FTA CIG Policy Guidance and FDOT TCPE

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Transportation Strategic Planning Practice

FTA CIG Policy Guidance

September 2024

Timeline

Nov 2021

Infrastructure Investment and Jobs Act (IIJA)

Mar 2022

Initial Policy Guidance published for public comment

Jan 2023

Final Initial Guidance published

Apr 2024

Proposed Guidance published for public comment

Jun 2024

Public comment period ended

TBD

Final Guidance published

Summary of Changes

Focus on Federal Policy Priorities

Post-Covid Conditions - Ridership and Inflation

Bundles

Limit New Starts and Core Capacity PD extensions to no more than 1 year

Guidance on Joint intercity rail and public transportation projects

Project Justification

Mobility

Weighting of transit dependent

Environmental Benefits

Update data sources based on current research

Enrichments

Expand ability to deduct from project costs

Project Justification

Economic Development

Measures and weighting

Land Use

Adds community Risk and Essential Services subfactors

Warrants

Increase cost thresholds to account for inflation (+20%)

Reduce ridership requirements (-30%)

What's Next…

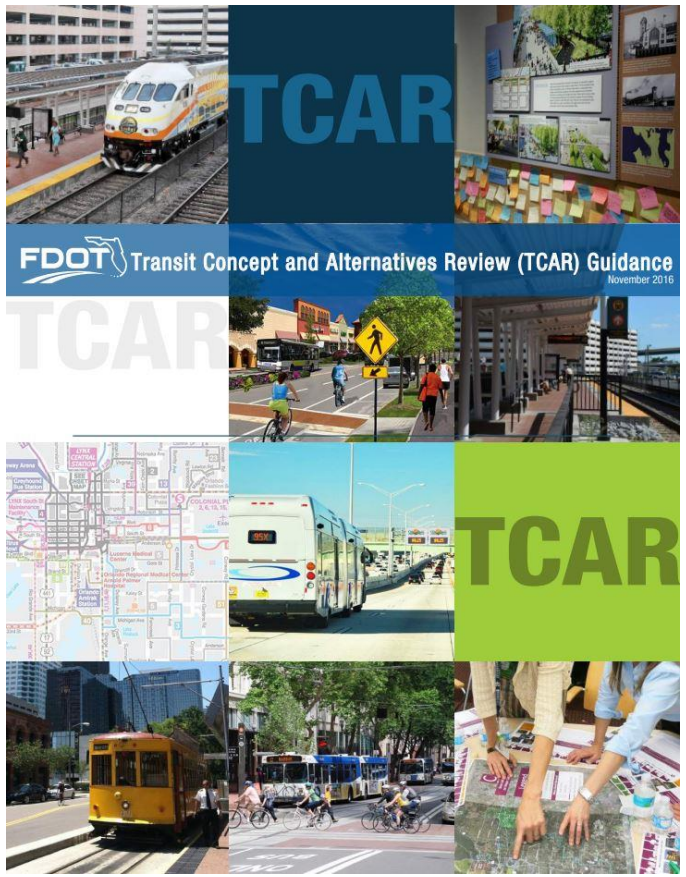
- Feedback not likely to drive significant changes from proposed policy
- Timing to push final policy uncertain

TCPE

Transit Corridor & Project Evaluation Guidance

A planning guide for project sponsors of major transit capital investment projects seeking funding through the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) program and the State New Starts Transit program

