### MEETING AGENDA

**Public Transportation Advisory Committee**  
**Tuesday, September 29, 2015 | 1:00 P.M.**  
**3712 Jackson Ave, Bldg. 6, Room 324, Austin, TX 78731**

| 1.  | Call to Order. |
| 2.  | Safety Briefing. |
| 3.  | Approval of minutes from July 23, 2015 meeting. (Action) |
| 4.  | TxDOT’s Public Transportation Division Director’s report to the committee regarding public transportation matters. |
| 5.  | Discussion of potential changes to the Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities program activities for FY2016. (Action) |
| 6.  | Presentation by Linda Cherrington (Texas A&M Transportation Institute) on the effects of urbanization on transit. (Action) |
| 7.  | Report on research about energy sector impacts on transit. (Action) |
| 8.  | Briefing on the Open Meetings Act with respect to options for public comment. (Action) |
| 9.  | Discussion and development of Public Transportation Advisory Committee (PTAC) Work Plan based on PTAC’s guiding principles and comments made at the January 22, 2015 meeting. (Action) |
| 10. | Public Comment – Public comment will only be accepted in person. The public is invited to attend the meeting in person or listen by phone at a listen-in toll-free number: 1-866-637-1408 [US] with conference code: 897 305 0787. An audio recording of the meeting will be placed on the Internet following the meeting. |
| 11. | Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action) |
| 12. | Adjourn. (Action) |

I certify that I have reviewed this document and that it conforms to all applicable Texas Register filing requirements.

CERTIFYING OFFICIAL: Joanne Wright, Deputy General Counsel, (512) 463-8630.
AGENDA ITEM 3
Committee Members Present and Participating:
Rob Stephens, Chair
John McBeth, Vice Chair
Glenn Gadbois (beginning 9:00 A.M.)
J.R. Salazar

Committee Members Participating via Teleconference:
Michelle Bloomer
Glenn Gadbois (8:30-9:00 A.M.)

TxDOT Present and Participating:
Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Kari Banta, Program Manager, PTN
Steve Wright, Program Manager, PN
Ryan Granger, Federal Relations Representative, Federal Affairs Office (FED)

AGENDA ITEM 1: Call to Order.
Rob Stephens called the meeting to order at 8:30 A.M.

AGENDA ITEM 2: Safety Briefing.
Josh Ribakove gave a safety briefing for attendees at 8:32 P.M.

AGENDA ITEM 3: Approval of minutes from May 26, 2015 meeting (Action).

MOTION  John McBeth moved to approve the May 26, 2015 meeting minutes.

SECOND  J.R. Salazar seconded the motion.

The motion passed unanimously at 8:33 A.M.

AGENDA ITEM 4: TxDOT’s Public Transportation Division Director’s report to the committee regarding public transportation matters.
Eric Gleason’s report touched on re-obligating remaining JARC and New Freedom program balances, TxDOT’s TIGER VII application, and PTN’s July semiannual meetings for the division and the transit operators it funds.

Question and discussion: Glenn Gadbois, Eric Gleason.

AGENDA ITEM 5: Texas legislative update (Action).
Eric Gleason provided this update.

Comments and discussion: John McBeth, Glenn Gadbois, Marc Williams.

No action taken.

**AGENDA ITEM 6: Update on federal authorization (Action).**

Eric Gleason introduced Ryan Granger from TxDOT’s Federal Affairs Office, who gave his briefing at 8:43 A.M. They led the subsequent discussion together.

Questions and discussion: J.R. Salazar, Glenn Gadbois, Ryan Granger, Eric Gleason.

The committee requests another update at the September meeting.

Public Comment from Paulette Shelton, Ft. Bend County.

No action taken.

**AGENDA ITEM 7: Review of FY205 5310 program activities (Action).**

Eric Gleason initiated the presentation at 9:00 A.M., and then introduced 5310 program manager Kari Banta, who gave a presentation on the topic and encouraged questions and discussion.


The committee requests an update on any program changes at the September meeting.

No action taken.

**AGENDA ITEM 8: Presentation on coordinated regional planning activities (Action).**

Eric Gleason initiated the presentation at 9:40 A.M., and then introduced Steve Wright, Transportation Planning & Program Office, who gave a presentation on the topic and encouraged comments and discussion.

