

FTA Overview

**Amy Changchien, Deputy Regional Administrator
Region 9 (Los Angeles)**

3/12/2024



U.S. Department of Transportation
Federal Transit Administration

Agenda

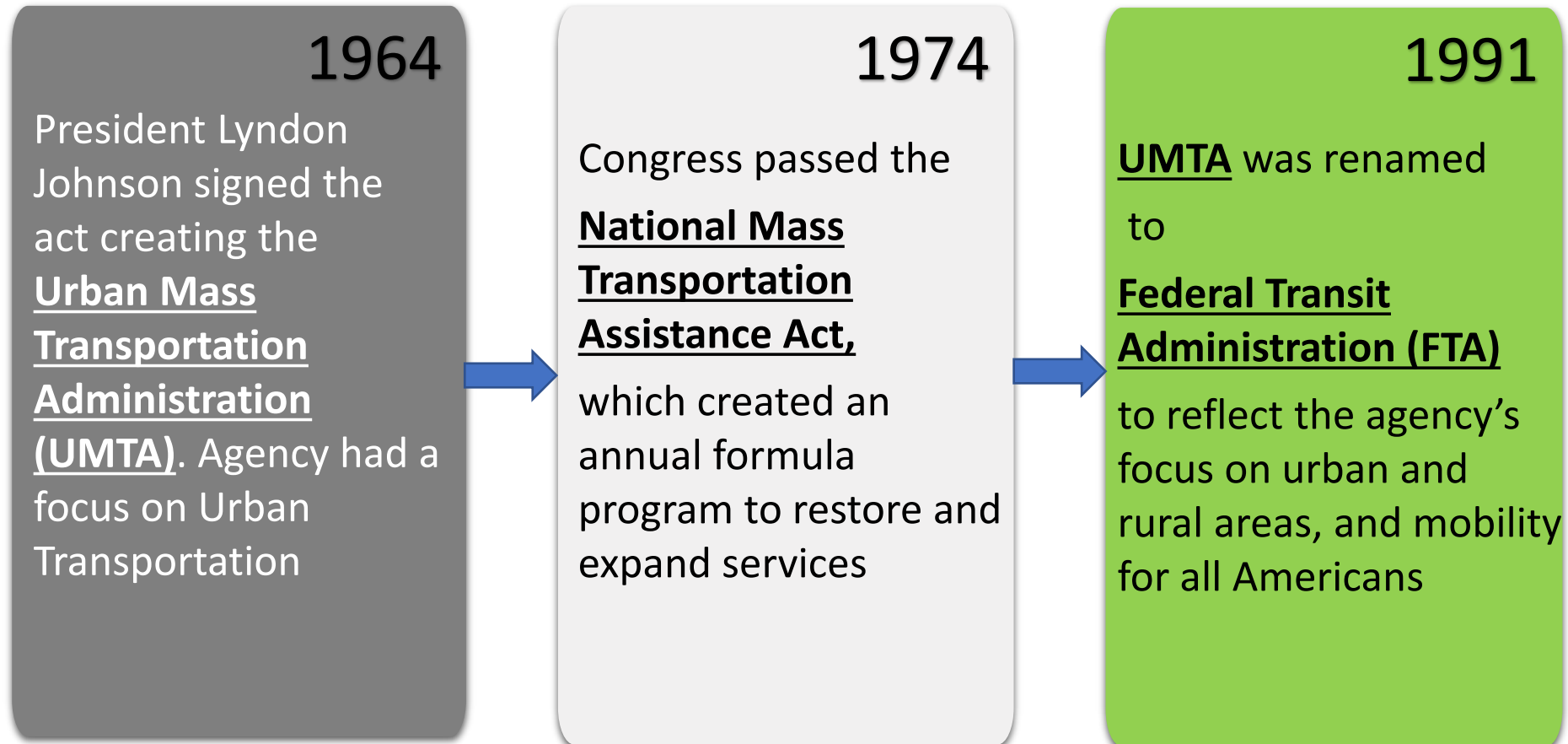
1. Who is FTA?
2. Who Are Our Grantees?
3. What Projects Do We Fund?
4. How Does The Funding Work?
5. Grant Programs Supporting Tribal Transit
6. FTA Program Updates
7. Resources

Who is FTA?



