



FEDERAL TRANSIT ADMINISTRATION

GAMPO Update
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U.S. Department of Transportation
Federal Transit Administration

Agenda

- What's New -- MAP-21 Planning Updates -- NPRM
- Ladders of Opportunity NOFA – 5309 Funds
- GROW America (Proposed)
- Title VI & Service & Fare Equity Analysis (SFEA)
- Recent Trends & Policy Updates
- FTA Contacts

What's New – MAP-21

Notice of Proposed Rulemaking (NPRM)

We are pleased to announce that the “Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning” Notice of Proposed Rulemaking (NPRM) will be published in the Federal Register on Monday, June 2, 2014 for a 90 day comment period. The proposed rule will be posted to

<https://www.federalregister.gov/articles/2014/06/02/2014-12155/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning>

MAP-21 continues many provisions related to transportation planning from prior laws, but also introduces transformational changes and adds some new provisions.

What's New – MAP-21

Metropolitan & Statewide and Nonmetropolitan Transportation Planning

- By October 1, 2017, DOT must submit a Report to Congress evaluating the **effectiveness of performance-based planning** and assessing the technical capacity of MPOs in smaller areas to undertake performance-based planning.
- Supports Optional Scenario Development
- **MPOs may undertake Scenario Development in preparing the metropolitan transportation plan** and are encouraged to consider alternative demographic growth and revenue options.
- **Requires Transit Representation on MPO Policy Boards** in Large Urbanized Areas

What's New – MAP-21

Metropolitan & Statewide and Nonmetropolitan Transportation Planning

- Allows Designation of **Regional Transportation Planning Organizations**
- Regional transportation planning organizations may be designated, comprised of volunteer local government & transportation officials to assist the state in addressing needs of non-metropolitan areas.
- Authorizes **Transit-Oriented Development (TOD) Pilot Program**
- Creates a pilot program for **TOD planning** around new fixed guideway or core capacity projects.

What's New - MAP-21

- Establishes a Performance-Based Planning Process
- Requires MPOs and states to develop transportation plans and transportation improvement programs **through a performance-driven, outcome-based approach to planning.**
- Requires MPOs to establish performance targets that address both the surface transportation performance measures set forth in 23 U.S.C 150(c), in coordination with the state, and public transportation performance measures in coordination with providers of public transportation, to ensure consistency with performance targets related to transit asset management and transit safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).
- MPO plans must include performance targets that address performance measures and standards and a System Performance Report.
- Transportation Improvement Programs (TIP) must include a description of anticipated progress brought about by implementing performance targets

Ladders of Opportunity -- NOFA

- \$ 100.0 M NOFA in re-covered 5309 bus and bus facilities funds for discretionary award to transit grantees and SR's for capital -- for bus and bus facility replacement and enhancement.
- Replacement of buses and bus facilities is eligible. PM and operations not eligible. Demonstration of need is required for capital assets.
- Goal is to partner for economic & workforce development to allow people to access employment & provide more transportation choices.
- *FTA direct recipients may apply. Rural projects may be submitted under a consolidated State proposal.*
- *Applications due August 4, 2014 via GRANTS.GOV with SF424 Mandatory form downloaded from GRANTS.GOV*
- *Must be in TIP & STIP prior to TEAM award. NEPA needs to be provided.*

GROW America Proposal

- **Ladders of Opportunity**: Our budget calls for \$2.2 billion over four years for a new bus rapid transit program that will link people to job and educational opportunities in fast growing areas
- Also, another \$100 million every year for four years in workforce development training.
- **On efficiency**: Efficiency efforts are underway that will be supported by this budget, but in particular -- the new Interagency Permitting Improvement Center that will improve the efficiency of Federal permitting for major infrastructure investments.

