

Planning and Project Development Changes in MAP-21

Rail~Volution
October 2013

MAP-21

- Made fundamental and significant changes to how significant transit projects get planned and developed
 - Performance based planning
 - Environmental compliance changes
 - Streamlining of Capital Investment Grant program (aka New and Small Starts)
 - New Core Capacity eligibility

MAP-21 Metropolitan Planning

- Transit representation on MPO boards in regions of 200,000 population or more
- Performance measures and targets in Long Range Plans and Transportation Improvement Programs (TIPs)
- Flexible funding from Title 23 - option for transit

Metropolitan Transportation Planning

49 U.S.C. 5303

- Requires MPOs to:
 - Establish performance targets within 180 days after State and public transportation providers establish performance targets
 - Coordinate with providers of public transportation to select SGR and safety targets
 - Coordinate with State to select 150(c) targets
 - Integrate performance based plans into metropolitan transportation planning process
 - Describe performance measures and targets used to assess system performance in the metropolitan transportation plan
 - Report on progress in meeting performance targets in metro plan
 - Demonstrate link between investment priorities and performance targets in TIP

MAP-21 Environmental

- Intended to accelerate project delivery through targeted changes to the environmental review process
- Requires rulemaking for a number of new categorical exclusions for highways and transit
- Supports now completed 2012 rulemaking that rewrote and expanded categorical exclusions tailored for transit projects

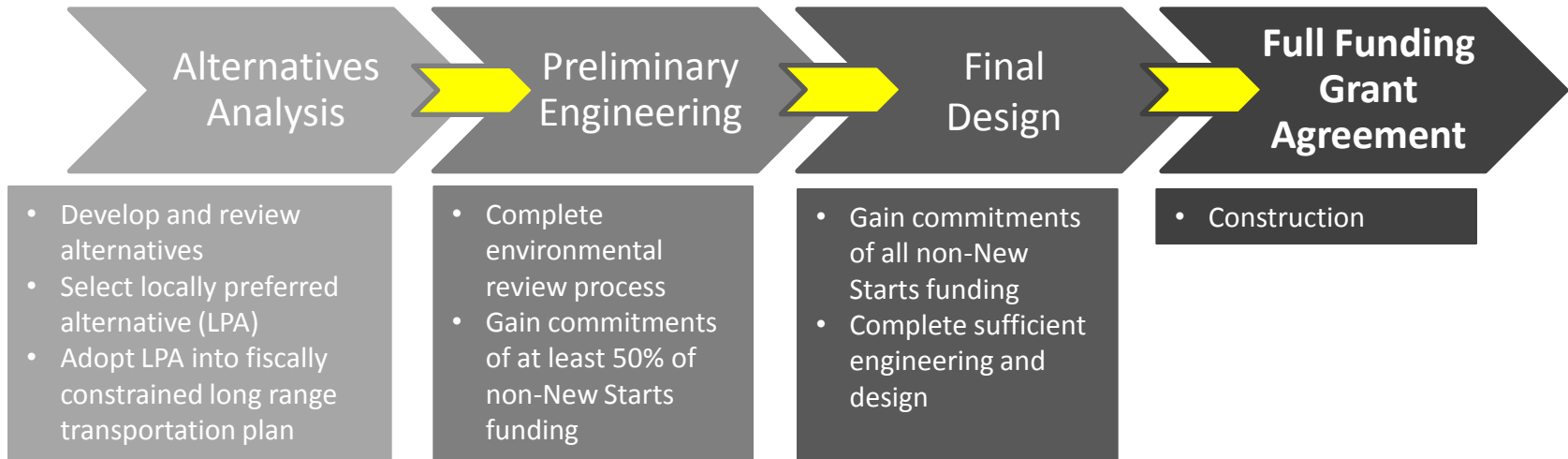
MAP-21 Eligible New Starts Projects

- Total New Starts funding sought is $> \$75M$ and/or project cost $\geq \$250M$
- New fixed guideway minimum operable segment or extension to existing fixed guideway system
- Fixed guideway BRT:
 - Majority operates in separate right-of-way
 - Represents substantial investment in a single route in a defined corridor
 - Includes defined stations, traffic signal priority for transit, and short headway bidirectional services for substantial part of weekdays and weekend days