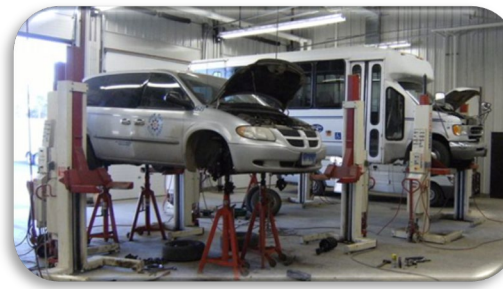
**Federal Transit
Administration**

FTA's Origin (cont'd)



FTA's Mission

*Improving America's communities
through Public Transportation*



Transit vs. Public Transportation

Transit

Synonymous term with public transportation.

Public Transportation

As defined in the Federal Transit Act, "transportation by a conveyance that provides **regular and continuing general or special transportation to the public**, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by the entity described in [49 U.S.C.] Chapter 243 (or a successor to such entity)."

Reference: [National Transit Database Glossary](#)

FTA's Roles

- ✓ Set Policy
- ✓ Develop Guidance



- ✓ Support Research, Demonstration, and Innovation Programs

- ✓ **Financial Assistance**
- ✓ Technical Assistance
- ✓ Program Oversight

- ✓ Holds Regulatory Authority on Safety for Public Transportation since 2012

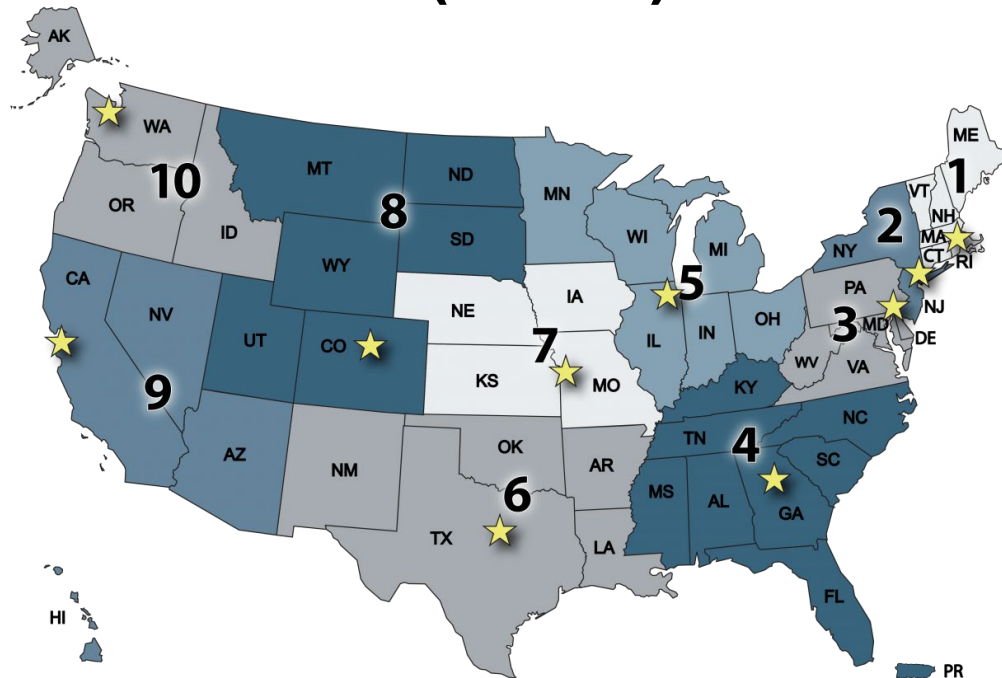
FTA Today

- One of **9** modal administrations within USDOT
- Approximately **700** staff
- **\$23 billion** annual budget in FY 2024
- **\$69.4 billion** in **COVID-19** Emergency Relief



