

Seamless Regional Transit Fort Bend County to Downtown Houston

Impacts of MAP-21

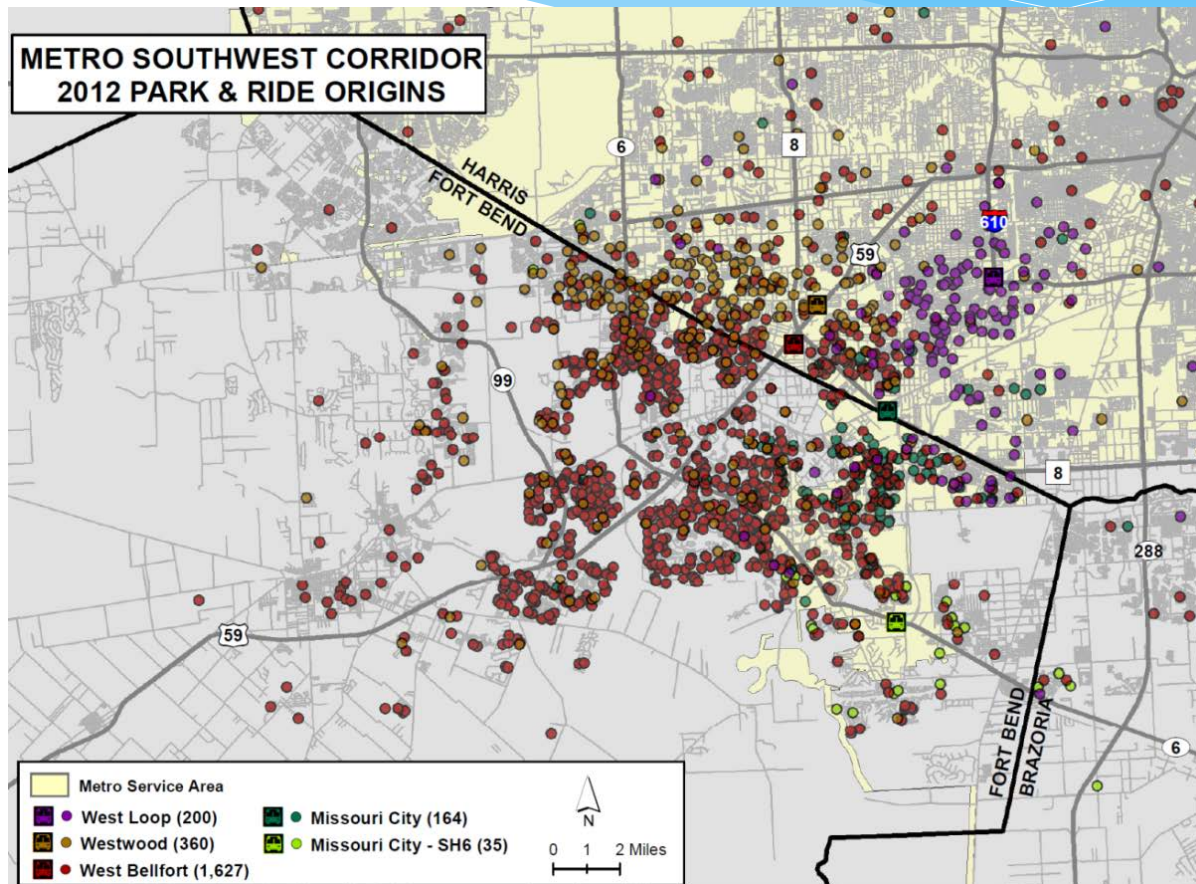
Stakeholder's Meeting
September 16, 2013

Project Website

All relevant information and materials will be available via
the project website:

[www.tti.tamu.edu/group/transit-
mobility/commuteworkgrp/](http://www.tti.tamu.edu/group/transit-mobility/commuteworkgrp/)

