

FTA

FEDERAL TRANSIT ADMINISTRATION



MAP-21

Moving Ahead for Progress in the 21st Century

Transforming the Way we Build, Manage, and Maintain our Nation's Transit Systems



U.S. Department of Transportation
Federal Transit Administration

Overview of Presentation

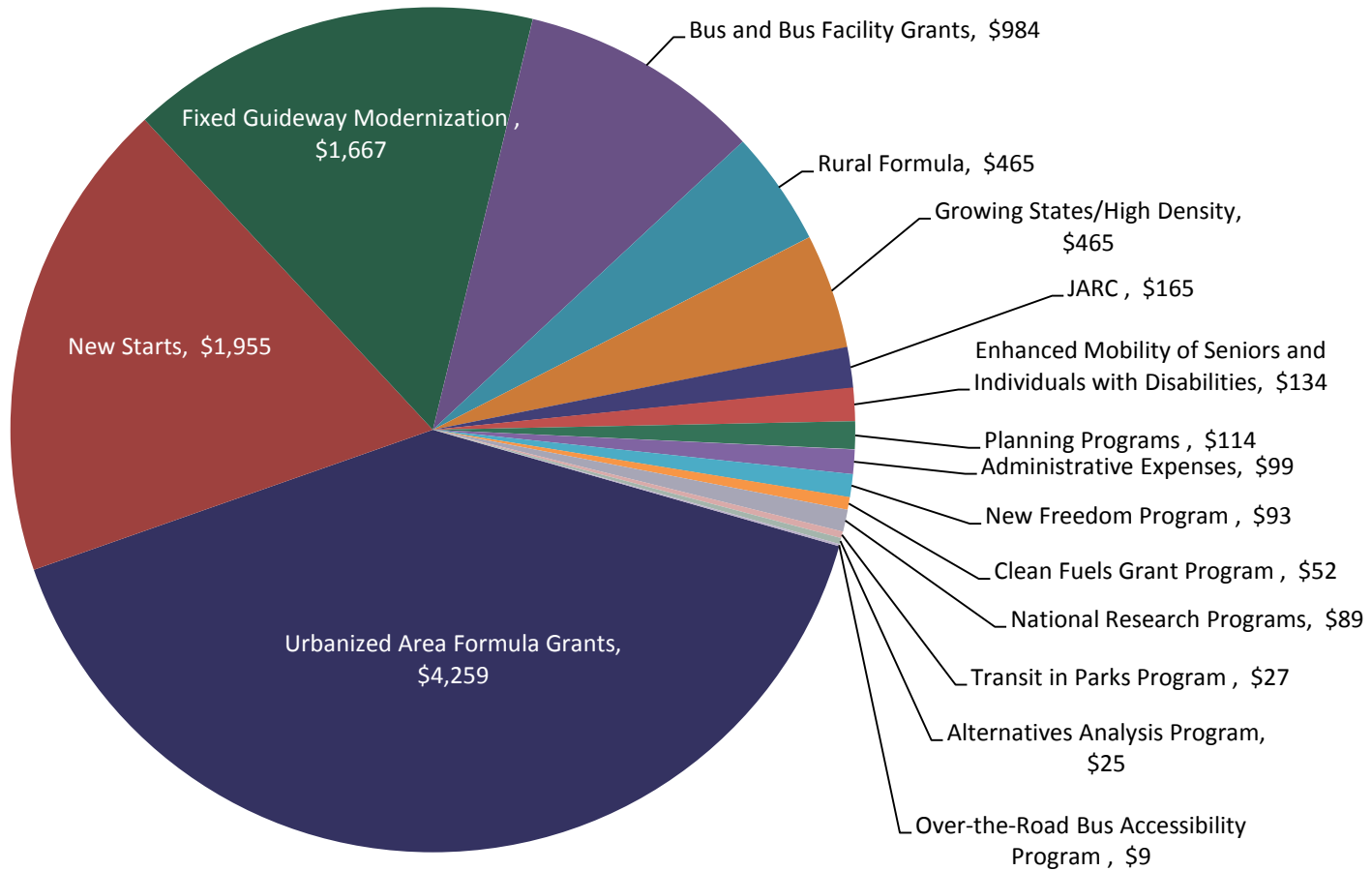
- What is MAP-21?
- What does it mean for FTA grantees?
- Highlights of Transit Safety and Oversight

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
- Goes into full effect October 1, 2012
- Authorizes programs for two years, through September 30, 2014