FTA – Regional Offices

10 Regional Offices (TROs)



- TRO-1: Cambridge, MA
- TRO-2: New York, NY
- TRO-3: Philadelphia, PA
Washington, DC
- TRO-4: Atlanta, GA
San Juan, Puerto Rico
- TRO-5: Chicago, IL
- TRO-6: Fort Worth, TX
- TRO-7: Kansas City, MO
- TRO-8: Denver, CO
- TRO-9: Los Angeles, CA
San Francisco, CA
- TRO-10: Seattle, WA

Who Are Our Grantees?



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Typical Grantees

- Transit Agencies
- States DOT's
- Local Governments
 - Cities, Counties, and Boroughs
- Federally Recognized Indian Tribes
- Metropolitan Planning Organizations (MPO)
- Private Non-Profit Transportation Providers
- University Research Centers

Note: Grantees ↔ Grant Recipients ↔ Recipients

What Projects Does FTA Fund?



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Typical Transit Projects

- Operating Assistance (labor, fuel, etc.)
- Preventive Maintenance
- Capital Projects (rail extensions, bus rapid transit, etc.)
- Vehicles (railcars, buses, ferries, etc.)
- Stations, Stops, and Terminals
- Maintenance and Support Facilities
- Safety and Security Improvements
- ADA Accessibility Improvements
- Transportation Planning
- Transit Access (sidewalks/crossings, first-mile & last-mile connection, etc.)

How Does the Funding Work?



**Federal Transit
Administration**

FTA Funds Are....



Authorized by Law (for example, IIJA)

Appropriated by Congress to FTA

Apportioned by FTA to its funding programs

Allocated by FTA to states*, urbanized areas,
and Tribes

Awarded by FTA to Grantees

* Allocations could be sub-allocated by State DOTs
or other Designated Recipients.

FTA Funding Programs

The screenshot shows the Federal Transit Administration website. The main navigation bar includes 'About', 'Funding', and 'Regulations & Programs'. The 'Funding' section is active, leading to the 'Grant Programs' page. The page features a sidebar with links to 'Grant Programs', 'Program Pages', 'Applicants', 'Grantee Tools', 'Contact Your Regional Office', and 'FAQ'. The main content area is titled 'Grant Programs' and includes a sub-section for 'Current Grant Opportunities' with a link to a table listing all FTA grant opportunities. Below this, there is a section for 'Other FTA Grant Programs and Information' with a list of links to various funding programs and laws.

Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Formula
Formula Grants for Rural Areas - 5311	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula
FTA Ferry Programs	Provides funding to the Passenger Ferry Grant Program, Electric or Low-Emitting Ferry Pilot Program, and Ferry Service for Rural Communities Program.	Competitive
Grants for Buses and Bus Facilities Formula Program - 5339(a)	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Formula
Grants for Buses and Bus Facilities Program	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.	Competitive

FTA Funding Types

Formula

A hand-drawn equation $1+2=$ on a white background with a light gray grid pattern. The numbers and symbols are drawn with thick black outlines and have a cross-hatched texture.

A yellow sticky note pinned to a white surface with a red pushpin. The text on the note reads "Grant Funding Opportunities" in a bold, black, sans-serif font.

Grant
Funding
Opportunities

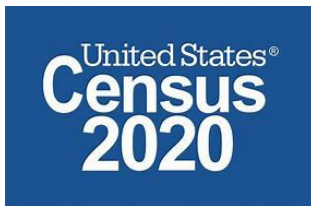


Discretionary

- Competitive Programs
- Congressionally Directed Spending

FTA Formula Funding

Allocation is determined by formula established in law, and mostly based on:



Census data

A combination of:

- Total Population
- Population Density
- Low Income Population

<https://www.census.gov/en.html>

The National Transit Database (NTD)



National Transit Database (NTD)

A combination of tiered data*:

- **Bus**
 - » Revenue vehicle miles
 - » Passenger miles
- **Fixed guideway** (rail, ferry, Bus Rapid Transit)
 - » Revenue vehicle miles
 - » Route miles
 - » Passenger miles

* Data used from NTD is dependent upon FTA program

Discretionary Grant Programs

- **Competitive** program funds are typically allocated based on:
 - A set of project selection criteria published in the Notice of Funding Opportunity (NOFO)
 - The discretion of the Secretary of Transportation and/or the FTA Administrator



- **Congressional Directed Spending** program funds are typically allocated by Congress
 - Example: FY 2023 Transit Infrastructure Grants
(Community Project Funding / Congressionally Directed Spending)

Grant Programs Supporting Tribal Transit



**Federal Transit
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FTA Tribal Transit Program

Tribal Transit Program (TTP) - Section 5311(j)

- Objective: Provide direct funding to federally recognized Indian tribes to provide public transportation service on and around Indian reservations or tribal land in rural areas.
- Eligible Recipients: Federally recognized American Indian or Alaska Native tribes as identified by the U.S. Department of the Interior (DOI) Bureau of Indian Affairs (BIA).

FTA Tribal Transit Program (cont'd)

Bipartisan Infrastructure Law (FY 2022-2026)

Increase funding levels for both TTP Formula and Competitive Programs and added an annual funding increase

- Formula Program: Starting with \$35 M per year with an annual increase ending with \$38 M per year
- Competitive Program: Starting at \$8.75 M per year with an annual increase ending at \$9.6 M per year

In Millions						
Funding Program	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TTP Formula	\$30.0	\$35.01	\$35.74	\$36.68	\$37.43	\$38.39
TTP Competitive	\$5.0	\$8.75	\$8.94	\$9.17	\$9.36	\$9.60

FTA Tribal Transit Program (TTP) - Formula

- How TTP Formula Fund Allocations are Calculated

Tier	Percentage of TTP Formula Funding	Criteria
1	50%	Vehicle Revenue Miles (NTD)
2	25%	Indian Tribes providing at least 200,000 vehicle revenue miles (NTD)
3	25%	Indian Tribes providing public transportation on reservations where more than 1,000 low-income persons reside (Census data)

FTA Tribal Transit Program – Formula

(cont'd)

	Eligible Projects	Federal Share	Funding Availability
TTP Formula Funds	Planning	100%	3 years (Year of <i>Appropriation</i> + 2)
	Capital		
	Operating		
	Administrative Expenses		

FTA Tribal Transit Program - Competitive

	Eligible Projects	Federal Share	Funding Availability
TTP Competitive Funds	Planning <ul style="list-style-type: none"> • \$25,000 cap 	100%	3 years <i>(Year of Allocation + 2)</i>
	Capital <ul style="list-style-type: none"> • New Services • Replacement (bus, equipment, facility) • Expansion (bus, equipment, facility) • Project Administration 		
	Operating <ul style="list-style-type: none"> • New Services • Existing Services 		

FTA Formula Funds Available for Tribes

Funding Program	Direct Grant with FTA	Grant through State DOT
Section 5310 – Elderly and Persons with Disabilities	X	X
Section 5311 – Rural Area Transportation	X	X
Section 5311(j) – Tribal Transit Program – Formula	X	
Section 5339(a) – Bus and Bus Facilities	X	X

FTA Competitive Funds for Tribes

Funding Program	Direct Grant with FTA	Grant through State DOT
Section 5310 – Access and Mobility Partnership Grants	X	X
Section 5309 - Capital Investment Grant	X	X
Section 5310 – Access and Mobility Partnership Grants	X	X
Section 5311(j) – Tribal Transit Program	X	
Section 5312 – Integrated Mobility Innovation	X	X
Section 5339(b) – Bus and Bus Facilities	X	X
Section 5339(c) – Low or No Emission Vehicles	X	X

TTP vs. Non-TTP Requirements

- Tribal Transit Program funds (both Formula and Competitive) are 100% federal share (i.e., no match required).
- Tribes are eligible for Section 5311 Formula Grants for Rural Areas funding (administered by State DOTs) as subrecipients of the state.
 - **Cost-sharing (match) and Title VI requirements apply.** These requirements differ from the TTP program requirements, where Tribes have been granted certain exemptions.
- Tribes also have the option to receive Section 5311 or other program funding directly through FTA, but the program-specific requirements will still apply.