Transit Concepts and Alternatives Review



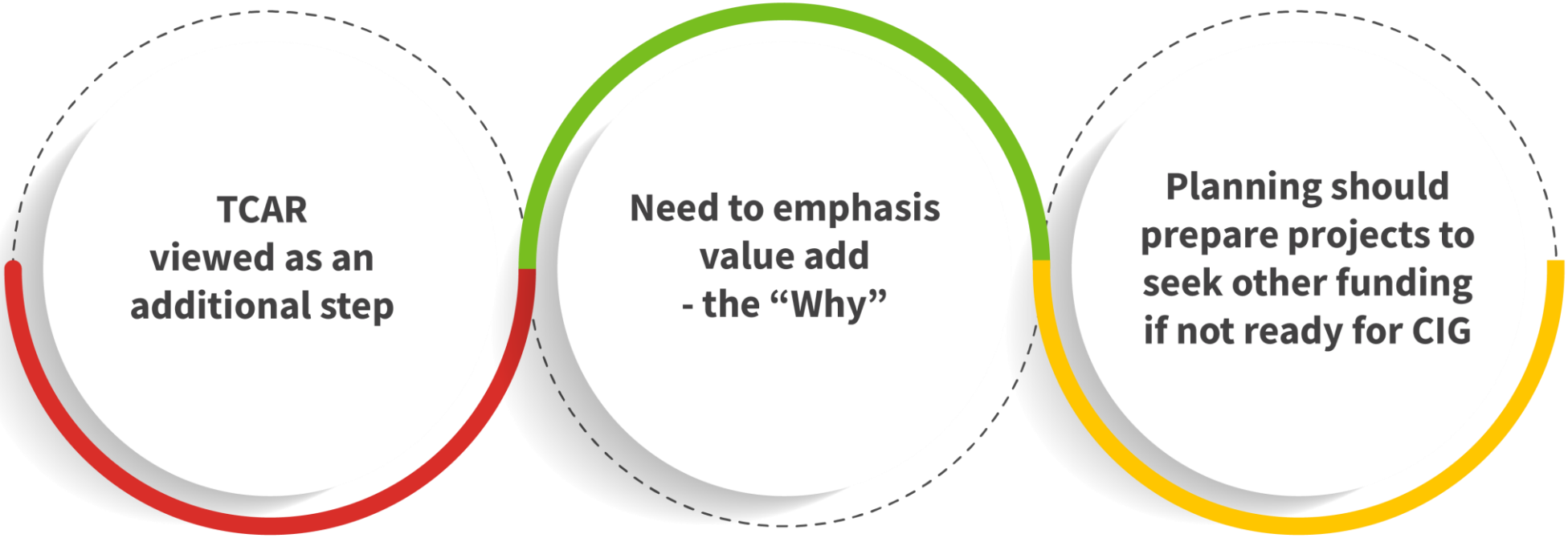
Need to Address Changing Landscape

- TCAR Developed in 2016
- Policy and Legislative Changes – *Continuous!*
- Alternative Funding Paths
- State-only Approach
- Innovative Project Delivery
  - Private Funding
  - Public-Private Partnerships
  - Unsolicited Proposals

What Changed

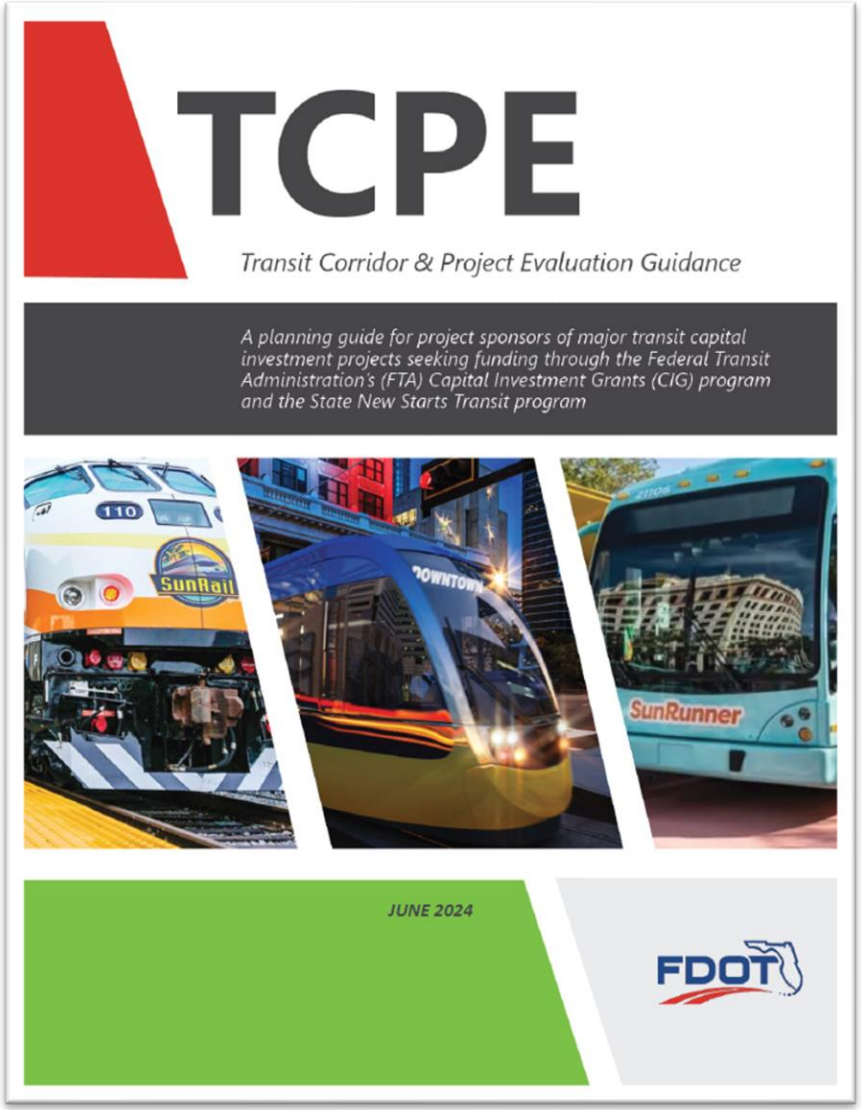
- Federal Transportation Act - IIJA
- Shifting federal priorities
- Capital Investment Grants (CIG) Policy Guidance (Jan. 2023)
- Fiscal Responsibility Act - NEPA