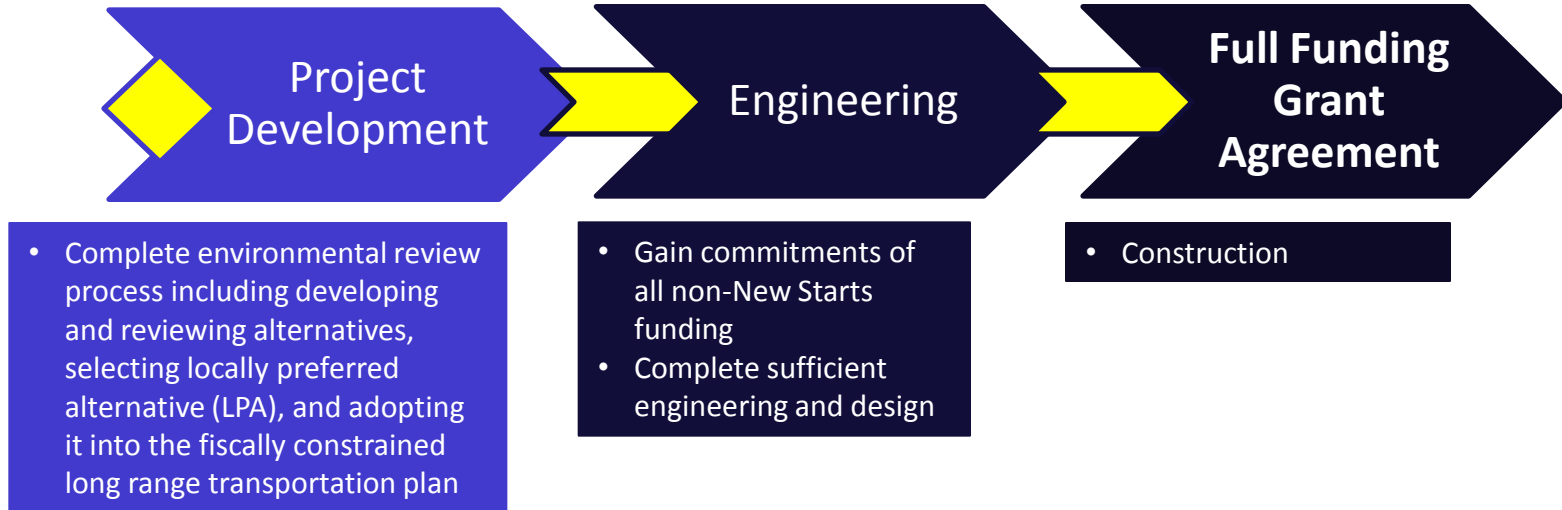


New Starts Project Development Process

Under SAFETEA-LU



Under MAP-21



Legend



= FTA approval



= FTA evaluation, rating, and approval

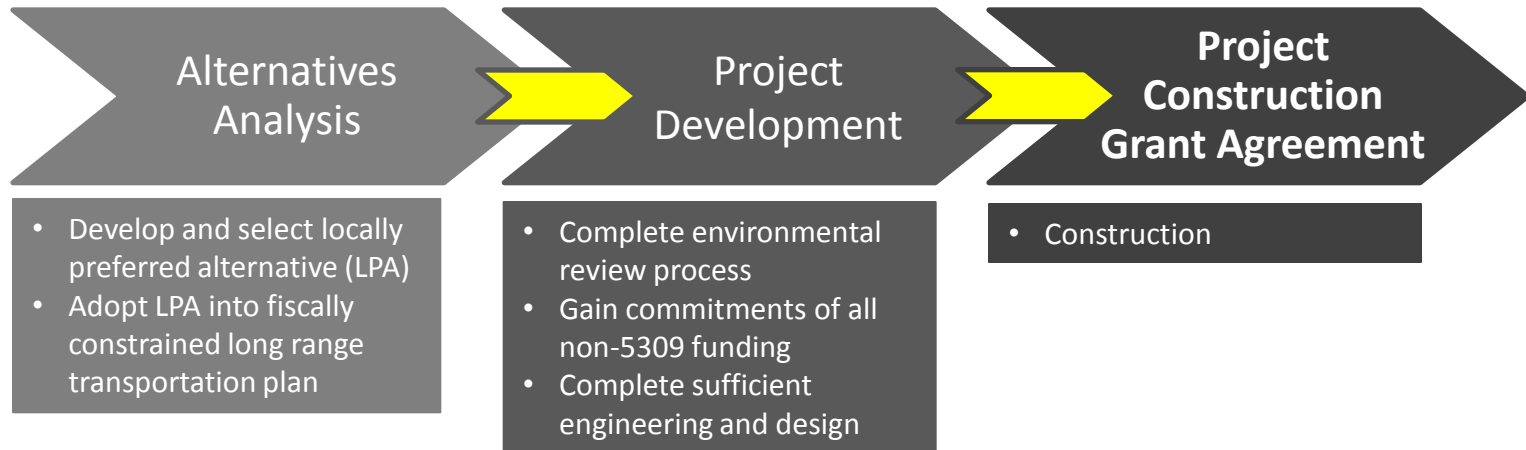
MAP-21 Eligible Small Starts Projects

- Total cost <\$250 million and Small Starts share <\$75 million
- New fixed guideway systems and extensions
- Fixed guideway BRT
- Corridor-based BRT that represents a substantial investment in a defined corridor, with features including:
 - Defined stations
 - Traffic signal priority for transit
 - Short headway bi-directional services for a substantial part of weekdays and weekend days

