $1.8 B

METRO faces increased competition for New Starts. The Fixed Guideway Capital Investment Program funds more projects with fewer resources.
MAP-21 means less funding, less flexibility, and increased competition for funds. Local providers are working together to address transit needs.

Possible Next Steps:

• Modify MAP-21
• Determine local share options
• Discuss fare recovery options
• Determine capital facilities options
For More Information

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