

Table 3A: FY 2019 Section 5307 Operating Assistance Special Rule Operator Caps

FEDERAL TRANSIT ADMINISTRATION TABLE 3A FTA FY 2019 CONTINUING RESOLUTION SECTION 5307 OPERATING ASSISTANCE SPECIAL RULE OPERATOR CAPS FOR URBANIZED AREAS OVER 200,000 IN POPULATION <i>The total available for operating assistance is based on FY 2017 NTD Data and the Section 5307 funding shown in FTA Apportionment Table #3.</i>							
<p>NOTES:</p> <p>1. Agencies that are included in this table AND that are eligible for grants under the Section 5307 Urbanized Area Formula Program are eligible to receive operating assistance under the provisions of 5307(a)(2)(A), subject to local allocation, up to the amounts specified in column "H" in Fiscal Year 2019.</p> <p>2. Beginning in FY17, agencies may <u>alternatively</u> use program funds up to the amount shown in column "I" for operating assistance under 5307(a)(2)(B), provided that this amount is no greater than 50 or 75 percent of the total amount allocated to them for eligible projects through the local planning process, consistent with the eligible percent factor shown in column "G".</p> <p>3. This list does NOT indicate an agency's eligibility or entitlement for funding and does not represent an allocation of funding under the Urbanized Area Formula Program or any other FTA program.</p> <p>4. Public agencies that operate fixed route bus service and demand response service, excluding complementary ADA service, are permitted to use this provision in their Urbanized Area Formula Program grants.</p> <p>5. Certain transit operators that reported to NTD in a consolidated (multi-agency) report are included based on a vehicle revenue hour share proportional to the number of vehicles reported in maximum service.</p> <p>6. Transit operators may receive a cap for each urbanized area in which they operate and report transit service.</p> <p>7. Agencies that contract for public transportation service from a private operator, and which otherwise qualify for an operating cap under this provision, have been credited with the vehicle revenue hours reported by the private provider as attributable to the public agency.</p>							
<p>Per WSUAMPO Policy \$55,000 of the available <u>\$4,950,855</u> will be distributed to agencies providing services traditionally eligible under the Job Access Reverse Commute (JARC) program, which provides for job access for low-income individuals.</p> <p style="text-align: center;">Table Updated March 15, 2019</p>							
Urbanized Area of Service Provided	Public Transportation System Operator	Vehicles Operated in Peak Fixed Route and Demand Response Service	Apportionment to Urbanized Area (minus \$55,000 JARC set aside)	Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours	Agency Allocation based upon Percent Apportionment	Capital	FY 2019 CR Maximum Amount of Section 5307 Operating Assistance Allowed 5307(a)(2)(B)
Winston-Salem, NC	Davidson County Transportation	5	\$4,895,845	4.449%	\$217,792.52	\$36,095.18	\$181,697.34
Winston-Salem, NC	Piedmont Authority for Regional Transportation	26	\$4,895,845	13.077%	\$640,250.45	\$106,109.95	\$534,141.50
Winston-Salem, NC	Winston-Salem Transit Authority - Trans-Aid of Forsyth County	36	\$4,895,845	82.474%	\$4,037,802.03	\$669,192.75	\$3,368,609.28