Comments and discussion: Glenn Gadbois, Rob Stephens, John McBeth, Eric Gleason, Steve Wright.

No action taken.
AGENDA ITEM 9: Discussion and development of Public Transportation Advisory Committee (PTAC) Work Plan, based on PTAC’s guiding principles and comments made at the January 22, 2015 meeting (Action).

Eric Gleason initiated this discussion at 9:52 A.M.

Discussion among Rob Stephens, Michelle Bloomer, Glenn Gadbois. Items identified as essential included the 5310 program, anticipated changes resulting from the 2020 U.S. census, and TxDOT’s long range plan.

Public Comment from Ms. Paulette Shelton, Ft. Bend County at 9:57 A.M. Ms. Shelton requested that PTAC also focus on the effects of urbanization on formerly rural areas, in regard to transit.

Further discussion among Rob Stephens, Glenn Gadbois, John McBeth and Paulette Shelton.

No action taken.

AGENDA ITEM 10: Public Comment

Comment from Ms. Paulette Shelton, Ft. Bend County at 10:09 A.M. Ms. Shelton suggests making the public comment section of PTAC meetings more accessible and making the rules for public comments more clear on the published agendas for PTAC meetings.

Comment from Ms. Regina Blye, Texas State Independent Living Council at 10:15 A.M. Ms. Blye spoke about the Texas State Independent Living Council and its collaboration with TxDOT, and the 1st Annual Transportation Works Summit. She provided the committee with printed information on the summit.

AGENDA ITEM 11: Propose and Discuss Agenda Items for Next Meeting; Confirm Date of Next Meeting

Discussion began at 3:22 P.M.

No items were proposed beyond another update on federal transportation funding authorization. The committee decided to hold its next meeting on Thursday, July 23, 2015 at TxDOT’s Riverside Campus.

AGENDA ITEM 11: Propose and discuss agenda items for next meeting; confirm date of next meeting (Action).

Discussion among all members began at 10:20 A.M. Meeting date was not confirmed but agenda items are to focus on changes to the 5310 program; federal legislation; the effects of urbanization (presentation by Linda Charrington of the Texas Transportation Institute); PTAC’s guiding principles and work plan; and progress on research re: the impact of fracking upon transit.

No action taken.
AGENDA ITEM 12: Adjourn (Action).

Meeting adjourned at 10:27 A.M.

Prepared by: Josh Ribakove
Public Transportation Division

Approved by: Rob Stephens, Chair
Public Transportation Advisory Committee
AGENDA ITEM 5
# Section 5310 Proposed Schedule Changes

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>5310 Contract FY 2016</td>
<td>Fall 2015</td>
<td>Winter 2016</td>
</tr>
<tr>
<td>5310 Application Period FY 2017</td>
<td>Fall 2015</td>
<td>Spring 2016</td>
</tr>
<tr>
<td>5310 Contract FY 2017</td>
<td>Fall 2016</td>
<td>Winter 2017</td>
</tr>
<tr>
<td>5310 Application Period FY 2018-19</td>
<td>Winter 2016</td>
<td>Spring 2017</td>
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<td>5310 Contract FY 2018-19</td>
<td>Fall 2017</td>
<td>Winter 2019</td>
</tr>
<tr>
<td>5310 Application Period 2020-2021</td>
<td>Winter 2018</td>
<td>Spring 2019</td>
</tr>
</tbody>
</table>
AGENDA ITEM 6
Public Transportation Advisory Committee  
Tuesday, September 29, 2015  

Effects of Urbanization on Transit  
Linda Cherrington, TTI

Discussion Topics

Rapidly Urbanizing Rural Areas - Large UZA expanding into Rural Transit Districts  
Example: Houston UZA and Fort Bend County Rural Transit District  
**Issues:**  
- RTD access to Section 5307 Large UZA Funds through designated recipient  
- RTD eligibility to use Section 5307 Large UZA Funds for operating assistance  
- Limited sources of revenue for local share

Urban Gaps  
Examples: DFWA UZA and The T/DART; Austin UZA and Capital Metro; San Antonio UZA and VIA Metropolitan Transit; El Paso UZA and Sun Metro  
**Issue:**  
- Urbanized areas outside regional/municipal transit authorities  
  - Access to funds apportioned to UZA through designated recipient  
  - If not operating fixed route, not eligible Section 5307 for operating  
  - Access to funds for local share to fund transit service – not eligible for State Funds  