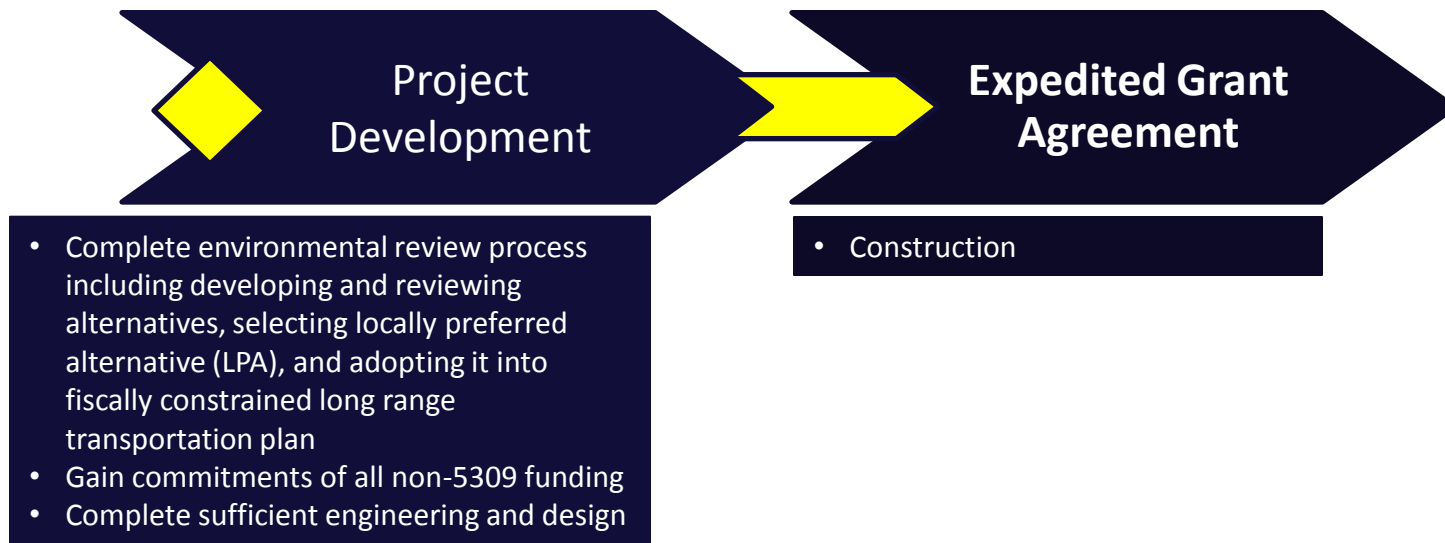


Small Starts Project Development Process

Under SAFETEA-LU



Under MAP-21



Legend



= FTA approval



= FTA evaluation, rating, and approval

MAP-21 Core Capacity Eligibility

- Substantial corridor-based investment in existing fixed guideway system
- Project must:
 - Be located in a corridor that is at or over capacity or will be in five years
 - Increase capacity by 10%
 - “not include project elements designed to maintain a state of good repair”

MAP-21 Core Capacity

- **Definition includes:**
 - Acquisition of real property and ROW
 - Double tracking
 - Signalization improvements
 - Electrification
 - Expanding system platforms
 - Acquisition of rolling stock for increasing capacity
 - Infill stations
- **Specifically says “does not include elements to improve general station facilities or parking or acquisition of rolling stock alone.”**

MAP-21 Core Capacity Process



- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan

- Gain commitments of all non-5309 funding
- Complete sufficient engineering and design

Legend  = FTA approval  = FTA evaluation, rating, and approval

MAP-21 Evaluation and Rating Criteria

Core Capacity	New Starts	Small Starts
<p>Project Justification:</p> <ul style="list-style-type: none"> ● mobility; ● environmental benefits; ● congestion relief; ● economic development; ● capacity needs of the corridor; ● cost effectiveness (cost per trip) 	<p>Project Justification:</p> <ul style="list-style-type: none"> ● mobility; ● environmental benefits; ● congestion relief; ● economic development; ● land use; ● cost effectiveness (cost per trip) 	<p>Project Justification:</p> <ul style="list-style-type: none"> ● mobility; ● environmental benefits; ● congestion relief; ● economic development; ● land use; ● cost effectiveness (cost per trip)
<p>Local financial commitment:</p> <ul style="list-style-type: none"> ● acceptable degree of local financial commitment including evidence of stable and dependable financing sources 	<p>Local financial commitment:</p> <ul style="list-style-type: none"> ● acceptable degree of local financial commitment including evidence of stable and dependable financing sources 	<p>Local financial commitment:</p> <ul style="list-style-type: none"> ● acceptable degree of local financial commitment including evidence of stable and dependable financing sources

Implementation Activities

- January 2013 - New and Small Starts Final Rule
- February 2013 – Final Rule on new list of CEs
- August 2013 – New and Small Starts policy guidance
- August 2013 - NPRM on Delegation to States to manage NEPA process
- September 2013 - NPRM on new CEs
- October 2013 – Transit Representation on MPO Boards proposed guidance