Streamlining of Application Process

- For FY 2024 Sec 5339 Bus & Bus Facilities and Low-or-No Emission Vehicles competitive grant programs, FTA is introducing streamlined requirements for federally recognized Indian Tribes **requesting less than \$1 million in Federal funds.**
[Streamlined Requirements for Tribal Applicants to the FY24 Buses and Bus Facilities Competitive Program and Low- or No-emission Program \(dot.gov\)](#)
- No narratives required for:
 - Demonstration of Need
 - Demonstration of Benefits
 - Planning and Regional/Local Prioritization
 - Local Financial Commitment
 - Project Implementation Strategy
 - Technical, Legal, and Financial Capacity

Other USDOT Grant Programs

- **RAISE** - Rebuilding American Infrastructure with Sustainability and Equity Program
- **Safe Streets for All (SS4A)**
- **ROUTES** - Rural Opportunities to Use Transportation for Economic Success
- **RURAL** - Rural Surface Transportation Grant program, which was included as part of USDOT's Multimodal Project Discretionary Grant Opportunity (MPDG)
- Complete list of grant programs for USDOT and its 9 modal administrations can be found here: <https://www.transportation.gov/grants>

FTA Program Updates



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Commercial Driver's License (CDL) Requirement

- New Entry-Level Driver Training (ELDT) regulations were issued by Federal Motor Carrier Safety Administration (FMCSA) and became effective on February 7, 2022.
- Individuals applying to obtain a school bus(S), **passenger (P)**, or hazardous materials (H) endorsement for the first time after February 7, 2022 must comply with the ELDT requirements.
- More information about ELDT regulations is available on the FMCSA website:
<https://www.fmcsa.dot.gov/registration/commercial-drivers-license/entry-level-driver-training-eldt>.
- FTA's National Rural Technical Assistance Program (NRTAP) is developing a **transit CDL training for rural and tribal operators** in collaboration with Minnesota DOT.
<https://www.nationalrtap.org/>

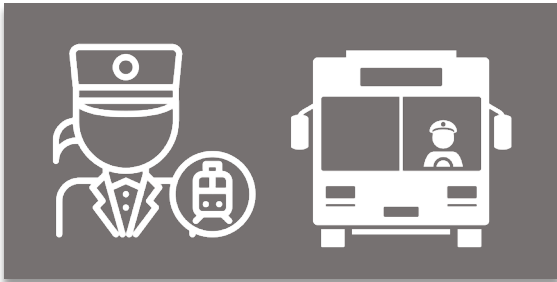
Hiring Preference

- In 2021, FTA announced a pilot initiative to permit transit agencies apply hiring preferences on FTA-funded construction projects, to promote equitable creation of employment opportunities and workforce development activities, particularly for economically or socially disadvantaged workers.
- Bipartisan Infrastructure Law (BIL) includes hiring preferences provision related to the use of labor for transportation construction projects.
- BIL Section 25019 provides an expressed authorization **for FTA grant recipients and subrecipients to use a local or other geographical or economic hiring preference for the construction of federally supported transit projects.**

Transit Workforce Center

- Transit Workforce Center (TWC) is the first FTA-funded center directly support workforce development to help transit agencies recruit, hire, train, and retain a diverse workforce.
- FTA created a campaign toolkit to support the transit industry with innovative, site-specific approaches to **recruit** transit workers, especially bus operators and maintenance workers.
- [ConnectingMyCommunity: The National Transit Frontline Worker Campaign Toolkit](#) features:
 - Tips and strategies
 - Customizable advertising templates with graphics and messages
 - A library of videos, other advertising, case studies on successful recruitment strategies, and recruitment-related research and reports