Example: Port Arthur UZA  
**Issue:**  
- Urbanized areas not included in urban transit district/municipal service areas  
  - Access to funds for local share to fund transit service

Limited Eligibility Providers in DFWA Urbanized Area  
Examples: Arlington, Grand Prairie, NETS, and Mesquite  
**Issue:**  
- No longer Federal provision for access to Section 5307 funds for operating

Growing Number of Urbanized Areas  
Additional Large Urbanized Areas >200,000  
New Small Urbanized Areas >50,000  
**Issue:**  
- Transit Funding Formula – Appropriated amount State Formula Funds for Urban Areas unchanged since 2001  
- Large Urbanized Areas >200,000 still eligible for State funds
Rapidly Urbanizing Rural Areas
Large UZA Expanding into Rural Transit Districts

- RTD access to Section 5307 Large UZA Funds through designated recipient
- RTD eligibility to use Section 5307 Large UZA Funds for operating assistance
- Limited sources of revenue for local share
Section 5307 Urban Area Formula Grants

Small Urbanized Area (UZA) 50,000 to <200,000

- Formula Funding Apportionment

<table>
<thead>
<tr>
<th>Bus *</th>
<th>Fixed Guideway</th>
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</thead>
<tbody>
<tr>
<td>o Population</td>
<td>o Fixed-Guideway Non-Incentive Tier</td>
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<tr>
<td>o Population X Density</td>
<td>o Fixed Guideway Vehicle Revenue Miles</td>
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<td></td>
<td>o Fixed Guideway Directional Route Miles OR</td>
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<tr>
<td></td>
<td>o Minimum for UZAs with Commuter Rail and 750,000+ population</td>
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<td>o Minimum for UZAs with Commuter Rail and 750,000+ population</td>
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<td>o Fixed Guideway Passenger Miles Traveled X</td>
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<tr>
<td></td>
<td>o Fixed Guideway Passenger Miles Traveled divided by Operating Costs</td>
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<tr>
<td></td>
<td>o Minimum for UZAs with Commuter Rail and 750,000+ population</td>
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</table>

Large Urbanized Area (UZA) >200,000

- Formula Funding Apportionment based on all public transit providers operating in the UZA

<table>
<thead>
<tr>
<th>Bus *</th>
<th>Fixed Guideway</th>
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<tbody>
<tr>
<td>Bus Non-Incentive Tier</td>
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<td>o Fixed Guideway Directional Route Miles OR</td>
</tr>
<tr>
<td>o Bus Vehicle Revenue Miles</td>
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<tbody>
<tr>
<td>o Low-Income Population</td>
<td>o Fixed Guideway</td>
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</table>

*Factors for Bus also apply to funding apportionment for Section 5339 Bus and Bus Facilities
Eligible Recipients

- A requirement for funding under Section 5307 is the selection of a designated recipient for Section 5307 in a UZA. The recipient(s) so designated in each UZA must be a governmental authority and have the legal authority to receive and dispense federal funds in the UZA.
  - For UZAs under 200,000 in population, the governor or the governor’s designee (TxDOT) performs the role of the designated recipient.
  - For UZAs with populations 200,000 or more, a designated recipient must be selected in accordance with the local planning process by the providers of publicly owned public transportation service in the UZA. The metropolitan planning organization (MPO) must concur in the designation. FTA encourages the designation of a single designated recipient for each UZA 200,000 or more in population. However, nothing precludes the designation of multiple designated recipients.
- A state or designated recipient may authorize another public entity to be a direct recipient for Section 5307 funds. A direct recipient is a public entity that is legally eligible under federal transit law to apply for and receive grants directly from FTA.
- A Section 5307 recipient, whether a designated recipient or direct recipient, may choose to pass its grant funds through to another entity (subrecipient) to carry out a project eligible under Section 5307. A sub-recipient arrangement does not relieve the original recipient of its responsibilities to carry out the terms and conditions of the grant agreement.