GROW America Proposal

- ***Bus and Bus Facilities Program:*** The Administration is committed to ensuring that the more than 110,000 of the nation's transit buses and vans and the associated bus stations, terminals, and maintenance facilities are reliable, efficient and safe.
- More than 10 billion passenger trips were taken in 2013—over half of them by bus.
- The Act will significantly increase funds available to address bus/bus facility needs.
- Under the Act, 70 percent of funds will adhere to the current formula distribution, while **30 percent of funds will be distributed through a discretionary process.**
- These funds will be awarded to projects on a **competitive basis**, of which at least 10 percent will be disseminated to rural transit agencies.
- To avoid unnecessary project funding delays, the Act would **remove the statutory requirement that funds be channeled through a designated recipient**, and instead allow State and local governmental entities that operate fixed-route bus service to become eligible to receive grant funds directly.

GROW America Proposal

- **Buy America:** The U.S. Department of Transportation's (DOT) Buy America program is an important tool for encouraging the production of American-made components for rail vehicles, transit buses, and related equipment and facilities.
- Therefore, the Act will increase the domestic content requirement for manufacturing rolling stock components and subcomponents—including train control, communication, traction power equipment, and rolling stock prototypes—greater than the current standard of 60 percent, beginning in 2016.
- The requirement will increase to at least 70 percent in fiscal year 2016, at least 80 percent in fiscal year 2017, and at least 90 percent in fiscal year 2018.
- **By 2019, 100 percent of the cost of components and subcomponents for rolling stock, including rolling stock prototypes, will have to be produced in the U.S. Final assembly in the U.S.** is to be required, as under MAP-21. (Section 300

GROW America Proposal

- **Safety:** MAP-21 was an historic starting point for establishing FTA's new safety authority. Going forward, the Act will make important amendments to the law.
- First, an **opt-out provision from the law's State Safety Oversight program. This will apply to states** with fixed guideway public transportation systems (in operation, under construction, or in design) with fewer than one million combined actual and projected revenue miles per year, or which provide fewer than 10 million combined actual and projected unlinked passengers trips per year.
- Second, the Act will strengthen FTA's enforcement authority.
- Third, the Act will provide resources to fully carry out the safety program, including providing an appropriate level of assistance to states and individual transit providers, as well as establishing new enforcement-related activities, while also enhancing safety data collection. (Section 3008)

Current Issues -- EJ

- Title VI – EJ & Service & Fare Equity Analysis (SFEA)
- MPO's can assist transit grantees with SFEA
- Siting of a transit facility during the planning phase may require certain analyses – Title VI
- SFEA → route, fare or service change in TMA areas subject to criteria
- FTA has a PPT on this SFEA issue.

List of Obligated Projects

§ 450.332 Annual listing of obligated projects.

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- (b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Recent Trends