Demand for Park & Ride Service



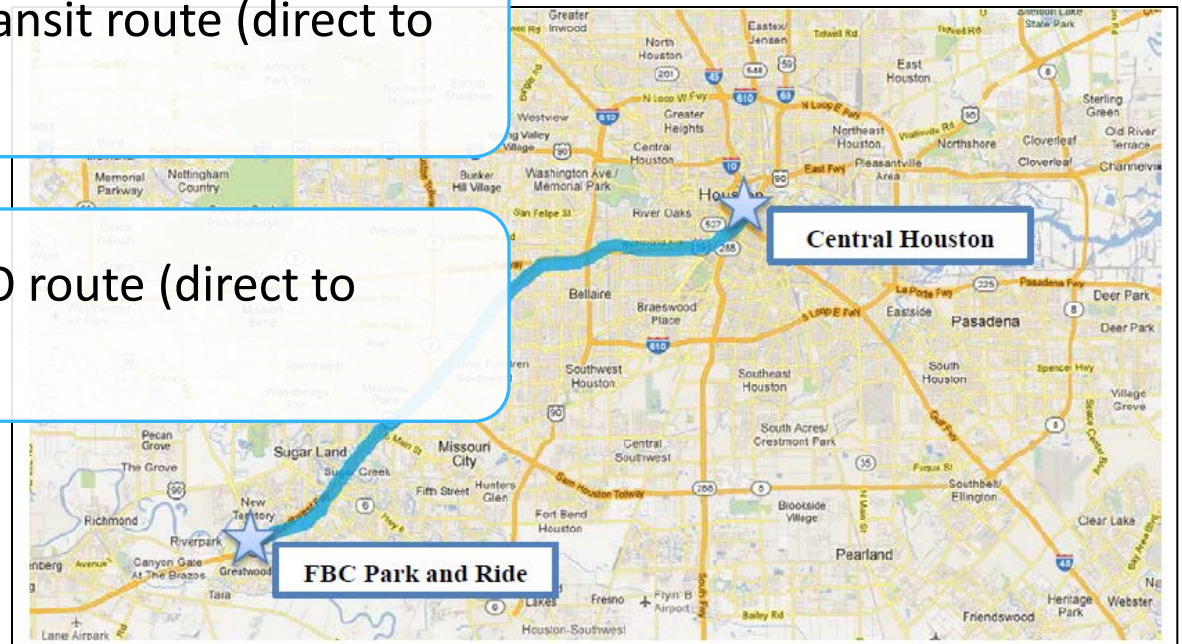
Preferred Options to Meet Demand

4.

- New FBC Transit route (direct to downtown)

5.

- New METRO route (direct to downtown)

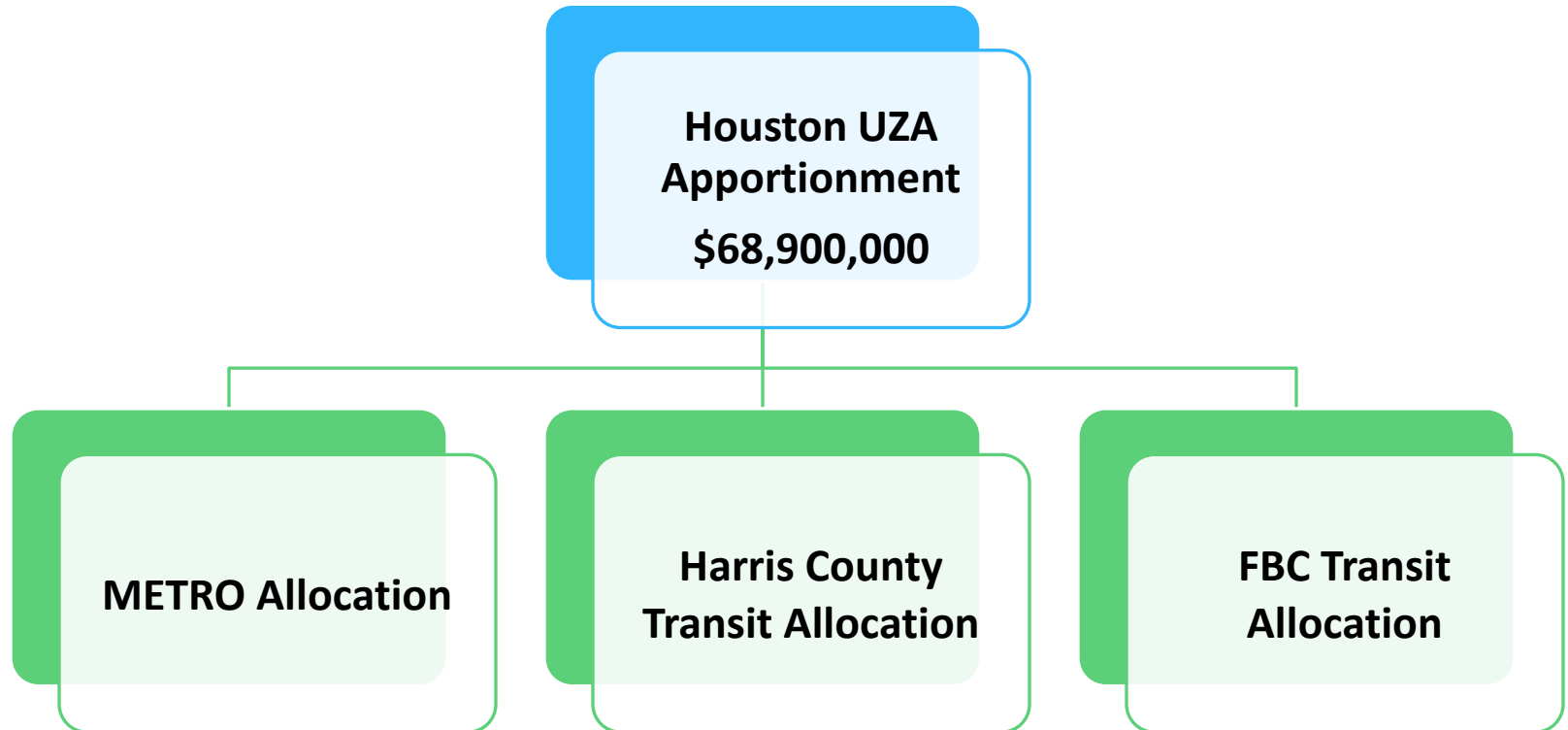


Local Share Needed for Service



Operator	Annual Local Match (Range Based on Risk Assessment)
FBC Transit	\$212 - \$709k
METRO	Subject to METRO Board Policy; higher local cost