FTA Safety Updates



Assaults on Transit Workers

- On December 20, FTA issued a proposed General Directive for public comment: [Required Actions Regarding Assaults on Transit Workers](#)
- Agencies subject to the PTASP regulation would have 60 days to conduct a safety risk assessment
- Watch the Administrator's [video message](#)
- **Comment period closes February 20**



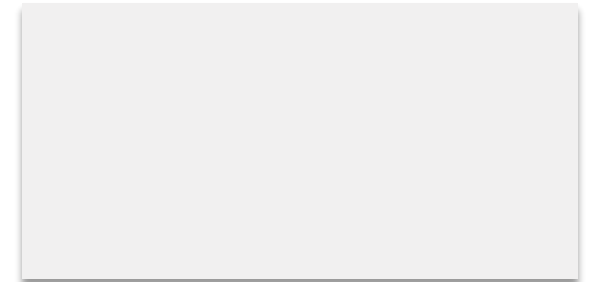
State Safety Oversight NPRM

- [Comment](#) period extended to **February 15**
- Proposed changes include requirements for SSOAs to collect safety data, have the authority to conduct unannounced safety inspections, and develop risk-based inspection programs



Transit Worker Hours of Service and Fatigue Risk Management ANPRM

- Comment period **closed January 29**
- [Requesting public feedback](#) to understand current industry practices, priorities and requirements
- Feedback received will inform whether and how FTA pursues future Federal regulatory action



Webinars and Events

- January 24: [Human Trafficking Prevention Month](#)
- Presentations and recordings from recent webinars: transit.dot.gov/TSOWebinars

Subscribe to Safety Updates

TSO Spotlight Newsletter:
<https://bit.ly/3UTgISg>



Sign up for GovDelivery:
<https://bit.ly/3PNvrKl>



INSIDE THIS ISSUE: *Transit Safety and Oversight Spotlight Newsletter* September 2023 Vol. 8 No. 9

U.S. Department of Transportation
Federal Transit Administration

Message from the Associate Administrator

Dear Transit Colleagues:

As we approach the end of Federal Fiscal Year (FY) 2023, I want to reflect on the safety goal of using data to inform safety decisions and ask how FTA can assist you in meeting your goals. FTA is here to work with you to create safer transit systems across America, whether it is through [webinars](#) or the [Public Transportation Agency Safety Plans \(PTASP\) Technical Assistance Center \(TAC\)](#).

FTA published the [Safety Training Schedule for FY 2024](#) earlier this month. Safety training plays a vital role in creating safer transit systems across America and the new training offers additional face-to-face deliveries. I encourage you to review the training schedule and plan accordingly for any training requirements you may have under the [Public Transportation Safety Certification Training Program regulation](#).

In addition, FTA issued a [safety advisory](#) recommending that transit agencies consider mitigation strategies to reduce the likelihood and severity of bus collisions with pedestrians, bicyclists, and people using other micromobility devices. Learn more about the safety advisory on page 6.

Looking ahead to the fall, mark your calendars for the [2023 FTA Joint State Safety Oversight Rail Transit Agency Hybrid Workshop](#) in St. Louis, MO from Tuesday, November 14, 2023 to Thursday, November 16, 2023! This year, the first day of the workshop will be in-person and is intended for State Safety Oversight Agencies and their approved contractors only. Registration is open on the workshop [webpage](#).

Lastly, FTA recognizes [Rail Safety Week](#). In addition to highlighting the Stop Track Tragedies campaign, this year's Rail Safety Week resources include new youth materials developed as part of FTA's cooperative agreement with Operation Lifesaver Inc. FTA published a dedicated [transit rail crossing safety webpage](#) and hosted a [webinar](#). [FTA Deputy Administrator Veronica Vanterpool](#) and I recorded video messages supporting this mission. While emphasizing the importance of rail safety, I want to stress that transit safety is a year-round priority.