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**Section 5307 Large UZA Funds Participants in Allocation of Funds**

- **FTA**: Apportions by Formula to UZA
- **Metropolitan Planning Organization**: Develops Long-range Regional Plan, Approves Annual TIP
- **Designated Recipient(s)**: Selected by public transit providers in UZA, Accountable to FTA for Use of Funds
Section 5307 Large UZA
Roles and Responsibilities

FTA
• Apportions by Formula to UZA

Metropolitan Planning Organization
• Develops Long-range Regional Plan
• Approves Annual TIP (to program funds)

Designated Recipient(s)
• Accountable to FTA for Use of Funds
• Allocates Funds (in cooperation MPO)

Direct Recipient(s)
• Grantee (subject to allocation of funds)
• Accountable to FTA for Grant Funds

Section 5307 Large UZA
Roles and Responsibilities

FTA
• Apportions by Formula to UZA

Metropolitan Planning Organization
• Develops Long-range Regional Plan
• Approves Annual TIP (to program funds)

Designated Recipient(s)
• Accountable to FTA for Use of Funds
• Allocates Funds (in cooperation MPO)

Subrecipient(s) accountable to Designated (or Direct Recipient)
Small Transit Provider Operating in a Large Urbanized Area >200,000
Operating Assistance Special Rule

1. Vehicles Operated in Peak Fixed Route Service

   • Does the Small Operator report Fixed Route (MB) to the National Transit Database (NTD)?
     o If No → No opportunity to use Section 5307 funds for Operating Assistance
     o If Yes, the Small Operator may be eligible

   • Does the Small Operator report 100 buses or fewer in fixed route service during peak hour service?
     o If more than 100 buses → No opportunity to use Section 5307 funds for Operating Assistance
     o If Yes, operate 100 buses or fewer, identify how many and then continue
       ▪ Equal to or less than 75 buses
       ▪ Between minimum 76 and maximum 100 buses

2. Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours

   Source: Data reported to the NTD for all public transportation operators in the UZA.
   • Vehicle revenue hours reported by the eligible Small Operator (all modes) compared to
     Total number of vehicle revenue hours reported by all public operators (all modes) in the UZA

3. Eligible Percent Factor Category

   • Vehicles Operated in Peak Fixed Route Service defines Eligible Percent Factor
     ▪ Equal to or less than 75 buses  75%
     ▪ Between minimum 76 and maximum 100 buses  50%

4. Maximum Amount of Section 5307 Operating Assistance

   • Number of vehicle revenue hours reported by the eligible Small Operator (for all modes) /
     Total number of vehicle revenue hours reported in the UZA by all public operators (for all modes) =
   • Percent of apportionment attributable to the Small Operator based on vehicle revenue hours X
   • Apportionment dollars to the UZA X
   • Eligible percent factor (50% or 75%) based on number of vehicles operated in peak fixed route =
   • Maximum Amount of Section 5307 Operating Assistance for the eligible Small Operator
     [May be used for 50% Operating Assistance up to the Maximum Amount]

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1 Apportionments are based on NTD from the two years prior. For example, Fiscal 2015 Apportionments are based on 2013 NTD reported data.
2 FTA Circular 9030.1E, IV-15 reads “The amount available (operating cap) is calculated by dividing the UZA’s apportionment by the total number of vehicle revenue hours reported in the UZA from all public operators and multiplying this quotient by the number of total vehicle revenue hours operated in the UZA by the eligible system, and then by either 50 or 75 percent.”
## FEDERAL TRANSIT ADMINISTRATION

### TABLE 3A

**FTA FY 2015 (CR) SECTION 5307 OPERATING ASSISTANCE SPECIAL RULE OPERATOR CAPS FOR URBANIZED AREAS OVER 200,000 IN POPULATION**

The total available for operating assistance is based on FY 2013 NTD Data and the Section 5307 funding shown in FTA Apportionment Table #3.

**NOTES:** 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, subject to local allocation, up to the specified amount in Fiscal Year 2015. 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. Only public agencies that operate fixed route bus service are permitted to use this provision in their Urbanized Area Formula Program grants.