Observations



What's new with TCPE

- Name – Rebrand – it is what it is!
- Updated for legislative and policy changes
- New checklist
- Creates three step process that allows for off ramps
- Focus on funding strategy, risk management, project champions and robust engagement plan.



Do I really Need a TCPE?

- Position project to meet timelines
- Determine if, and when, project is really ready to enter Project Development

Revised Checklist

		Completed (Y/N)	Revisiting (Y/N)
Public Involvement and Stakeholder Engagement	• Is there a plan to engage key stakeholders and obtain public input?		
STEP A: HIGH-LEVEL ASSESSMENT			
Purpose and Need	• Do stakeholders agree on the project Purpose and Need?		
	• Can the Purpose and Need help screen potential alternatives?		
Fatal Flaw Analysis	• Has project financial feasibility been addressed?		
	• Has a constructability analysis been conducted?		
Project Sponsor	• Has the Project Sponsor been identified?		
	• If so, does there need to be an MOU developed?		
	• Is the sponsor different from the future owner and operator?		
Project Champion	• Has the Project Champion been identified?		
Funding Options	• Have funding options been identified?		
	• Have they been evaluated for suitability for this project?		
Transportation Plans and Policies	• Is the project included in an existing plan?		
	• Are there existing policies to support the project?		
	• Has there been previous public involvement?		
STEP B: PROJECT AND CORRIDOR FEASIBILITY			
Project and Corridor Description	• Is there sufficient description of the corridor to identify alternatives and inform the project goals and objectives?		
Goals, Objectives, and Priorities	• Are goals and objectives consistent with Purpose and Need?		
Corridor Needs and Benefits	• Have future travel patterns and forecasts been generated?		
Alternatives Evaluation	• Has a process for evaluation of alternatives been developed using guidance from TCPE?		
STEP C: PROJECT READINESS			
Recommended Alternatives	• Do recommended alternatives meet/exceed performance requirements and have strong support from community?		
Readiness Assessment	• Will the project be funded as New Starts, Small Starts, Core Capacity, or Bundle?		
	• Can the project be completed within required timeframe?		
FTA CIG Project Evaluation	• Is the latest FTA CIG rating criteria being applied? *If State funding is used, check latest criteria for FDOT's State New Starts (SNS).*		
Strategic Funding Plan	• Have primary funding sources for capital and long-term operations and maintenance been identified?		
	• Are there actions remaining to lock them in place?		
Risk Analysis	• Have potential risks likely to be incurred in Project Development been identified and have associated mitigation strategies been developed?		

