

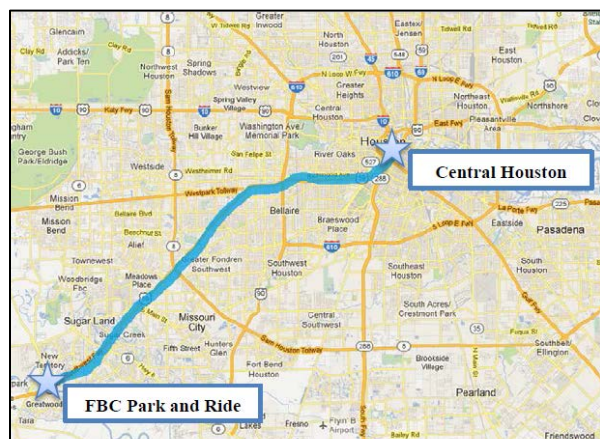
EFFECTS OF MAP-21 ON SEAMLESS TRANSIT FROM FORT BEND COUNTY TO DOWNTOWN HOUSTON

THE NEED

- In 2010, **13,700 people lived in Fort Bend County (FBC) and commuted to work in Downtown Houston.**
- Seamless (one seat, no transfer) park and ride (P&R) **transit service is not available** for residents making the commute from FBC to Downtown Houston.
- Researchers estimate latent **demand for 1,700+ P&R one-way passenger trips per day.**

SEAMLESS TRANSIT COST

- Federal funds may be available to help the cost of new P&R services from Fort Bend County.
- All projects require a “local match” to leverage the federal funds.** The normal matching ratio for capital projects is 80/20 with a 20 percent “local match.” Operating grants have a 50/50 ratio.



- FBC Transit or METRO could operate P&R service between FBC and Downtown Houston.
- Researchers estimate **FBC Transit operated P&R service requires between \$212k to \$709k local match***
- Option for METRO to provide P&R service is subject to METRO Board policy and will be at a higher local cost.

MAP-21

- MAP-21 is the two-year federal authorization that approves funding for transit through FY 2014.
- MAP-21 changed four funding programs that affect regional transit from FBC to Downtown Houston.
- Changes to these programs reduced **formula funds for transit to the Houston urbanized area and reduced the local flexibility for how local operators can use funds.**

MAP-21 FTA Program	Change to the Program	Funding under MAP-21
Urbanized Area (UZA) Formula	Small operators (with fewer than 100 buses) in a large urbanized area can use only a portion of transit funds for operating	FBC Transit can use only 75% of its 2% attributable share of formula funds based on revenue hours for operating expenses
State of Good Repair (SOGR) Formula	Fixed guideway definition no longer includes HOV for UZA Formula funds; HOV funds State of Good Repair new category “High Intensity Motor Bus”	METRO receives approximately \$4 million less in SOGR funds for HOV as compared to previous Urbanized Area funds
Bus and Bus Facilities Formula	Smaller, formula program; Transit agencies can no longer pursue discretionary funds for specific projects	METRO receives \$3.6 million less in 2013 formula funds than 2012 discretionary funds for bus related grants
New Starts/Core Capacity Fixed Guideway Capital Investments	Discretionary program, subject to national competitive process for New Starts. More competition due to addition of Core Capacity Projects and fewer funds	METRO faces increased competition for New Starts

MAP-21 FUNDING CONSTRAINTS CREATE CHALLENGES FOR LOCAL OPERATORS AS THEY WORK TO PROVIDE SEAMLESS TRANSPORTATION FROM FBC TO DOWNTOWN HOUSTON.

*Excludes capital investment for P&R facility