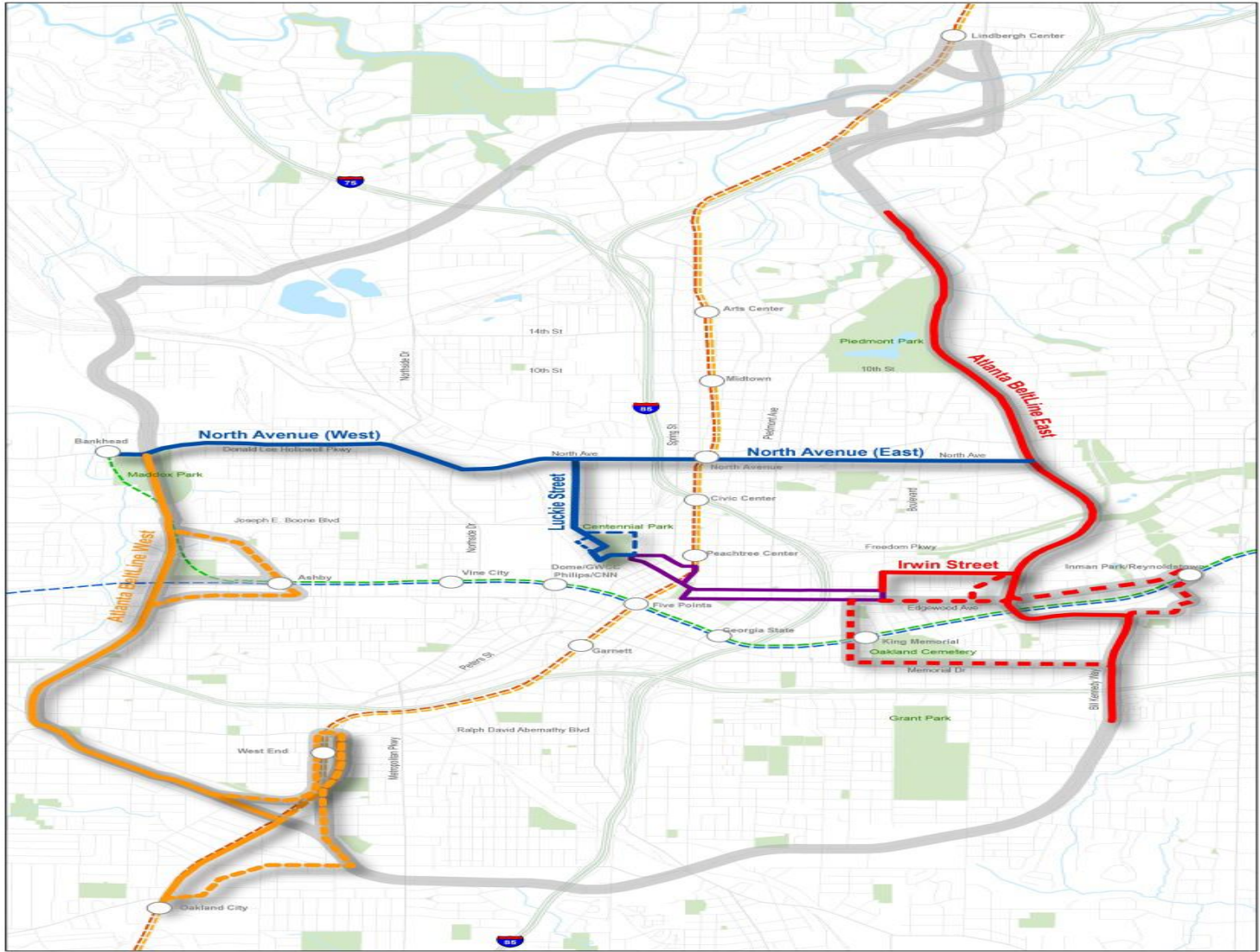
- AA's no longer in MAP-21 – so NEPA needs to address modal and alignment alternatives
- 5310 may now be administered by locals in TMA areas -
- however most still use DHS in Georgia
- 5307 & 5339 funds may be used for sidewalks & bicycle improvements if a transit nexus
- BRT projects & Modern Streetcar projects getting a look in some cities – economic development
- TOD/JD and special tax districts are trends
- Flex Bus on-demand & mobility call centers a trend

Recent Trends

- Augusta & Columbus using TSPLOST funds to improve transit facilities
- Hinesville is a new transit provider
- Savannah exploring a Streetcar/Circulator study
- Cobb DOT proposing Arterial Rapid Bus – US 41
- Atlanta Regional Commission using M230 Attributable Flex Funds for LCI & bike and ped. projects
- MARTA Act – now able to use sales taxes for operating; using CMAQ to improve headways

Recent Trends

- MARTA engaged in numerous TOD and JD discussions with developers around rail stations
- City of Atlanta is now an FTA grantee – seeks to build out the Atlanta Beltline (ABL) with Modern Streetcar
- Atlanta has attracted over \$ 500.0 M in new private investment along the Beltline – east side trail
- Beltline continues to attract major private investment -- trend to rental units in walkable areas
- Map of ATL Streetcar routes & Beltline phasing follows:



FTA's Policy Updates

- Table 3(A) Special Rule for Operations in UZAs above 200,000 in population
- Fewer than 100 buses – may use 5307 for ops.
- *NTD info. must be filed to make it onto Table 3(A)*
- 5307 Designated Recipients must apply for SR's for 5339 bus funds (capital) in large UZA's
 - FTA must receive 5307 Designated Recipient letters
- For 5339, PM is not an eligible expenditure
- TRaMs may require 5307 DR letters on file

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, Tribal Transit]

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)

UZA Geographic Assignments

Georgia FTA Contacts:

- UZAs
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