Allocation to Local Operators

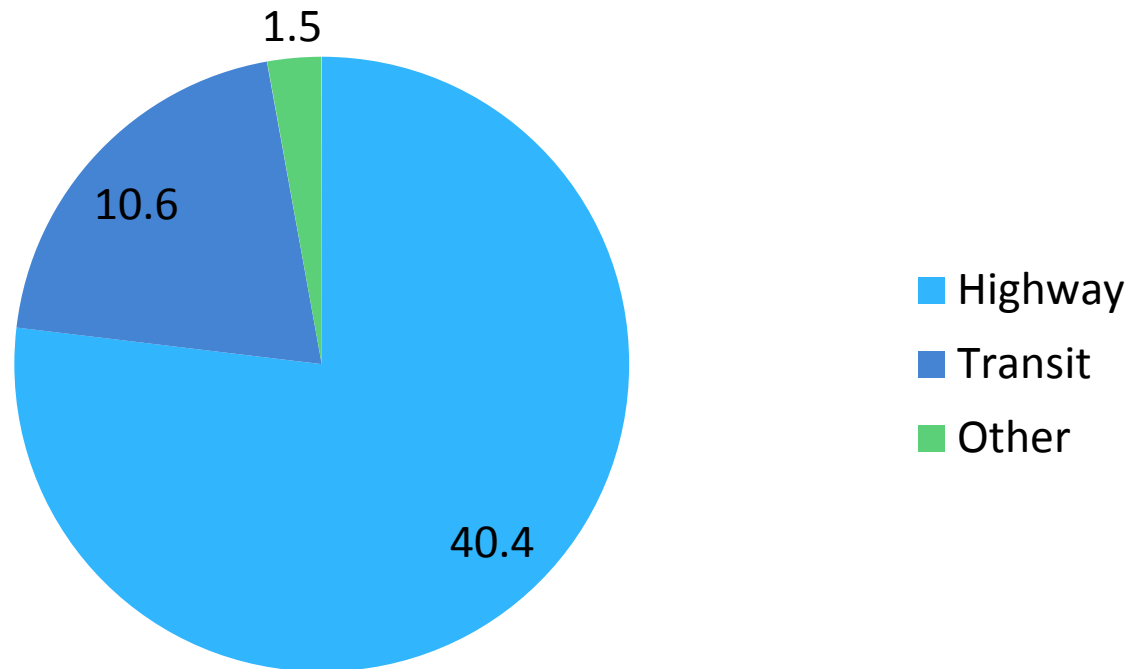


Federal Authorization

- * 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)