<table>
<thead>
<tr>
<th>Urbanized Area of Service Provided</th>
<th>Public Transportation System Operator</th>
<th>Vehicles Operated in Peak Fixed Route Service</th>
<th>Apportionment to Urbanized Area</th>
<th>Percent of Apportionment attributable to Operator based on Vehicle Revenue Hours</th>
<th>Eligible Percent Factor Category</th>
<th>FY 2015 Maximum Amount of Section 5307 Operating Assistance Allowed</th>
<th>Local Sales Tax Dedicated to Transit?</th>
<th>Eligible for State Urban Funds to Apply to Local Share?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth-Arlington, TX</td>
<td>City of Cleburne</td>
<td>1</td>
<td>$75,147,275</td>
<td>0.136%</td>
<td>75%</td>
<td>$76,581</td>
<td>Urban</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Dallas-Fort Worth-Arlington, TX</td>
<td>Denton County Transportation Authority</td>
<td>41</td>
<td>$75,147,275</td>
<td>0.042%</td>
<td>75%</td>
<td>$23,615</td>
<td>Urban</td>
<td>0.50%</td>
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<tr>
<td>Dallas-Fort Worth-Arlington, TX</td>
<td>Public Transit Services</td>
<td>2</td>
<td>$75,147,275</td>
<td>0.051%</td>
<td>75%</td>
<td>$29,154</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Dallas-Fort Worth-Arlington, TX</td>
<td>STAR Transit</td>
<td>1</td>
<td>$75,147,275</td>
<td>0.345%</td>
<td>75%</td>
<td>$194,344</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Dallas-Fort Worth-Arlington, TX</td>
<td>Texoma Area Paratransit System, Inc</td>
<td>15</td>
<td>$75,147,275</td>
<td>0.028%</td>
<td>75%</td>
<td>$15,997</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Houston, TX</td>
<td>Fort Bend County Public Transportation</td>
<td>18</td>
<td>$72,089,918</td>
<td>1.644%</td>
<td>75%</td>
<td>$889,107</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Houston, TX</td>
<td>Harris County, Office of Transit Services</td>
<td>12</td>
<td>$72,089,918</td>
<td>2.224%</td>
<td>75%</td>
<td>$1,202,487</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Houston, TX</td>
<td>Island Transit</td>
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<td>$72,089,918</td>
<td>0.158%</td>
<td>75%</td>
<td>$85,213</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>McAllen, TX</td>
<td>City of McAllen - McAllen Express Transit</td>
<td>8</td>
<td>$5,808,441</td>
<td>61.461%</td>
<td>75%</td>
<td>$2,677,455</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>McAllen, TX</td>
<td>Lower Rio Grande Valley Development Council</td>
<td>17</td>
<td>$5,808,441</td>
<td>38.539%</td>
<td>75%</td>
<td>$1,678,876</td>
<td>Urban</td>
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<tr>
<td>Denton-Lewisville, TX</td>
<td>Denton County Transportation Authority</td>
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<td>$5,612,341</td>
<td>95.286%</td>
<td>75%</td>
<td>$4,010,847</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Corpus Christi, TX</td>
<td>Corpus Christi Regional Transportation Authority</td>
<td>60</td>
<td>$5,013,417</td>
<td>100.000%</td>
<td>75%</td>
<td>$3,760,063</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Conroe-The Woodlands, TX</td>
<td>Brazos Transit District</td>
<td>70</td>
<td>$3,404,709</td>
<td>69.670%</td>
<td>75%</td>
<td>$1,779,055</td>
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<tr>
<td>Laredo, TX</td>
<td>Laredo Transit Management, Inc.</td>
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<td>$3,268,008</td>
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<td>75%</td>
<td>$2,451,006</td>
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<tr>
<td>Lubbock, TX</td>
<td>City Transit Management Company, Inc.</td>
<td>60</td>
<td>$3,155,470</td>
<td>100.000%</td>
<td>75%</td>
<td>$2,366,603</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Brownsville, TX</td>
<td>City of Brownsville - Brownsville Metro</td>
<td>19</td>
<td>$2,426,480</td>
<td>100.000%</td>
<td>75%</td>
<td>$1,819,860</td>
<td>Urban</td>
<td>Not Applicable</td>
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<tr>
<td>Killeen, TX</td>
<td>Hill Country Transit District</td>
<td>14</td>
<td>$2,336,381</td>
<td>100.000%</td>
<td>75%</td>
<td>$1,752,286</td>
<td>Urban</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>

None Not Applicable

Austin UZA Midland-Odessa
San Antonio UZA
El Paso UZA

8
Urban Gaps

- Urbanized areas outside regional/municipal transit authorities
  - Access to funds apportioned to UZA through designated recipient
  - If not operating fixed route, not eligible Section 5307 for operating
  - Access to funds for local share to fund transit service – not eligible for State Funds

- Urbanized areas not included in urban transit district/municipal service areas
  - Access to funds for local share to fund transit service
Population in the Urban Gap

The urban gap is defined as that area within the urbanized area (UZA) but outside the service area of the transit provider(s) for the UZA.