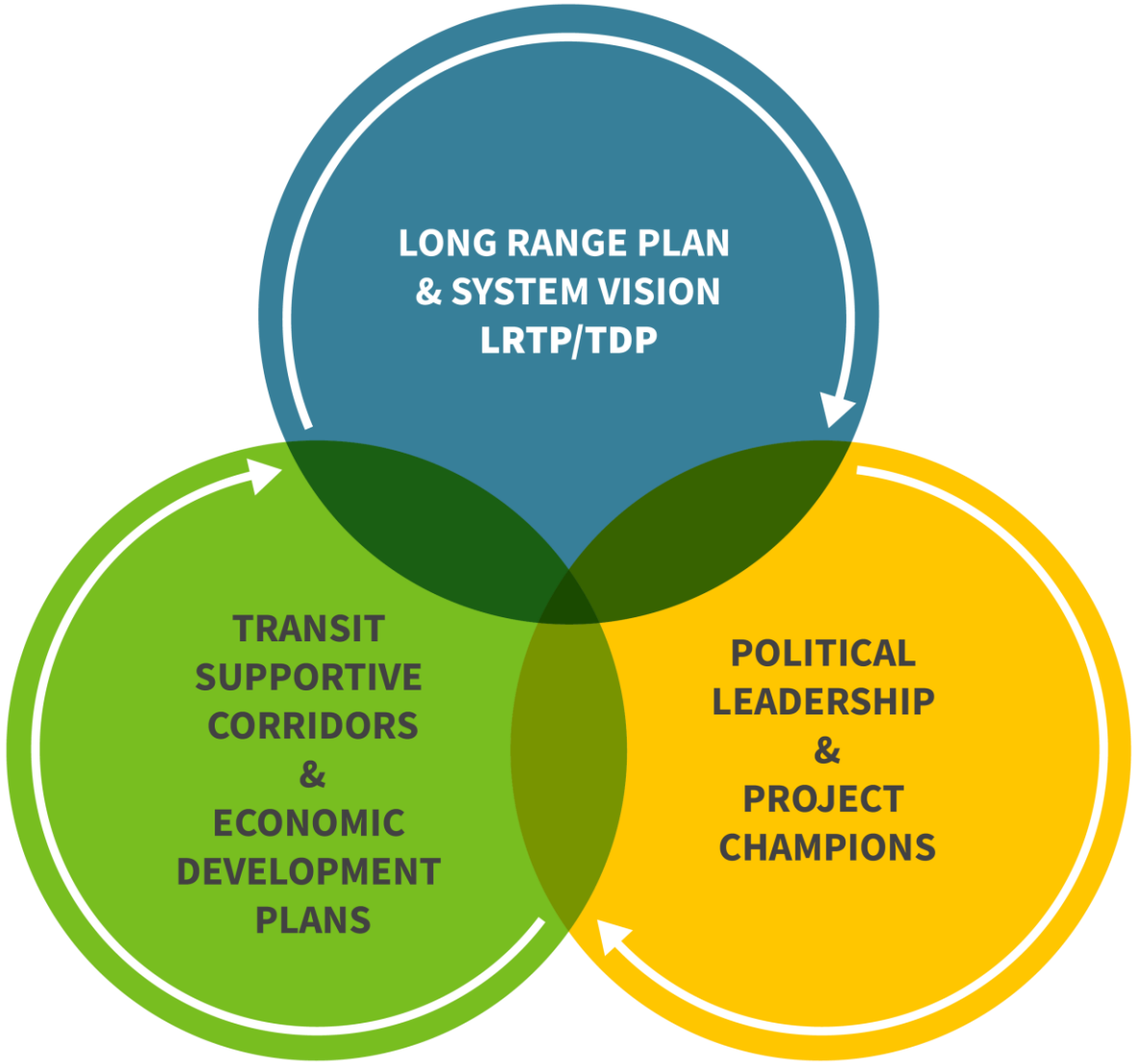
Developing a Premium Transit Project

Projects emerge from…

- System Vision and long-range planning
- Key corridors identified supporting ridership growth and demand from transit supportive/dependent communities

