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 ≥ $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

Alternatives Analysis
- Develop and review alternatives
- Select locally preferred alternative (LPA)
- Adopt LPA into fiscally constrained long range transportation plan

Preliminary Engineering
- Complete environmental review process
- Gain commitments of at least 50% of non-New Starts funding

Final Design
- Gain commitments of all non-New Starts funding
- Complete sufficient engineering and design

Full Funding Grant Agreement
- Construction

Legend

= FTA approval

= FTA evaluation, rating, and approval

Under MAP-21

Project Development
- 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

Engineering
- Gain commitments of all non-New Starts funding
- Complete sufficient engineering and design

Full Funding Grant Agreement
- Construction
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

Alternatives Analysis
- Develop and select locally preferred alternative (LPA)
- Adopt LPA into fiscally constrained long range transportation plan

Project Development
- Complete environmental review process
- Gain commitments of all non-5309 funding
- Complete sufficient engineering and design

Project Construction
- Construction

Under MAP-21

Project Development
- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into fiscally constrained long range transportation plan
- Gain commitments of all non-5309 funding
- Complete sufficient engineering and design

Expedited Grant Agreement
- Construction

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

- Project Development
  - 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

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

- Full Funding Grant Agreement

Legend

= FTA approval
= FTA evaluation, rating, and approval
## MAP-21 Evaluation and Rating Criteria

<table>
<thead>
<tr>
<th>Core Capacity</th>
<th>New Starts</th>
<th>Small Starts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Justification:</strong></td>
<td><strong>Project Justification:</strong></td>
<td><strong>Project Justification:</strong></td>
</tr>
<tr>
<td>• mobility;</td>
<td>• mobility;</td>
<td>• mobility;</td>
</tr>
<tr>
<td>• environmental benefits;</td>
<td>• environmental benefits;</td>
<td>• environmental benefits;</td>
</tr>
<tr>
<td>• congestion relief;</td>
<td>• congestion relief;</td>
<td>• congestion relief;</td>
</tr>
<tr>
<td>• economic development;</td>
<td>• economic development;</td>
<td>• economic development;</td>
</tr>
<tr>
<td>• capacity needs of the corridor;</td>
<td>• land use;</td>
<td>• land use;</td>
</tr>
<tr>
<td>• cost effectiveness (cost per trip)</td>
<td>• cost effectiveness (cost per trip)</td>
<td>• cost effectiveness (cost per trip)</td>
</tr>
<tr>
<td><strong>Local financial commitment:</strong></td>
<td><strong>Local financial commitment:</strong></td>
<td><strong>Local financial commitment:</strong></td>
</tr>
<tr>
<td>• acceptable degree of local financial</td>
<td>• acceptable degree of local financial commitment including evidence of</td>
<td>• acceptable degree of local financial commitment including evidence of</td>
</tr>
<tr>
<td>commitment including evidence of</td>
<td>stable and dependable financing sources</td>
<td>stable and dependable financing sources</td>
</tr>
<tr>
<td>stable and dependable financing sources</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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