

MAP -21 Transit Provisions

(as of 7/6/12)

Listed below are items identified in MAP -21 which will impact Florida's transit systems and the way the Department administers the federal programs in which the Department is the designated recipient. Most of these items will become official with the development of implementation rules or the revision of circulars.

5307 – Urbanized Area Formula Program

- Job Access and Reverse Commute (JARC) projects are now eligible for funding under 5307.
- Operating assistance is available to urbanized areas with no fewer than 200,000 individuals at the following levels:
 - Systems that operate 75 or fewer buses in fixed route service during peak service hours, in an amount not to exceed 75% of the share of the apportionment which is attributable to the system as measured by vehicle revenue miles.
 - Systems that operate 76 buses to a maximum of 100 during peak service hours, in an amount not to exceed 50% of the share of the apportionment attributable to the system as measured by vehicle revenue miles.
- Program of projects for 5307 grant must be developed in consultation with interested parties, including private transportation providers.
- Amounts received under a service agreement with a State or local social service agency or private social service organization may be used as match.

5310 – Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

- Expanded project eligibility to include services: that exceed ADA requirements, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit, and alternative to public transportation that assist seniors and individuals with disabilities with transportation.
- At least 55% of apportionment must be spent on capital projects.
- State is no longer designated recipient for all funding.
- Funding is apportioned as follows: 60% to areas with populations of 200,000 or more, 20% to areas with populations less than 200,000 but greater than 50,000, and 20% to rural areas with populations under 50,000.
- Legislation does not require a competitive application process (note: this may change when circular language is developed).
- Selected projects must be included in a locally developed, coordinated public transit human services transportation plan.

5311 – Formula Grants for Rural Areas

- Job Access and Reverse Commute (JARC) projects are now eligible for funding under 5311.

- Does not require that projects be included in a locally developed, coordinated public transit human services transportation plan.
- Apportionments based on rural population, rural revenue miles and low-income population in rural areas.

5314 – Technical Assistance and Standards Development

- Grants or other cooperative agreements for the development of voluntary and consensus-based standards and best practices by the public transportation industry, including standards and best practices for safety, fare collection, Intelligent Transportation Systems, accessibility, procurement, security, asset management to maintain a state of good repair, operations, maintenance, vehicle propulsion, communications, and vehicle electronics.

5324 – Public Transportation Emergency Relief Program

- Funds will be available to cover costs relating to evacuation services, rescue operations, temporary public transportation services, or reestablishing, expanding, or relocating public transportation route service before, during, or after an emergency.
- Funding availability to cover costs doesn't start until the Governor of a State or the President declares a state of emergency.
- Funding available up to a year beginning with the declaration or up to two years if there is a compelling need.

5326 – Transit Asset Management

- Requires that systems receiving funding under State of Good Repair must have a Transit Asset Management System.
- The Transit Asset Management Systems will include objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure and facilities; and have an asset management plan estimating capital investment needs over time, and prioritizes investments.

5329 – Public Transportation Safety Program

- Effective 1 year after the effective date of a final rule issued by the Secretary, each recipient or State shall certify that the recipient or State has established a comprehensive agency safety plan that includes at a minimum: a requirement that the board of directors (or equivalent entity) of the recipient approve the agency safety plan and any updates to the plan; methods for identifying and evaluating safety risks through all elements of public transportation system of the recipient; strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions; a process and timeline for conducting an annual review and update of the safety plan of the recipient; performance targets based on the safety performance criteria and state of good repair standards; assignment of an adequately trained safety officer who reports directly to the general manager, president or equivalent officer of

the recipient; and a comprehensive staff training program for the operations personnel and personnel directly responsible for the safety of the recipient.

- For a recipient receiving assistance under section 5311, a State safety plan may be drafter and certified by the recipient or a State.
- A State that has a rail fixed guideway public transportation system within the jurisdiction of the State that is not subject to regulation by the Federal Railroad Administration must have a State Safety Oversight Program.
- Effective 3 years after the date on which a final rule under this subsection becomes effective, an eligible State must have in effect a State Safety Oversight Program that:
 - Assumes responsibility for overseeing rail fixed guideway public transportation safety;
 - Adopts and enforces Federal and relevant State laws on rail fixed guideway public transportation safety;
 - establishes a State safety oversight agency;
 - determines in consultation with the Secretary, an appropriate staffing level for the State safety oversight agency that is commensurate with the number, size, and complexity of the rail fixed guideway public transportation systems in the eligible State;
 - requires that employees and other designated personnel of the eligible State safety oversight agency who are responsible for rail fixed guideway public transportation through appropriate training, including successful completion of the public transportation certification training program;
 - and prohibits any public transportation agency from providing funds to the State safety oversight agency or an entity designated by the eligible State as the State safety oversight agency.
- Each State safety oversight program shall establish a State safety oversight agency that:
 - Is financially and legally independent from any public transportation entity that the State safety oversight agency oversees;
 - Does not directly provide public transportation services in an area with a rail fixed guideway public transportation system subject to the requirements of this section;
 - Does not employ any individual who is also responsible for the administration of rail fixed guideway public transportation programs subject to the requirements of this section;
 - Has the authority to review, approve, oversee, and enforce the implementation by the rail fixed guideway and enforce the implementation by the rail fixed guideway public transportation agency of the public transportation agency safety plan;
 - Has investigative and enforcement authority with respect to the safety of rail fixed guideway public transportation systems of the eligible State;
 - Audits, at least once triennially, the compliance of the rail fixed guideway public transportation systems in the eligible State subject to this subsection with the public transportation agency safety plan;

- And, provides at least once annually, a status report on the safety of the rail fixed guideway public transportation systems the State safety oversight agency oversees.

5337 – State of Good Repair Formula Grants

- Outlines the apportionment formula for fixed guideway and BRT systems.

5339 – Bus and Bus facilities Formula Grants

- Funds available to replace, rehabilitate, and purchase buses and related equipment; and to construct bus related facilities.
- National distribution - \$65,500,000 shall be allocated to all States and territories, with each State receiving \$1,250,000 and each territory receiving \$500,000.
- The remainder of the funds not otherwise distributed under the national distribution shall be allocated pursuant to the formula set forth for the 5307 program.