

What Happens If We Are a TMA?

- For BTD Transit
 - The funding formula for Section 5307 (operating assistance) will change
 - Under 200,000 the apportionment is based on population and population density
 - Over 200,000, in addition to population and population density bus revenue vehicle miles and bus passenger miles will be added
 - Under an FTA Special Rule, smaller transit systems (under 75 vehicles) can use up to 75% of operating assistance to subsidize service
 - Remaining 25% must be local match

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- **Potential Local Match After TMA Designation**

Item Estimate	Value
FY20 Operating Costs	\$4,005,771
FTA 5307 Apportionment	\$2,000,039
FY20 Farebox Revenue	\$ 400,577
State Funds after TMA	\$ 938,475

Local Match after TMA \$ 666,680

(All costs shown are annual costs)

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□ Transit

- We will need to have a regional discussion on:
 - A separate BTD Board for Brazos County?
 - If so, what is the composition?
 - What type of system is appropriate for each community?
 - How are local match requirements from each community determined (route miles, population, other)?
 - How does each community come up with the local match?