Overview of Presentation

• What is MAP-21?
• What does it mean for FTA grantees?
• Highlights of new and consolidated program changes
Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Signed into law by President Obama on July 6, 2012
- Extends current law (SAFETEA-LU) through September 30, 2012
- Went into full effect October 1, 2012
- Authorizes programs for two years, through September 30, 2014
- Apportionment Notice posted October 10.
Current Authorized Funding

FY 2012 Authorized Funding = $10.458 Billion

- Urbanized Area Formula Grants, $4,259
- New Starts, $1,955
- Fixed Guideway Modernization, $1,667
- Bus and Bus Facility Grants, $984
- Rural Formula, $465
- Growing States/High Density, $465
- JARC, $165
- Enhanced Mobility of Seniors and Individuals with Disabilities, $134
- Planning Programs, $114
- Administrative Expenses, $99
- New Freedom Program, $93
- Clean Fuels Grant Program, $52
- National Research Programs, $89
- Transit in Parks Program, $27
- Alternatives Analysis Program, $25
- Over-the-Road Bus Accessibility Program, $9

FY 2012 Authorized Funding = $10.458 Billion
MAP-21 Authorized Funding

FY 2013 Authorized Funding = $10.578 Billion

- Urbanized Area Formula Grants, $4,398
- New Starts/Core Capacity, $1,907
- State of Good Repair Grants, $2,136
- Bus and Bus Facilities Formula Grants, $422
- Rural Formula Grants, $600
- Growing States and High Density States Formula, $519
- National Transit Institute, $5
- National Transit Database, $4
- Enhanced Mobility of Seniors and Individuals with Disabilities, $255
- Planning, $127
- Administrative Expenses, $104
- Research, TCRP, Bus Testing, $80
- Technical Assistance/Human Resources, $12
- TOD Pilot, $10
## Highlights of Program Changes

### New
- Safety Authority (5329)
- State of Good Repair Grants (5337)
- Asset Management (5326)
- Bus and Bus Facilities Formula Grants (5339)
- Public Transportation Emergency Relief (5324)
- TOD Planning Pilot Grants (20005(b) of MAP-21)

### Repealed
- Clean Fuels Grants (5308)
- Job Access and Reverse Commute (5316) [JARC]
- New Freedom Program (5317)
- Paul S. Sarbanes Transit in the Parks (5320)
- Alternatives Analysis (5339)
- Over-the-Road Bus (Sec. 3038 – TEA-21)

### Consolidated
- Urbanized Area Formula Grants (5307) [JARC]
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]
- Rural Area Formula Grants (5311) [JARC]

### Modified
- Fixed Guideway Capital Investment Grants (5309)
- Metropolitan and Statewide Planning (5303 & 5304)
- Research, Development, Demonstration, and Deployment (5312)
- Technical Assistance and Standards (5314)
- Human Resources and Training (5322)
What MAP-21 Means for FTA Grantees

• Steady and predictable funding
• Consolidates certain transit programs to improve their efficiency
• Targeted funding increases particularly for improving the state of good repair
• New reporting requirements
• Requires performance measures for SGR, planning, and safety
Safety Program

• FTA granted new Public Transportation Safety Authority
• Provides additional authority to set minimum safety standards, conduct investigations, audits, and examinations
• Overhauls State Safety Oversight
• New safety requirements for all recipients
State of Good Repair (SGR) Grants

• Provides formula based funding to maintain public transportation systems in a “state of good repair”
• Funding limited to fixed guideway investments (essentially replaces 5309 Fixed Guideway program)
• Defines eligible recapitalization and restoration activities
• New formula comprises: (1) former Fixed Guideway formula; (2) new service-based formula; (3) new formula for buses on HOV lanes
• Funding: $2.1 billion (FY 2013) authorized
Transit Asset Management Provisions

• FTA must define “state of good repair” and develop performance measures based on that definition

• Establishes National Transit Asset Management system

• All transit agencies must develop their own asset management plan; covers all transit modes
Bus and Bus Facilities Formula Program

• Provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus related facilities

• Replaces discretionary bus program

• Funding: $420 million (FY 2013) authorized
Public Transportation Emergency Relief

- Assists States & public transportation systems with emergency related expenses
- Pays for protecting, repairing, or replacing equipment and facilities that are danger of failure or have suffered serious damage as a result of an emergency
- Funding: As appropriated by Congress
TOD Planning Pilot

• Creates a discretionary pilot program for Transit Oriented Development planning grants

• Eligible projects are related to fixed guideway or core capacity projects as defined in section 5309

• Funding: $10 million (FY 2013) authorized
Urbanized Area Formula Grants

- Funds capital, planning, plus JARC-eligible activities
- Creates new discretionary ferries grants
- New takedown for safety oversight
- Funding: $4.8 billion (FY 2013) authorized (including funds from the 5340 formula)
Enhanced Mobility of Seniors and Individuals with Disabilities

- Consolidates current 5310 and New Freedom program eligibilities into single formula program
- Requires FTA to establish performance measures
- Funding: $255 million (FY 2013) authorized
Rural Area Formula Grants

• Provides funding to States for the purpose of supporting public transportation in rural areas
• Incorporates JARC-eligible activities
• Establishes $5 million discretionary and $25 million formula Tribal grant program
• Establishes $20 million Appalachian Development Public Transportation formula tier
• Funding: $630 million (FY 2013) authorized (including funds from the 5340 formula)
Fixed Guideway Capital Investment Grants

• Modifies New Starts and Small Starts project approvals by consolidating phases and permitting streamlined review in certain circumstances

• Core Capacity: New eligibility for projects that expand the core capacity of major transit corridors

• Funding: $1.9 billion (FY 2013) General Fund Authorization
Metropolitan and Statewide Planning Program

- Requires MPOs that serve TMAs to include transit agency officials in their governing structures
- Requires states, transit agencies, and MPOs to establish performance targets; and establishes a national performance measurement system
- Funding: $127 million (FY 2013) authorized
Research, Development, Demonstration, and Deployment

• Separates research from technical assistance, training and workforce development

• Creates a competitive deployment program dedicated to the acquisition of low or no emission vehicles and related equipment, and related facilities

• Funding: $70 million (FY 2013) General Fund Authorization
Technical Assistance and Standards

• Provides competitive funding for technical assistance activities

• Allows FTA to develop voluntary standards and best practices

• Funding: $7 million (FY 2013) General Fund authorization
Human Resources and Training

• Provides competitive grant program for workforce development

• Funding: $5 million/year General Fund authorization

• Continues the National Transit Institute, but only through a competitive selection process
  – Funded with separate $5 million/year Trust Fund authorization
Other Notable Provisions

• **Buy America**: Requires Annual Report to Congress on any transit waivers

• **Veterans Preference**: Includes preference language for transit construction projects

• **Privatization**: Includes several provisions for promoting private sector participation

• **Bus Testing**: Establishes performance standards and “Pass/Fail” requirements for new model buses
  – Including safety performance standards
Federal Transit Administration
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