<table>
<thead>
<tr>
<th>Total Texas Population</th>
<th>2000</th>
<th>2010</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas Population in Urbanized Areas (UZA)</td>
<td>14,796,000</td>
<td>18,948,000</td>
<td>4,152,000</td>
<td>28%</td>
</tr>
<tr>
<td>Population in the Urban Gap for Transit</td>
<td>2,943,000</td>
<td>4,964,000</td>
<td>2,021,000</td>
<td>69%</td>
</tr>
<tr>
<td>Percent of UZA Population in Urban Gap</td>
<td>20%</td>
<td>26%</td>
<td></td>
<td></td>
</tr>
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Population in the Urban Gap for Transit

<table>
<thead>
<tr>
<th>Metro Urbanized Areas*</th>
<th>2000</th>
<th>2010</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Urbanized Areas</td>
<td>165,000</td>
<td>373,000</td>
<td>208,000</td>
<td>126%</td>
</tr>
<tr>
<td>Total Statewide</td>
<td>2,943,000</td>
<td>4,964,000</td>
<td>2,021,000</td>
<td>69%</td>
</tr>
</tbody>
</table>

*Does not include general population in cities with transit for limited eligibility
Limited Eligibility Providers in DFWA Urbanized Area
Arlington, Grand Prairie, NETS, Mesquite³

- No longer Federal provision for access to Section 5307 funds for operating

³ City of Mesquite now contracts for general public demand response transit with STAR Transit


Eligibility for Section 5307 Funds

TEA-21
Language in federal authorization TEA-21 (1997) provides up to $1,444,000 annually for operating assistance to eligible providers that operate 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to provide services to elderly and persons with disabilities.

Eligible cities are Arlington, Mesquite, Grand Prairie and Grapevine (for NETS).4

SAFETEA-LU
FTA extended to SAFETEA-LU authorization (2005)

FTA established seven criteria for SAFETEA-LU:
- Demand response exclusively for elderly and/or persons with disabilities.
- Vehicles operated in maximum service are 20 or fewer.
- Service area is in an urbanized area >200,000.
- Service is not ADA paratransit for fixed route transit.
- Neither fixed-route nor ADA paratransit is provided in the service area by the provider.
- Metropolitan Planning Organization agrees.

Authorized annual Section 5307 Formula Funds for operating assistance, based on the maximum used in 1996, 1997, and 1998 (with adjustments for Grand Prairie and NETS).

<table>
<thead>
<tr>
<th>Grantee/Locality</th>
<th>Maximum Amount Operating Assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington</td>
<td>$ 654,818</td>
</tr>
<tr>
<td>City of Grand Prairie</td>
<td>$ 262,871</td>
</tr>
<tr>
<td>City of Mesquite</td>
<td>$ 250,000</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>$ 260,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 1,427,689</strong></td>
</tr>
</tbody>
</table>

MAP-21
MAP-21 does not include provisions for limited eligibility providers to use funds for operating assistance.

Arlington, Grand Prairie, NETS, and Mesquite do not provide fixed-route transit and are not eligible under the Section 5307 Operating Assistance Special Rule.

Texas Transit Funding Formula for Urban Funds
The Texas Transit Funding Formula for “Limited Eligibility Providers” is based on the population in these cities for people age 65 and over and people with a disability as a percent of total urban population eligible for state transit funds = 6 percent.

Those ~6 percent of Urban Funds are then allocated according to the Texas Transit Funding Formula among Arlington, Grand Prairie, NETS, and Mesquite.