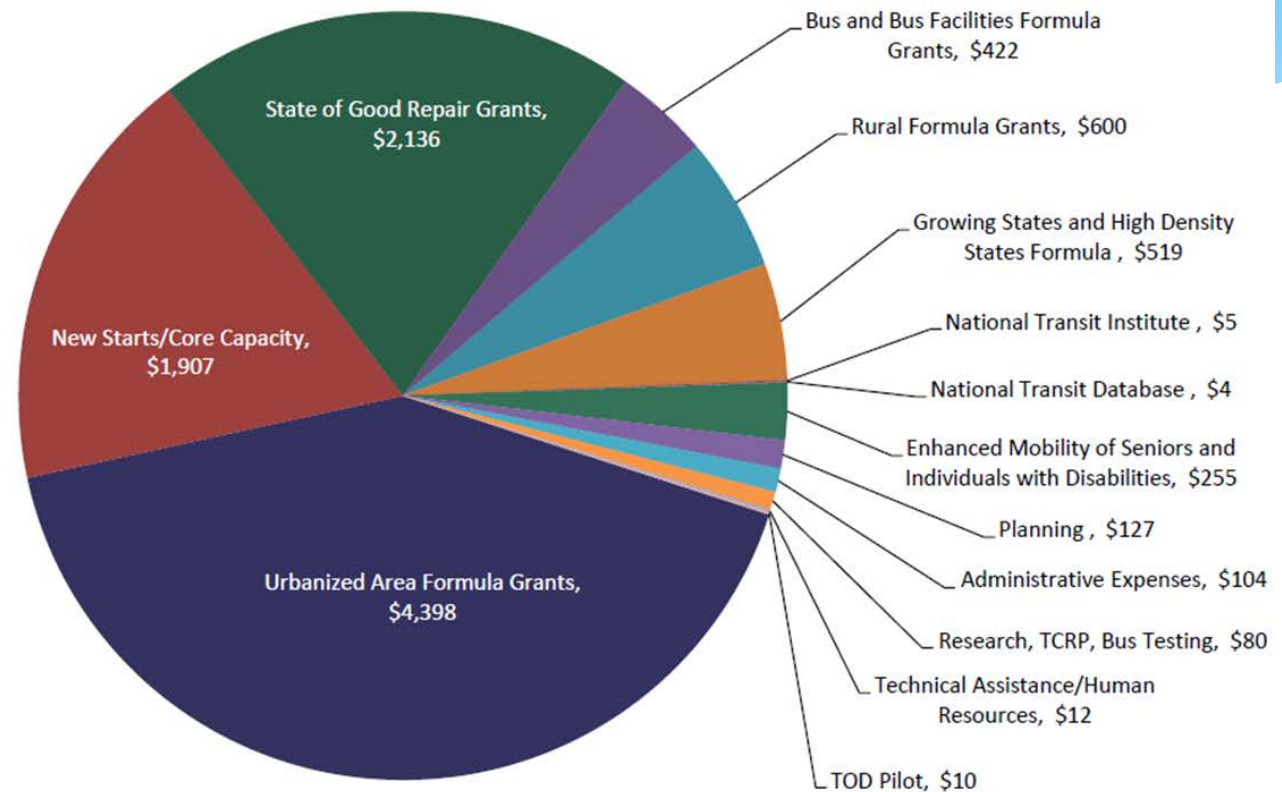
Moving Ahead for Progress in the 21st Century

