

FTA

FEDERAL TRANSIT ADMINISTRATION

2017 SSO Training Workshop

Breakout Session #1 SSO and the Grants Process

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Statutory Requirement

49 U.S.C. 5329(e)(6)(B)(i)

The amount made available for State safety oversight... shall be apportioned among eligible States under a formula to be established by the Secretary.

Such formula shall take into account fixed guideway vehicle revenue miles, fixed guideway route miles, and fixed guideway vehicle passenger miles attributable to all [FTA-oversight rail transit systems] within each eligible State.

Timeline

- October 1, 2012: MAP-21 Takes Effect
- May 13, 2013: FTA Proposes SSO Formula
- March 10, 2014: Final Formula Is Established, and First Grant Allocations Announced

Three Tiers

- 20% of Funds: Base Tier for Each State
- 20% of Funds: Oversight Complexity Tier Based on Number of Systems
- 60% of Funds: Service Tier Based on Total Route Miles, Vehicle Miles, & Passenger Miles

Base Tier

- Equal Amount for Each State
- Currently @\$151,000 per Year, Based on Authorized Funding Levels
- Ensures that Each State Receives a Minimum Useful Amount
- In FY17 this Tier Will Be Split Among 30 States for the First Time

Treatment of States

- The Term *States* Includes Puerto Rico and the District of Columbia
- By Law, the Apportionment Is Among States, Not State Safety Oversight Agencies (SSOAs)

Modal Tier

- Provides a Fixed Amount per Modal System Operated or Under Construction in the State
- Modal Systems Are As-Reported to the NTD for Systems in Operation
- Systems in Engineering or Construction Are Identified from Annual SSO Reports

Size of the Modal Tier

- Each Modal System Is Counted Only Once, Towards the Headquarters State
- Funds Apportioned for a Multi-State Systems Must Be Used for Oversight of that System
- In FY17 to Be Split Based on 73 Modal Systems
- Currently @\$62,000 per Year, Based on Authorized Funding Levels

Service Tier

- 60% of Total Funds
 - 30% of total based on Directional Route Miles (DRM)
 - 15% of total based on Vehicle Revenue Miles (VRM)
 - 15% of total based on Passenger Miles Traveled (PMT)
- Data for Each System Counts Only Towards the Primary State, Just as with the Modal Tier

Size of the Service Tier

- Currently 65 Modal Systems in Operation
- All Data Are As-Reported to the NTD for the Previous Year
(e.g. 2015 Data Is Used for the FY17 funds)
- Funds Apportioned for a Multi-State System Must Be Used for Oversight of that System

Directional Route Miles

- 30% of Total Funding
 - Measure of Physical System Size
 - Route Miles Are Distinct from Track Miles
 - A single track used both ways is 2 DRM
 - A triple-track stretch used in two directions is 2 DRM
 - A loop track used in a single direction is 1 DRM
 - Yard, maintenance, and side track are not counted
 - Currently @\$2,000 per DRM, Based on Authorized Funding Levels
 - Each State Capped at 15% of Total Funding Amount
- Allocated by DRM

Vehicle Revenue Miles

- 15% of Total Funding
- Approximate Measure of System Capacity
- A VRM Is 1 Passenger Car Travelling 1 Mile while Available to Transport Passengers
- Generally Based on Actual Service, as Delivered
- Each State Capped at 15% of the Total Funding Amount Allocated by VRM

Passenger Miles Traveled

- 15% of Total Funding
- Approximate Measure of System Use
- A PMT Is 1 Passenger Travelling 1 Mile on the System
- Generally Measured Using Automatic Passenger Counters or Estimated by Sampling
- Each State Capped at 15% of the Total Funding Amount Allocated by PMT

Questions?

Section 5329 Illustrative State Safety Oversight Formula

PMT = Vehicle Passenger Miles
VRM = Vehicle Revenue Miles
DRM = Directional Route Miles
RFGPTS = Rail Fixed Guideway
Public Transportation System