-or-

- Politics



Scoping the TCPE

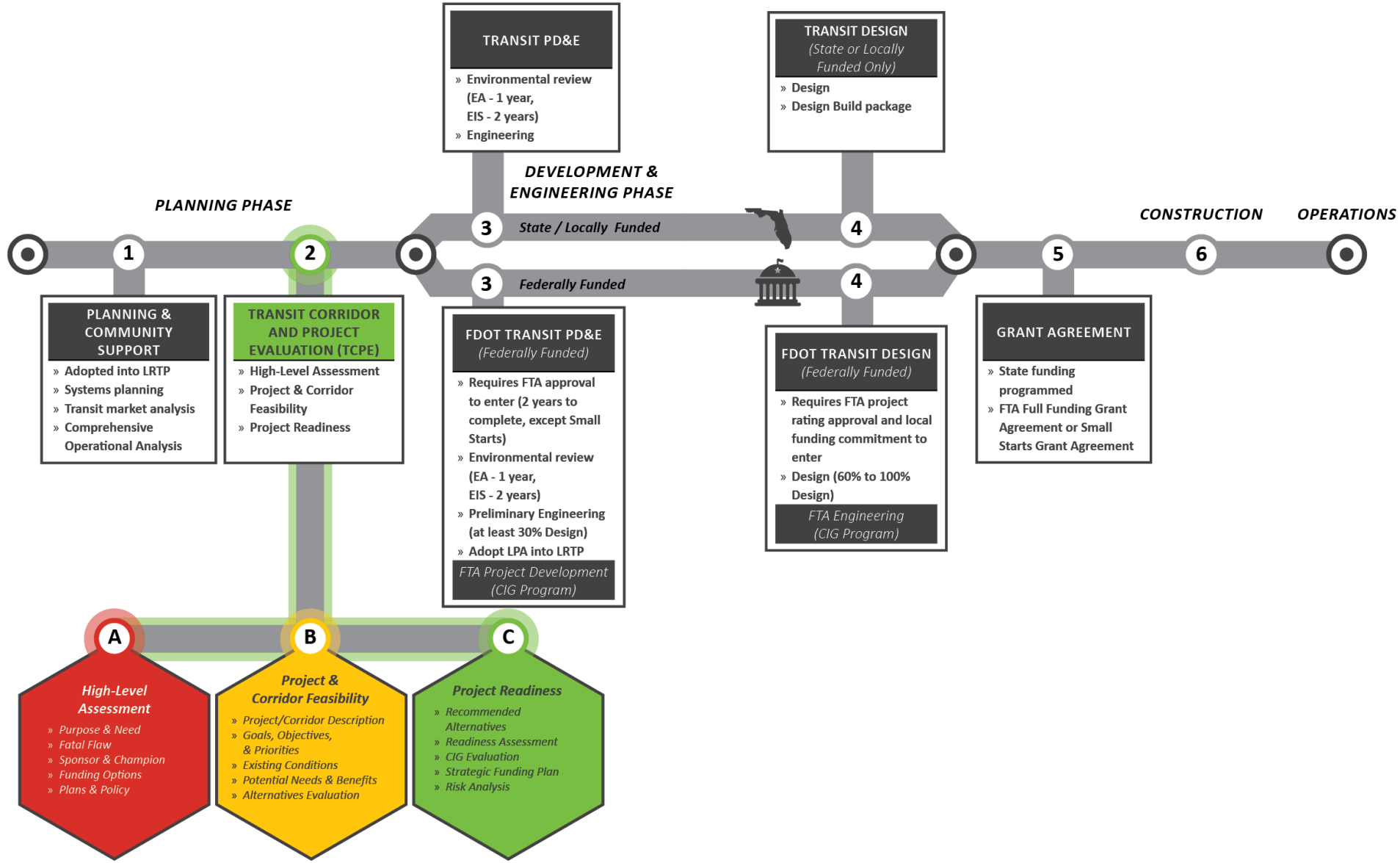
Scope is flexible and should respond to…

- Ongoing and previous planning study efforts
- Project complexity
- Likelihood of evaluating multiple alternatives
- Potential corridor ownership issues
- Level of cost estimating, design, and environmental review desired prior to seeking entry into PD.

Public Involvement and Stakeholder Engagement

Figure 1. Key Stakeholders

- Develop plan to travel through the project phases
- Broad range of stakeholders
- Utilize new and emerging tools and technology
- **Cultivate Champions!**