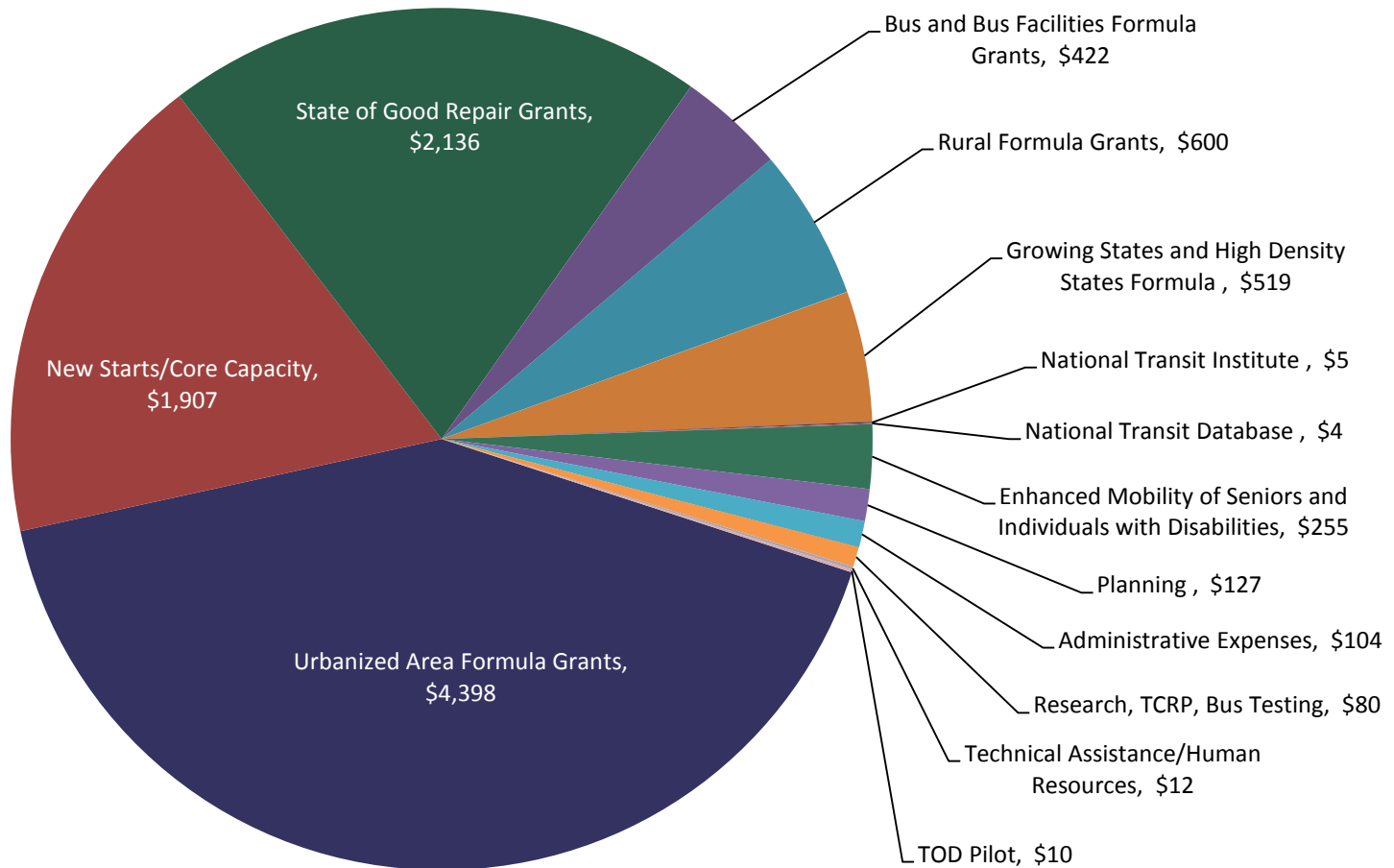
Current Authorized Funding

FY 2012 Authorized Funding = \$10.458 Billion



MAP-21 Authorized Funding

FY 2013 Authorized Funding = \$10.578 Billion



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Repealed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

- Prior to MAP-21, FTA was prohibited from issuing safety standards
- MAP-21 granted new Public Transportation Safety Authority

Safety Program - Continued

- Safety Performance Criteria
- Vehicle Safety Performance Standards
- Public Transportation Safety Certification Training Program for Federal and State Personnel
- Transit Agency Safety Plans for all Federal Transit Recipients

Safety Program - Continued

- State Safety Oversight (SSO) Program
 - State responsible for safety oversight of public transportation rail systems not regulated by FRA
 - FTA approves SSO programs
 - FTA funds available to support SSO programs
- Additional Authorities
 - Authority to inspect and audit all public transportation systems
 - FTA has enforcement authority

FTA MAP-21 Website

www.fta.dot.gov/map21



U.S. Department of Transportation
Federal Transit Administration



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MAP-21

Moving Ahead for Progress in the 21st Century

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Visit this website often for information on FTA's implementation of MAP-21, including program information and guidance for grantees.



Sign up for email updates on this topic.

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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: \$89 million (FY 2013) General Fund Authorization

Technical Assistance and Standards

- Provides competitive funding for technical assistance activities
- Allows FTA to development 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