

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Federal Transit Administration (FTA)
Information and Interim Guidance

City of Phoenix

PUBLIC TRANSIT DEPARTMENT

Overview

- MAP-21 General
- Repealed Programs
- Consolidated / Modified Programs
- New Programs
- Cross-cutting Programmatic Requirements and Changes

MAP-21 General

- October 16, 2012 Federal Register FTA Notice
- Decreased discretionary programs, increased formula programs
- 2010 Census data used for funding formulas beginning with 2013 apportionments
- Section 5307 Phoenix-Mesa UZA 2013 partial apportionment

Repealed Programs

- Section 5308 Clean Fuels
- Section 5309 Fixed Guideway Modernization
- Section 5309 Bus and Bus Facilities
- Section 5316 Job Access and Reverse Commute
- Section 5317 New Freedom
- Section 5339 Alternatives Analysis

Consolidated / Modified Programs

- Section 5307 Urbanized Area Formula Grants
- Section 5309 Fixed Guideway Capital Investment
- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5307 Urbanized Area Formula Grants

- JARC projects eligible under 5307
- JARC projects for maintenance or development
- There is no floor or ceiling on the amount of funds that can be spent on JARC activities
- The funding formula includes low-income factor
- Certain vanpool expenditures may count as part of local match for a capital project
- Operating assistance provision for operators in large UZA's operating less than 100 vehicles

Section 5309 Fixed Guideway Capital Investment

- Provides funding for projects that will expand the core capacity of an existing fixed guideway corridor
- Core Capacity Improvement projects must increase the capacity of the existing fixed guideway system in the corridor by at least 10%
- Streamlined process with reduced steps

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

- The former New Freedom program (5317) is folded into this program
- Funds apportioned to large urbanized areas
- Projects must be included in a locally developed, coordinated public transit-human services transportation plan
- The competitive selection process is now optional
- 10% of apportionment may be used for grant administration expenses

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

- Not less than 55 percent of program funds must be spent on prior 5310 program activities
- The remaining 45 percent may be used for prior 5317 program activities
- Designated recipient may be the State
- Current 5310 designated recipient (ADOT) remains in effect until changed by Governor

New Programs

- Section 5326 Transit Asset Management¹
- Section 5329 Transit Safety and Oversight¹
- Section 5337 State of Good Repair
- Section 5339 Bus and Bus Facilities
- Transit-Oriented Development Planning Pilot

¹ These programs do not provide funding, only establish requirements that must be met by grant recipients.

Section 5326 Transit Asset Management

- MAP-21 requires FTA to define the term “state of good repair” and create objective standards
- Based on that definition, FTA must establish a national transit asset management system
- FTA must develop performance measures under which all FTA grantees will be required to set targets
- All FTA grantees and their subrecipients are required to develop transit asset management plans

Section 5326 Transit Asset Management

- Each designated recipient of FTA formula funding will be required to report
- TAP measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs)
- FTA will support this effort through technical assistance
- Requirement for Transit Asset Management plan not in effect until FTA issues rulemaking
- Proposed changes to the NTD Reporting Manual will be published in a future Federal Register notice

Section 5329 Transit Safety

- FTA must develop safety performance criteria for all modes of public transportation (rail, bus, etc.)
- FTA must develop minimum safety performance standards for vehicles not regulated by other Federal agencies
- FTA must develop a public transportation safety certification training program for individuals involved in transit safety

Section 5329 Transit Safety

- All recipients of FTA funding required to develop agency safety plans
- Safety measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs)
- Safety plan must include an adequately trained safety officer who reports directly to the recipient's chief executive

Section 5337 State of Good Repair

- Replaces the Section 5309 fixed guideway modernization program
- Limited to fixed guideway systems & high intensity bus
- Projects are limited to replacement, rehabilitation, or to maintain public transportation systems in a state of good repair
- Projects must be included in a transit asset management plan to receive funding
- The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes

Section 5339 Bus and Bus Facilities

- Replaces the previous Section 5309 discretionary Bus and Bus Facilities program
- Provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities

Transit-Oriented Development Planning Pilot

- New discretionary pilot program for TOD planning grants
- Eligible activities include comprehensive planning in corridors with new rail, BRT, or core capacity projects
- The plans should seek to:
 - enhance economic development, ridership, and other goals
 - facilitate multimodal connectivity and accessibility
 - increase access to transit hubs for pedestrian and bicycle traffic
 - enable mixed-use development
 - identify infrastructure needs associated with the project
 - include private sector participation
- Funds not available under current Continuing Resolution

Cross-cutting Programmatic Requirements and Changes

- Veteran hiring preference required for FTA funded capital projects
 - Does not require a preference to any veteran over equally qualified applicant who is a member of any racial or ethnic minority, female, an individual with a disability, or a former employee
 - Federal procurement clauses to be updated
- FTA can bar an entity from receiving funding for non-compliance with FTA's drug and alcohol regulations
- FTA share now 85% for acquisition of vehicles to comply or maintain compliance with the ADA or the Clean Air Act (previously 83%)

Cross-cutting Programmatic Requirements and Changes

- Expanded period of availability
 - Section 5307 Urbanized Area Formula Grants – 6 years
 - Section 5309 Fixed Guideway Capital Investment – 5 years
 - Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – 3 years
 - Section 5337 State of Good Repair – 4 years
 - Section 5339 Bus and Bus Facilities – 4 years
- MPO/Statewide Planning
 - Establishes a performance-based planning process to target USDOT-issued national goals (safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, **transit safety, transit asset management**)
 - Requires **transit representation on MPO Boards**

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Questions?

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