Authorization \$52.5B annually



MAP-21 Authorized Funding

FY 2013 Authorized Funding = \$10.578 Billion

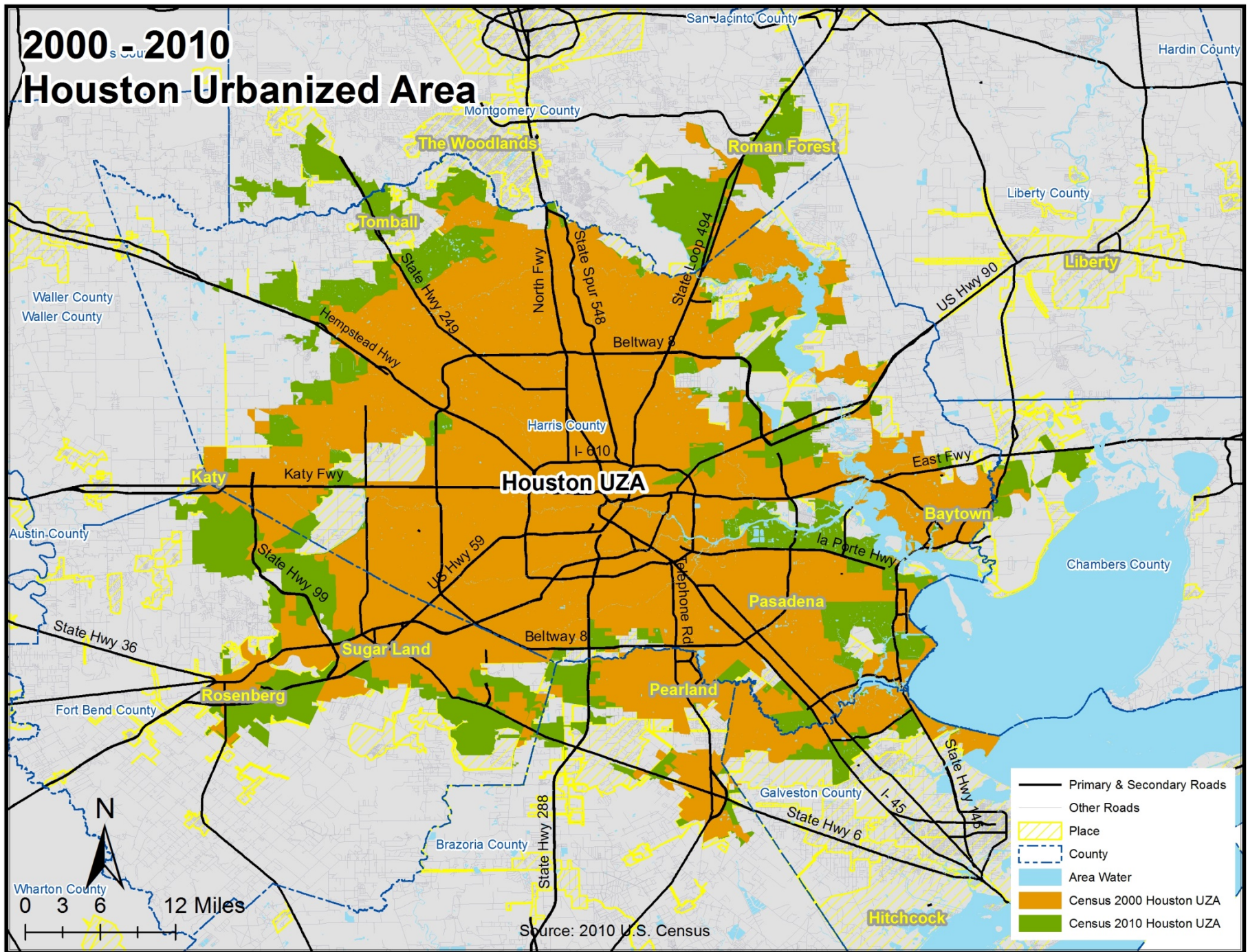


Census 2010 and Transit Funding

- * 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

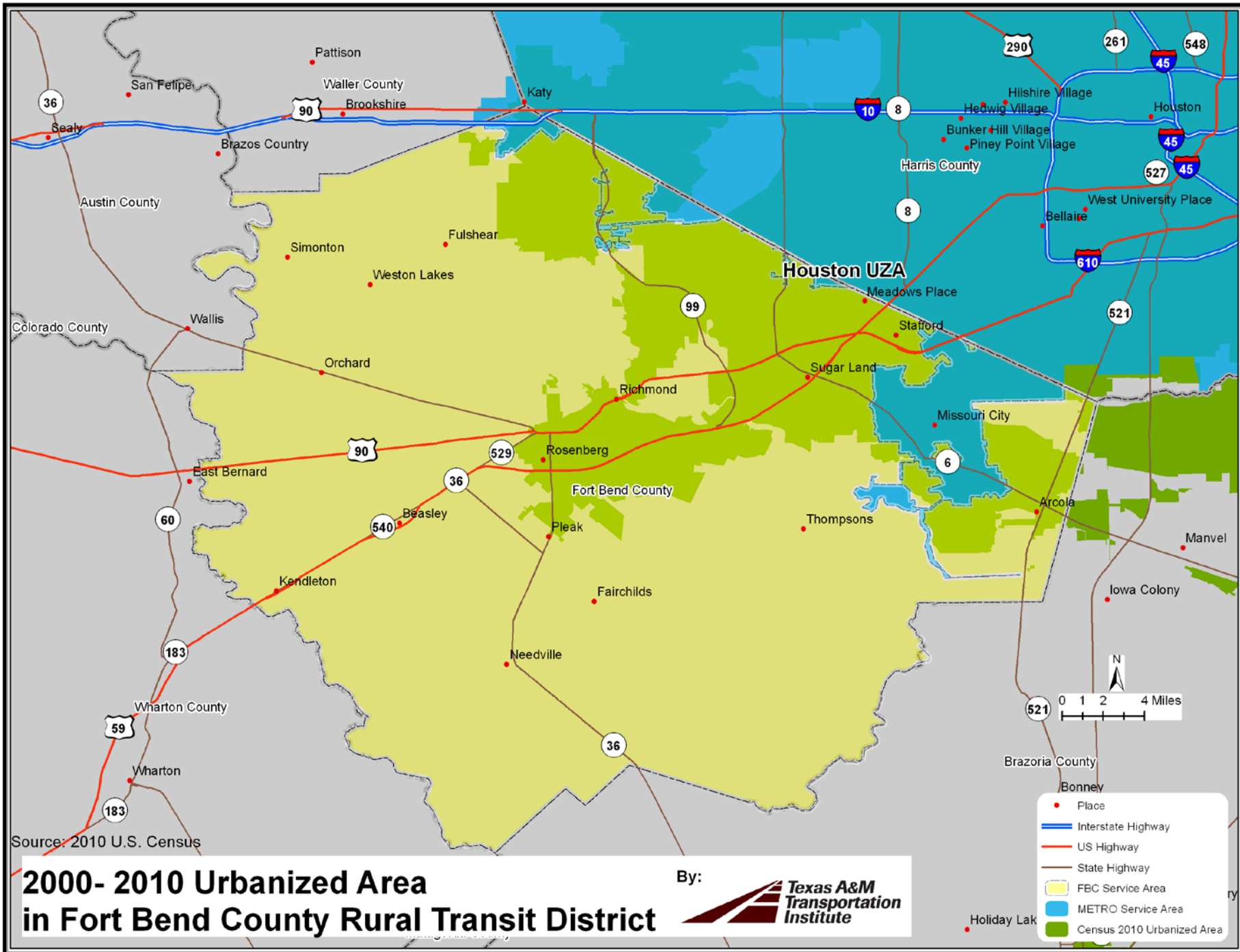
2000 - 2010

