



DATE: April 6, 2018

ISSUE SUMMARY: REGIONAL TRANSIT POLICY FOR FTA STATE OF GOOD REPAIR SECTION 5337

FROM: Charlotte Nash, Transportation & Air Quality Committee

IMPORTANCE:

The Regional Transit Policy for Section 5337 (State of Good Repair) was developed in collaboration among members of the Transit Operators Subcommittee (TOS). TOS consists of staff from MARTA, Gwinnett County Transit, CobbLinc, SRTA/GRTA, and other direct recipients of FTA federal formula funds from around the Atlanta region. MARTA serves as the Designated Recipient for the Atlanta Urbanized Area and is responsible for administering and maintaining the distribution formula and sub allocation schedule in partnership with the Atlanta Regional Commission as the Atlanta MPO.

The purpose of Regional Transit Policy for Section 5337 is to set in place a series of policies and procedures for the distribution and calculation of FTA formula apportionment funds to eligible recipients in the Atlanta Urbanized Area. The sub allocation formula calculations utilize the most recent population estimates from the US Census and data from the National Transit Database (NTD). The Regional Transit Policy for Section 5337 also sets forth procedures for the inclusion and administration of projects to the Transit Program of Projects (POP) for the Atlanta Urbanized Area.

ACTION REQUIRED: ARC Committee and Board approval



ATLANTA REGIONAL COMMISSION

**A RESOLUTION SUPPORTING THE
REGIONAL TRANSIT POLICY FOR FTA STATE OF GOOD REPAIR
SECTION 5337**

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, the Metropolitan Atlanta Rapid Transit Authority (MARTA) is the Designated Recipient of Federal Transit Administration's Urbanized Area formula funds; and

WHEREAS, the Atlanta Regional Commission is required to prepare a Transit Program of Projects (POP) consisting of transit projects to be funded with FTA Section 5337; and

WHEREAS, a Transit Operators Subcommittee (TOS) of the Transportation Coordinating Committee (TCC) was formed in 1998 to discuss, evaluate and coordinate regional transit issues for presentation to the TCC and incorporation into the regional transportation planning process; and

WHEREAS, the Federal Transit Administration (FTA) gives responsibility to local officials, operating through the MPO, and the Designated Recipient to determine a fair and rational policy for the allocation and programming of urbanized area formula funds; and

WHEREAS, the Regional Transit Policy for FTA State of Good Repair Section 5337 was developed through collaboration among members of TOS to establish a series of policies and procedures for the distribution and calculation of FTA formula fund sub allocations to eligible recipients within the Atlanta Urbanized Area (UZA); and

WHEREAS, one hundred percent (100%) of the amount of the total annual apportionment of Section 5337 Fixed Guideway State of Good Repair (FG SGR) tier shall be reserved for MARTA as the Designated Recipient for all rail modes; and

WHEREAS, the total annual apportionment for the High Intensity Motorbus (HIMB) tier of Section 5337 will be distributed among operators that report transit statistics to the National Transit Database (NTD) for use of High Occupancy Vehicle (HOV) lanes and that operate motorbus service for at least seven years; and

WHEREAS, the sub allocation calculation for the FTA State of Good Repair Section 5337 for HIMB sub allocation applies FTA's national apportionment formula and considers:

- Vehicle Revenue Miles (VRM) (60%)
- Directional Route Miles (DRM) (40%)

WHEREAS, annual sub allocation for the HIMB tier based on VRM and DRM on High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes reported to the NTD; and

WHEREAS, adjustments for shared segments or the adjusted sub allocation are based on relative service levels of each operator with operating statistics associated with the shared segment; and

WHEREAS, the Regional Transit Formula Fund Policies set forth the sub allocation process and procedures for notifying eligible recipients of their annual sub allocation apportionments and the procedures for maintaining and tracking projects through the Transit POP for the Atlanta UZA.

NOW, THEREFORE, BE IT RESOLVED: that the Atlanta Regional Commission as the Metropolitan Planning Organization (MPO) for the 20-county Atlanta metropolitan transportation planning area, adopts the Regional Transit Policy for FTA State of Good Repair Section 5337; and

BE IT FURTHER RESOLVED that the MPO and the Designated Recipient through consultation with TOS will re-evaluate any appropriate changes if necessary due to changes in FTA national apportionment formula changes; and

BE IT FURTHER RESOLVED that the Atlanta Regional Commission in partnership with MARTA as the FTA Designated Recipient will commit to incorporate applicable projects into the Atlanta POP.