

# FTA

FEDERAL TRANSIT ADMINISTRATION

## 2017 Joint SSO and RTA Workshop

### Breakout Session 2: Transit Grant Cycle

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U.S. Department of Transportation  
Federal Transit Administration

**October 24, 2017**

# 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

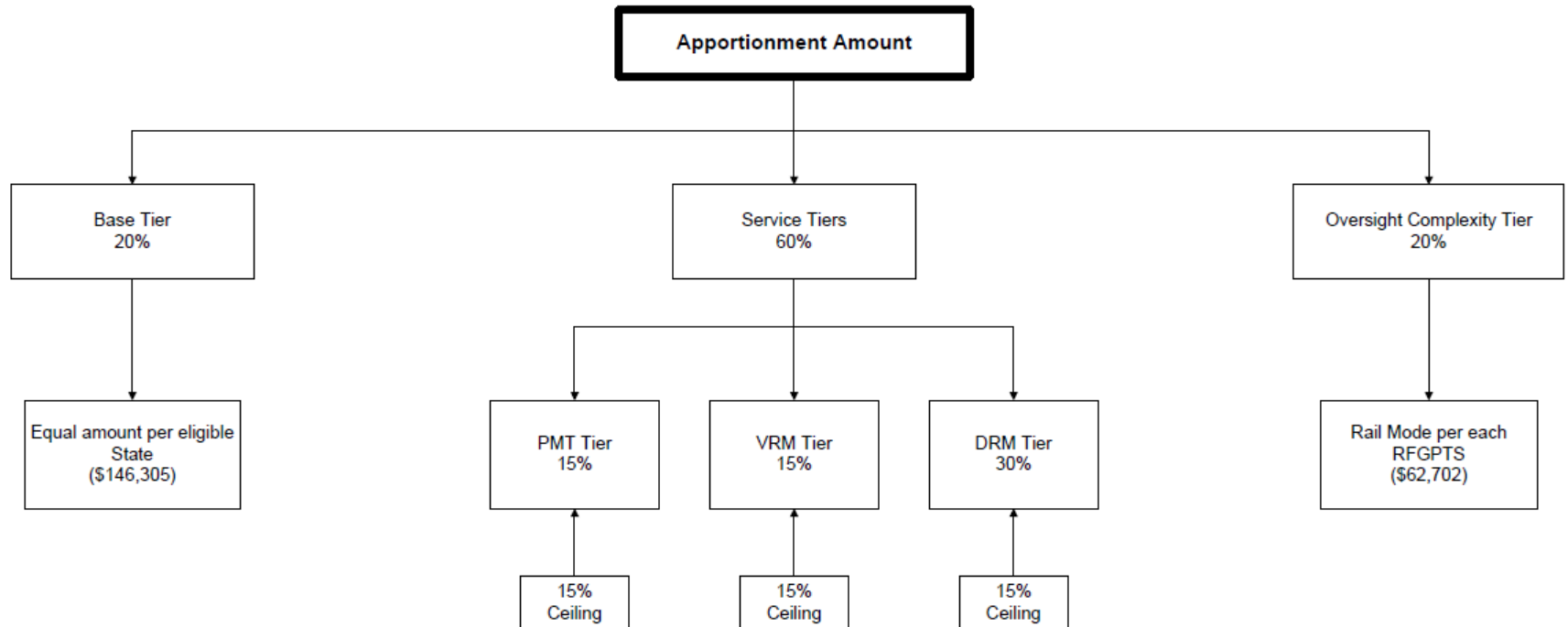
# Passenger Miles Traveled

- 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



# Contact Information

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