Houston Urbanized Area

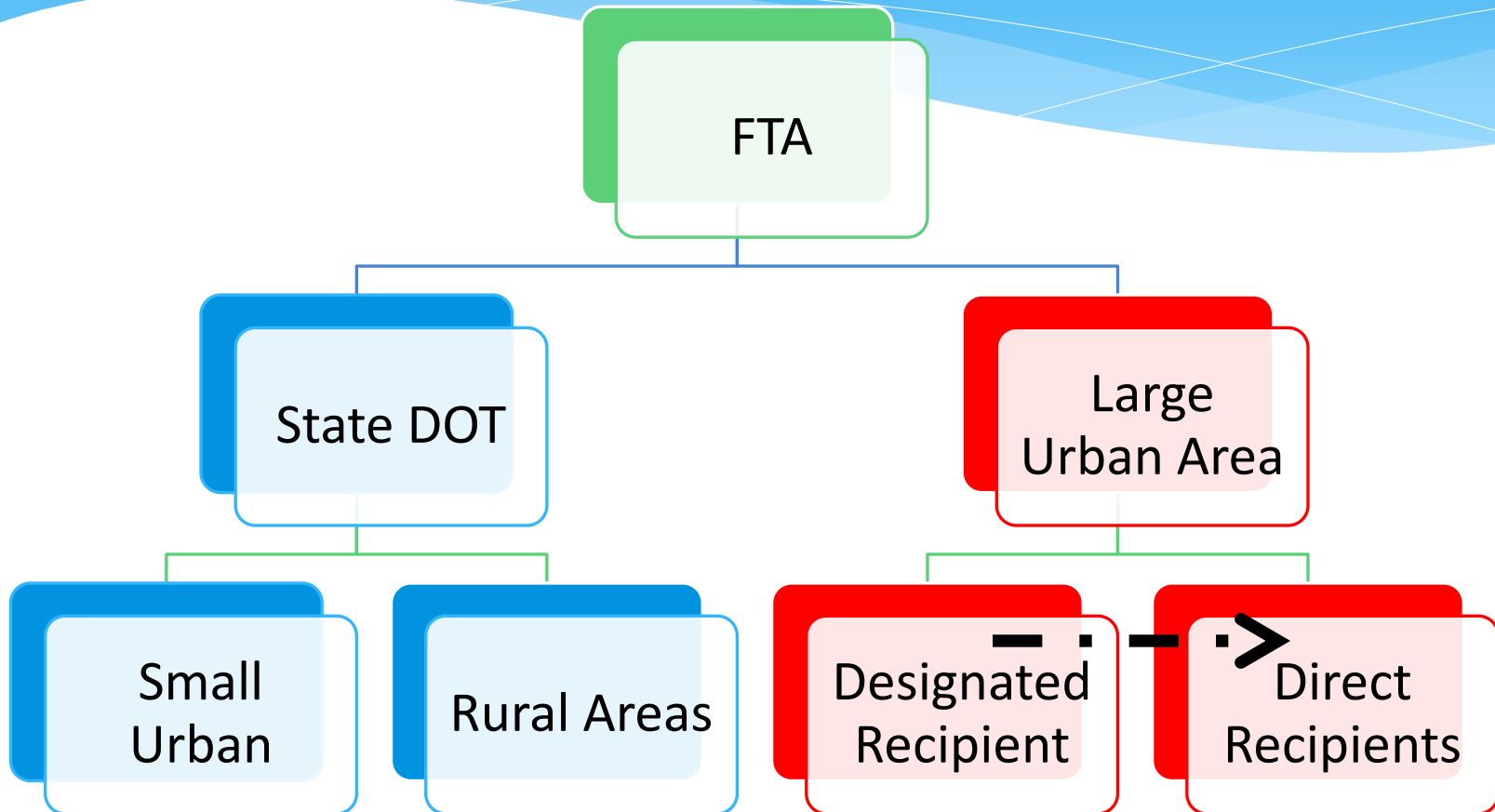


Houston UZA and FBC Growth 2000 to 2010

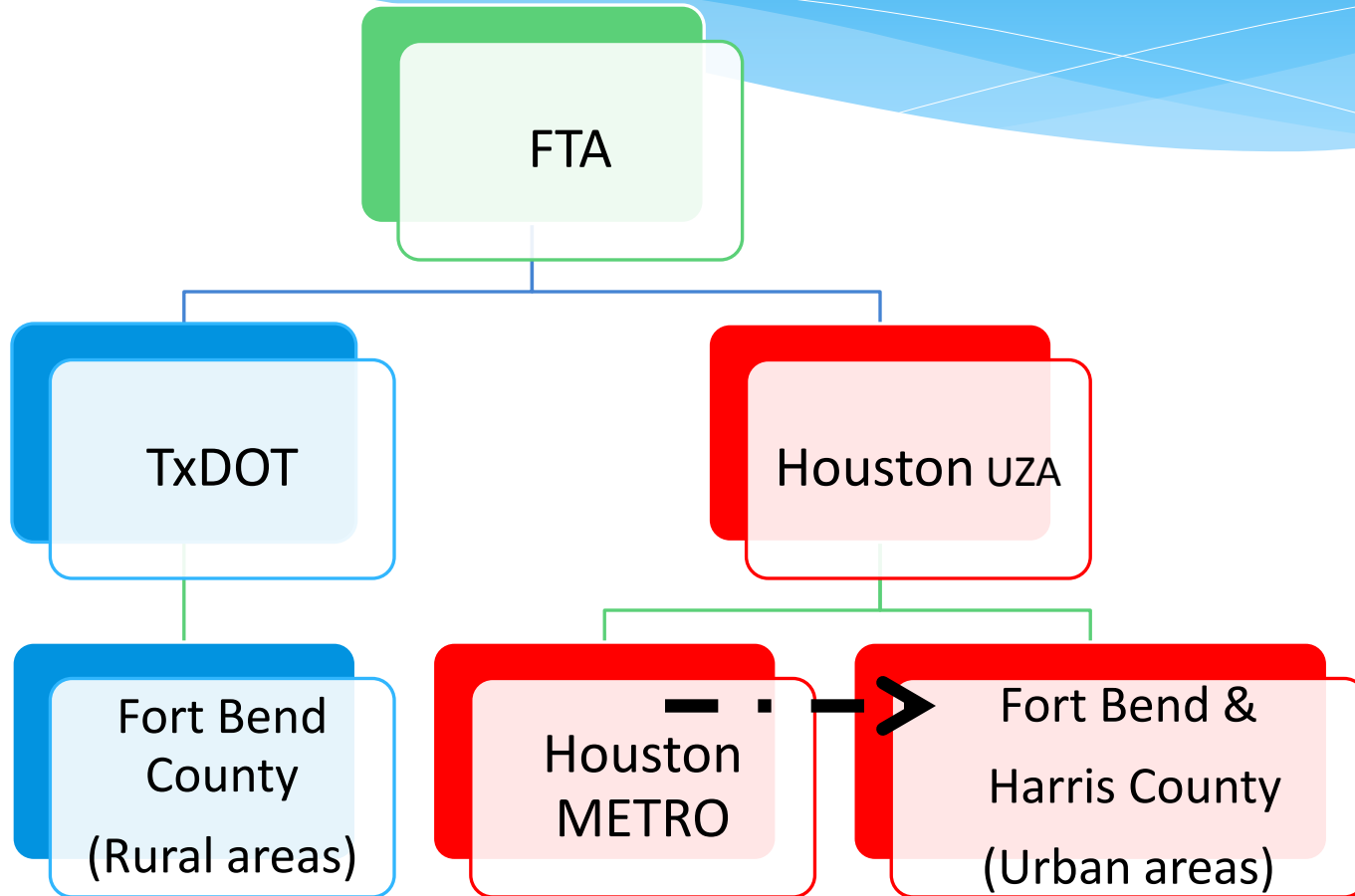
		Urban/Rural Population, Census 2000 and 2010 for Houston UZA, TX					
		Census 2000		Census 2010		Change '00-'10	
		Number	Percent of County Total	Number	Percent of County Total	Number	Percent Change
HOUSTON UZA		3,822,509		4,944,332		1,121,823	29.3%
FORT BEND COUNTY	Houston UZA	316,561	89.3%	547,198	93.5%	230,637	72.9%
	Percent of UZA	8.3%		11.1%			
	Non-Urbanized (Rural)	37,891	10.7%	38,177	6.5%	286	0.8%
County Total		354,452	100.0%	585,375	100.0%	230,923	65.1%



