

5.26 Federal Transit Administration Section 5307 Policies

5.26.1 Program Overview

The Federal Transit Administration (FTA) Section 5307 is a formula-based program that provides funding for public transportation in urbanized areas (UZA) as designated by the U.S. Bureau of the Census. The program has distinct requirements and eligibilities for UZAs over and under 200,000 in population. Large UZAs (population of more than 200,000) work directly with the FTA to program and deliver projects. Small UZAs (population less than 200,000) work with the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) to obtain concurrence with local programming and execute supplemental agreements in FTA's Transportation Electronic Award Management (TEAM) system. Recipients then work directly with the FTA to deliver projects.

UZAs generally correspond to U.S. cities and their densely populated suburbs. Most urbanized areas include multiple independent jurisdictions, and some include multiple cities, if those cities are linked by a densely populated area. Shasta County has one small UZA, Redding UZA (population less than 200,000), which includes Redding, Anderson, the City of Shasta Lake and adjacent areas of the unincorporated county.

Federal and state guidelines supersede these policies.

5.26.2 Eligible Applicants and Projects

Redding Area Bus Authority (RABA) is the only eligible recipient of FTA Section 5307 funds apportioned to the Redding UZA (April 2015). RABA is eligible to apply for the following types of projects:

- Planning Projects
- Capital Projects
- Employee Training Expenses
- Operating Assistance
- Job Access and Reverse Commute Projects
- Interest and Debt Financing as an Eligible Cost

5.26.3 FTIP and Program of Projects

In small UZAs, the Transportation Improvement Program¹ (FTIP), once adopted by the MPO and then the state, may take the place of the required program of projects. It is SRTA's

¹ The TIP [known in California as the FTIP, "F" standing for Federal] is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an Metropolitan Planning Organization (MPO, i.e. SRTA) as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan (twenty-year horizon) [known regionally as the regional transportation plan], and required for projects to be eligible for funding under title 23 of the U.S. Code and 48 U.S.C. Chapter 53. (FTA C 9030.1E)

responsibility to develop and adopt the FTIP and then forward the FTIP to the state for adoption. Therefore, RABA must develop a list of proposed projects in cooperation with SRTA to be funded from the area's Section 5307 apportionment. Section 5307 projects listed in the FTIP must contain sufficient detail to identify each project or phase of project, including a brief project description, total project costs, federal share for each project, and other expected resources to carry out the project.

For FTIP programming purposes, RABA will provide the list of proposed projects to SRTA before applying for the Section 5307 funding. As part of SRTA's metropolitan transportation planning requirements (specified in 49 CFR part 613 and 23 CFR part 450), projects will be reviewed for:

- Consistency with applicable planning documents
- Budget accuracy (high level), including match validity
- Coordination of services

Upon review of submitted projects, SRTA may:

- Advise RABA to modify projects based on the preceding bullet points.
- Advise RABA of other grant programs or funding options that are a better fit.

Once there is an agreed-to, final projects list, SRTA will amend the FTIP. As needed for biennial FTIP development or FTIP formal amendment, SRTA staff will present recommendations to the board of directors with the authorizing resolution. Resolutions will include adoption of FTIP (or formal FTIP amendment, as applicable) and delegate authority to the executive director to provide information as needed in response to oversight agency review. An example resolution ends this section.

5.26.4 Public Participation

The FTIP (or formal FTIP amendment) public participation and approval processes carried out by SRTA can serve to satisfy RABA's requirements for public participation under Section 5307 (FTA Circular 9030.1E).

5.26.5 Post FTIP Adoption Process

RABA works directly with FTA to apply for and deliver projects.

RESOLUTION



RESOLUTION NUMBER:	XX-XX
SUBJECT:	Formal Amendment #X to the YYYY Federal Transportation Improvement Program for Shasta County

WHEREAS, Section 134(j), Title 23 of United States Code directs each Metropolitan Planning Organization to develop a Federal Transportation Improvement Program (FTIP) at least every four years; including a four-year priority list of all federally funded projects; and

WHEREAS, in order to qualify for certain types of federal funding, projects in Shasta County must be included in an FTIP approved by the Shasta Regional Transportation Agency; and

WHEREAS, the Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each Metropolitan Planning Organization to submit an updated FTIP to the California Department of Transportation by August 1 on even-numbered years; and

WHEREAS, the YYYY FTIP was adopted the DDth day of MMMM, YYYY, by the Shasta Regional Transportation Agency, in accordance with federal planning regulations; and

WHEREAS, a formal amendment to the YYYY FTIP is needed to reflect recent or anticipated changes to federal programs and transportation funding levels; and

WHEREAS, the formal amendment has been found consistent with the Regional Transportation Plan and is recommended for inclusion in the YYYY Shasta County FTIP; and

WHEREAS, the YYYY FTIP remains financially constrained with this amendment; and

WHEREAS, Shasta County is in conformance with federal air quality standards; and

WHEREAS, the YYYY FTIP includes all Moving Ahead for Progress in the 21st Century (MAP-21) requirements, including the opportunity for public and interagency review and comment:

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency hereby amends the YYYY Shasta County Federal Transportation Improvement Program, as shown in Formal Amendment ##.

PASSED AND ADOPTED this DDth day of MMMM, YYYY, by the Shasta Regional Transportation Agency.

Chair name, Chair

Shasta Regional Transportation Agency