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4 NETS is comprised of the cities Bedford, Euless, Grapevine, Haltom City, Hurst, Keller, and North Richland Hills.
MTED is now STAR Transit operating general public demand response within Mesquite, to medical appointments in Dallas County and to destinations in the STAR Transit service area (Rockwall County, Kaufman County, Balch Springs, and Seagoville). START Transit also operates City of Mesquite PASsenger Shuttle – COMPASS, an express bus service between Hanby Stadium located in downtown Mesquite and the Lawnview Station on the DART Green Line located in East Dallas.
Growing Number of Urbanized Areas

- Transit Funding Formula – Appropriated amount State Formula Funds for Urban Areas unchanged since 2001
- Large Urbanized Areas >200,000 still eligible for State funds
## State-Funded Urban Transit Districts

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>McAllen</td>
<td>728,825</td>
<td>199,999</td>
<td>523,144</td>
<td>199,999</td>
<td>263,192</td>
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<tr>
<td>Lubbock</td>
<td>237,356</td>
<td>199,999</td>
<td>202,225</td>
<td>199,999</td>
<td>187,906</td>
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<tr>
<td>Midland-Odessa</td>
<td></td>
<td>199,999</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Conroe–The Woodlands</td>
<td>239,938</td>
<td>199,999</td>
<td></td>
<td>89,445</td>
<td>New Urban</td>
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<tr>
<td>Laredo</td>
<td>235,730</td>
<td>199,999</td>
<td>175,586</td>
<td></td>
<td>123,651</td>
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<tr>
<td>Killeen</td>
<td>217,630</td>
<td>199,999</td>
<td>167,976</td>
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<td>137,876</td>
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<tr>
<td>Brownsville</td>
<td>217,585</td>
<td>199,999</td>
<td>165,776</td>
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<td>117,676</td>
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<tr>
<td>Amarillo</td>
<td>196,651</td>
<td>199,999</td>
<td>179,312</td>
<td></td>
<td>157,934</td>
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<tr>
<td>Waco</td>
<td>172,378</td>
<td>199,999</td>
<td>153,198</td>
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<td>144,372</td>
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<tr>
<td>College Station–Bryan</td>
<td>171,345</td>
<td>199,999</td>
<td>132,500</td>
<td></td>
<td>107,999</td>
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<tr>
<td>McKinney</td>
<td>170,030</td>
<td>199,999</td>
<td>54,525</td>
<td>New Urban</td>
<td>Rural</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>153,150</td>
<td>199,999</td>
<td>87,969</td>
<td></td>
<td>109,560</td>
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<tr>
<td>Beaumont</td>
<td>147,922</td>
<td>199,999</td>
<td>139,304</td>
<td></td>
<td>122,841</td>
</tr>
<tr>
<td>Harlingen</td>
<td>135,663</td>
<td>199,999</td>
<td>110,770</td>
<td></td>
<td>79,309</td>
</tr>
<tr>
<td>Tyler</td>
<td>130,247</td>
<td>199,999</td>
<td>101,494</td>
<td></td>
<td>79,703</td>
</tr>
<tr>
<td>Odessa</td>
<td>126,405</td>
<td>See above &gt;200,000</td>
<td>111,395</td>
<td>See above &gt;200,000</td>
<td>113,672</td>
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<tr>
<td>Midland</td>
<td>117,807</td>
<td>199,999</td>
<td>99,221</td>
<td></td>
<td>91,999</td>
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<tr>
<td>Abilene</td>
<td>110,421</td>
<td>107,041</td>
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<td></td>
<td>107,836</td>
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<tr>
<td>Texas City</td>
<td>106,383</td>
<td>96,417</td>
<td></td>
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<td>128,211</td>
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<tr>
<td>Wichita Falls</td>
<td>99,437</td>
<td>99,396</td>
<td></td>
<td></td>
<td>97,151</td>
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<tr>
<td>Longview</td>
<td>98,884</td>
<td>78,070</td>
<td></td>
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<td>76,429</td>
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<tr>
<td>San Angelo</td>
<td>92,984</td>
<td>114,656</td>
<td></td>
<td></td>
<td>85,408</td>
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<tr>
<td>Temple</td>
<td>90,390</td>
<td>71,937</td>
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<td>58,100</td>
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<tr>
<td>Denton–Lewisville</td>
<td>DCTA</td>
<td>DCTA</td>
<td></td>
<td></td>
<td>66,445</td>
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<tr>
<td>Lake Jackson–Angleton</td>
<td>74,830</td>
<td>73,416</td>
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<td>New Urban</td>
<td>Rural</td>
</tr>
<tr>
<td>Victoria</td>
<td>63,683</td>
<td>61,529</td>
<td></td>
<td></td>
<td>55,122</td>
</tr>
<tr>
<td>Sherman</td>
<td>61,900</td>
<td>56,168</td>
<td></td>
<td></td>
<td>55,522</td>
</tr>
<tr>
<td>San Marcos</td>
<td>52,826</td>
<td>New Urban</td>
<td></td>
<td>Rural</td>
<td>Rural</td>
</tr>
<tr>
<td>Texarkana, TX (only)</td>
<td>52,090</td>
<td>48,767</td>
<td></td>
<td>65,086 incl AR</td>
<td></td>
</tr>
<tr>
<td>Galveston</td>
<td>Rural</td>
<td>54,770</td>
<td></td>
<td></td>
<td>58,263</td>
</tr>
<tr>
<td>Total Transit Districts</td>
<td>36</td>
<td>26</td>
<td></td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Population (Capped &gt;200,000)</td>
<td>3,581,207</td>
<td>3,020,019</td>
<td></td>
<td></td>
<td>2,691,473</td>
</tr>
</tbody>
</table>