FTA Formula Funding



FTA Formula Funding



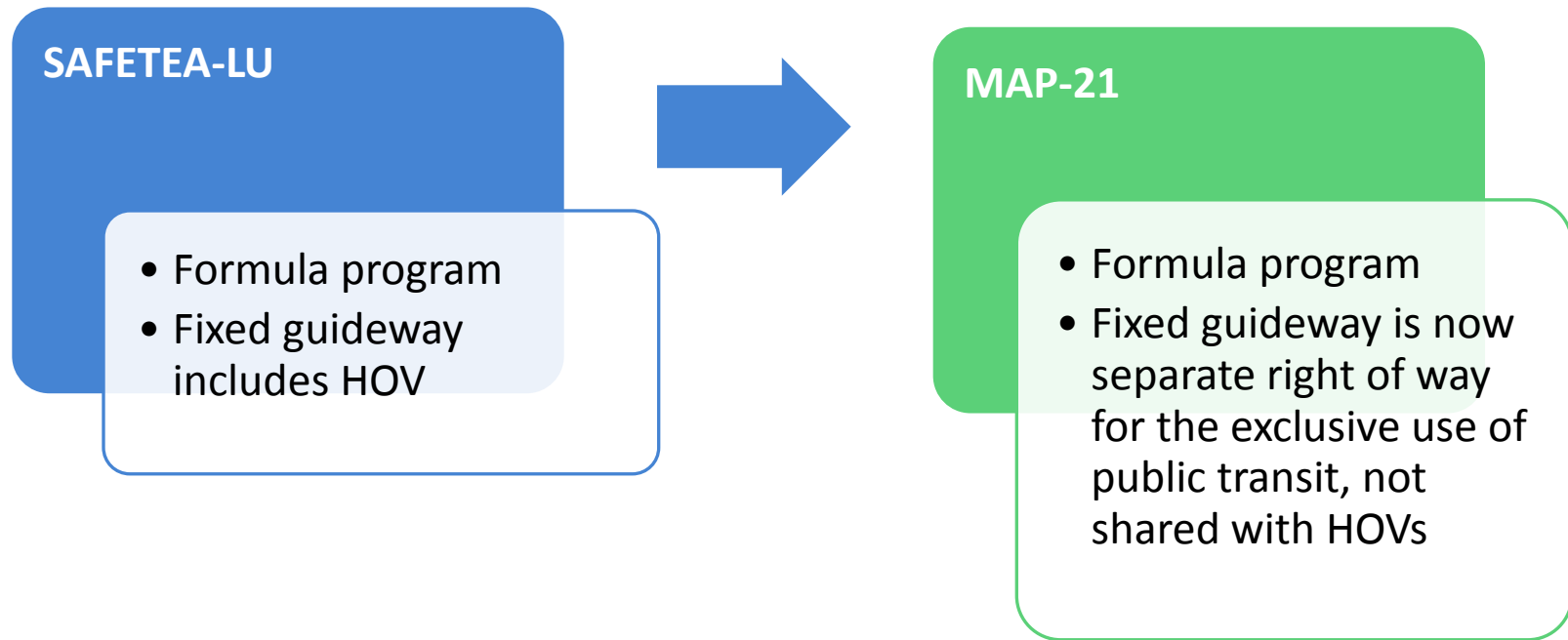
MAP-21: Federal Transportation Authorization

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

MAP-21: Federal Transportation Authorization

Section	Program	Houston UZA FY 2013 Apportionment
5307	Urbanized Area Formula Program	\$68.9M
5337	State of Good Repair Formula Program	\$9.3M
5339	Bus and Bus Facilities Formula Program	\$7.5M
5309	New Starts/Core Capacity Fixed Guideway Capital Investments	\$189M <i>(Full funding agreement)</i>

Urbanized Area Formula (5307)



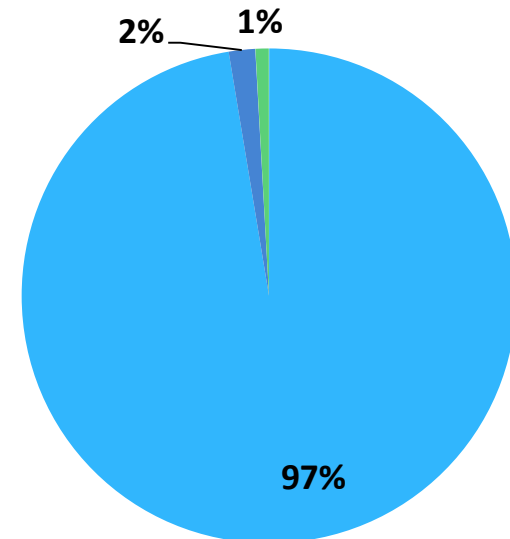
METRO receives \$1.4M less funding under Section 5307 Urban Formula funds despite significant population growth due to loss of HOV benefit.

Urbanized Area Formula (5307)

- “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)

Percent UZA Revenue Hours by Operator

METRO FBC Transit Harris County



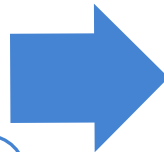
Urbanized Area Formula (5307)

System Operator	Houston UZA Section 5307 Formula Funds 2013	Annual Vehicle Revenue Hours (2011)	Percent of Apportionment Attributable based on Vehicle Revenue Hours	Fixed Route Buses in Peak (2011)	Limit by No. of Buses (<75)	FY 13 Maximum Amount of Section 5307 Operating Assistance
Fort Bend Transit	\$68,835,656	73,000	1.634%	18	75%	\$843,400
Harris Co Transit	\$68,835,656	37,000	0.885%	3	75%	\$457,100

State of Good Repair (SOGR) (5337)

SAFETEA-LU

- Formula program
- Fixed guideway includes HOV



MAP-21

- Formula program
- 2 subprograms
 - High Intensity Fixed Guideway
 - High Intensity Motorbus
- Fixed guideway means system using separate right of way for the exclusive use of public transit, not shared with HOVs

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

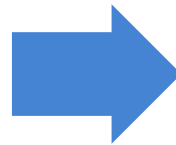
- Formula program Section 5339
- Smaller program
- Houston UZA FY 2013 apportionment \$7.5M

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.

Next Steps

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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