Sincerely,
Joe

Joe DeLorenzo
Associate Administrator for
Transit Safety and Oversight
and Chief Safety Officer, FTA

Meet Your Transit Advisory Committee for Safety Member: Molly Hughes, Donna Johnson and Laura Karr	2
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Contact us at FTASafetyStakeholder@dot.gov

Vehicle Availability Challenges

- FTA is aware of challenges that transit agencies' challenges in procurement of cutaways due to the supply chain environment.
- FTA is currently in dialogue with small bus manufacturers and customers to identify where USDOT and FTA can provide assistance in relieving the chassis shortage.
<https://www.transit.dot.gov/funding/procurement/dear-colleague-letter-highlighting-tools-improve-bus-procurement-and>
- FTA recently issued guidance to clarify requirements related to procurement and flexibilities available to transit agencies.
<https://www.transit.dot.gov/funding/procurement/bus-procurement>
- In some cases, price adjustment to existing federally funded vehicle procurement contracts are allowed.
<https://www.transit.dot.gov/funding/procurement/third-party-procurement/bus-procurement-frequently-asked-questions>

2020 Census and FTA Formula Programs

- The effects of the 2020 Census is reflected in FTA's FY 2024 apportionments
 - 28 new Urbanized Areas and 15 eliminated Urbanized Areas
 - 14 Small UZAs became Large UZAs and 2 Large UZAs became Small UZAs
- Becoming an UZA or changing tiers changes some program requirements
- Post Pandemic National Transit Database ridership and service levels (from 2022) will be used for the first time in 2024.
- Changes in population density and current NTD data also affect some Formula Apportionments
- Urbanized area boundary changes may add or reduce the size of existing areas and cross municipal or transit district boundaries
- Maps and data available at <https://www.transit.dot.gov/census>

Dear Colleague Letter on Bus Procurements

- FTA actions to strengthen the American bus manufacturing industry, reduce vehicle contract costs, and shorten vehicle delivery times
- The guidance comes as transit agencies seek to procure buses using the historic investment provided by the Bipartisan Infrastructure Law.
- The Dear Colleague letter consolidates FTA's existing guidance and highlights tools to address trends and challenges in federally funded bus procurements
- Information on managing component prices, modifying contracts, lowering vehicle contract and production costs, and reducing unnecessary customization
- FTA's new [bus procurement webpage](#) includes updated [FAQs](#)

Price Adjustments for Existing Federally-funded Contracts

- FTA allows transit agency the authority to amend the prices of existing contracts or to structure their contracts using advance or progress payments
- FTA has published [FAQs](#) to respond to these questions.
- When permitted to modify a contract, FTA recipients are responsible, in accordance with good administrative practice and sound business judgment.
- The applicability will depend on a variety of factors, including the terms and conditions of that contract; applicable state, local, or tribal procurement law; the terms of a price adjustment; and the scope of the contract modification.

Resources



**Federal Transit
Administration**

Resources

- FTA Regional Tribal Transit Liaisons
<https://www.transit.dot.gov/funding/grants/federal-transit-administrations-regional-tribal-liaisons>
- FTA Tribal Transit Program Manager
Ms. Elan Flippin-Jones
elan.flippin@dot.gov; 202-366-3800
- National Rural Transit Assistance Program (NRTAP)
<https://www.nationalrtap.org/>
- Community Transportation Association of America (CTAA)
<https://ctaa.org/>
- **New!** USDOT – DOT Navigator
<https://www.transportation.gov/dot-navigator>
- **Subscribe to FTA Email Updates!**
<https://public.govdelivery.com/accounts/USDOTFTA/subscriber/new>

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FTA Mission, Vision, Values



Mission

Improve America's Communities through Public Transportation



Vision

A Better Quality of Life for All Built on Public Transportation Excellence

Values

Service

Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs

Integrity

Commitment to the highest professional and ethical standards

Innovation

Foster new ideas, concepts, and solutions for improved outcomes

Sustainability

Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety

Equity

Remove barriers for systemically underserved communities to access all aspects of economic, social, and civic life

Thank you!

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