### Limited Eligibility - Seniors and People with Disabilities Only

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>94,200</td>
<td>86,396</td>
<td>unknown</td>
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<tr>
<td>Grand Prairie</td>
<td>52,520</td>
<td>37,995</td>
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<tr>
<td>Mesquite</td>
<td>38,637</td>
<td>34,209</td>
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<tr>
<td>NETS</td>
<td>84,661</td>
<td>77,713</td>
<td>unknown</td>
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<tr>
<td>Total Transit Districts</td>
<td>42</td>
<td>4</td>
<td></td>
<td></td>
<td>4</td>
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<tr>
<td>Seniors, People with Disabilities</td>
<td>270,018</td>
<td>236,313 estimate</td>
<td>200,000</td>
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<td></td>
</tr>
</tbody>
</table>

| Total                      | 30              | 3,851,225              | 30              | 3,256,332              | 29              | 2,891,000 approximate |

Increase in Total Population: 18% 13%
Population 1990 Census
Prior to Texas Transit Funding Formula

- McAllen, 10%
- Lubbock
- Amarillo
- Waco
- Killeen
- Texas City
- Laredo
- Beaumont
- Brownsville
- Odessa
- Port Arthur
- Abilene
- College Station--Bryan
- Midland
- Wichita Falls
- Tyler
- San Angelo
- Harlingen
- Longview
- Denton--Lewisville
- Texarkana, TX
- Temple
- Galveston
- Sherman
- Victoria

Prior to Texas Transit Funding Formula
Population 2000 Census
Urban Transit Funding Formula - Need (50%)

Limited Eligibility Cities Population includes only Seniors and People with Disabilities

McKinney
Galveston
Sherman
Victoria
Texarkana, TX
Lake Jackson--Angleton
Longview
Port Arthur
Conroe--The Woodlands
Texarkana, TX
Temple
Wichita Falls
Texas City
Abilene, TX
Tyler
Waco
Beaumont
College Station--Bryan
San Angelo
Harlingen
McAllen
Lubbock
Midland-Odessa
McAllen
Midland-Odessa

UZA Population >200,000 capped at 199,999 for Need
Midland and Odess is each an Urbanized Area <200,000. For the Texas Transit Funding Formula, the two UZAs are treated as one transit district >200,000 population
Population 2010 Census
Urban Transit Funding Formula - Need (50%)

Limited Eligibility Cities Population includes only Seniors and People with Disabilities

UZA Population >200,000 capped at 199,999 for Need
Midland and Odessa is each an Urbanized Area <200,000.
For the Texas Transit Funding Formula, the two UZAs are treated as one transit district >200,000 population
Possible New Urbanized Areas >200,000 in 2020

- Amarillo
- Waco
- College Station-Bryan
- McKinney

Possible New Urbanized Areas >50,000 in 2020

- Eagle Pass
- Rio Grande City-Roma
- Lufkin
- Galveston [possibly part of Texas City UZA]
- Del Rio