TRANSIT PD&E
» Environmental review (EA - 1 year, EIS - 2 years)
» Engineering
TRANSIT DESIGN (State or Locally Funded Only)
» Design
» Design Build package
DEVELOPMENT & ENGINEERING PHASE
PLANNING PHASE
CONSTRUCTION
OPERATIONS
1
2
3
State / Locally Funded
4
3
Federally Funded
4
5
6
PLANNING & COMMUNITY SUPPORT
» Adopted into LRTP
» Systems planning
» Transit market analysis
» Comprehensive Operational Analysis
TRANSIT CORRIDOR AND PROJECT EVALUATION (TCPE)
» High-Level Assessment
» Project & Corridor Feasibility
» Project Readiness
FDOT TRANSIT PD&E (Federally Funded)
» Requires FTA approval to enter (2 years to complete, except Small Starts)
» Environmental review (EA - 1 year, EIS - 2 years)
» Preliminary Engineering (at least 30% Design)
» Adopt LPA into LRTP
FTA Project Development (CIG Program)
FDOT TRANSIT DESIGN (Federally Funded)
» Requires FTA project rating approval and local funding commitment to enter
» Design (60% to 100% Design)
FTA Engineering (CIG Program)
GRANT AGREEMENT
» State funding programmed
» FTA Full Funding Grant Agreement or Small Starts Grant Agreement
A
High-Level Assessment
» Purpose & Need
» Fatal Flaw
» Sponsor & Champion
» Funding Options
» Plans & Policy
B
Project & Corridor Feasibility
» Project/Corridor Description
» Goals, Objectives, & Priorities
» Existing Conditions
» Potential Needs & Benefits
» Alternatives Evaluation
C
Project Readiness
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» Readiness Assessment
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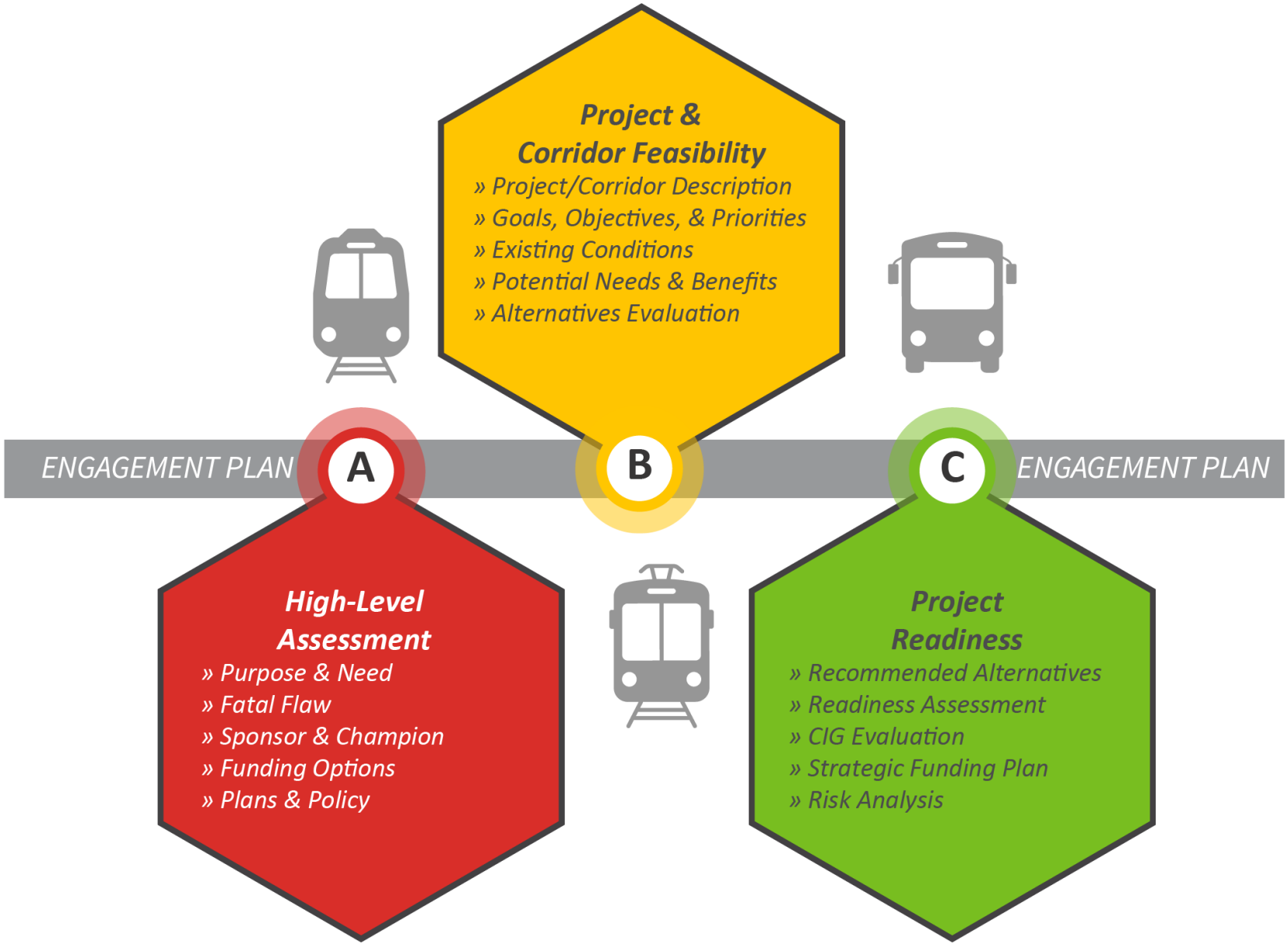
» Strategic Funding Plan
» Risk Analysis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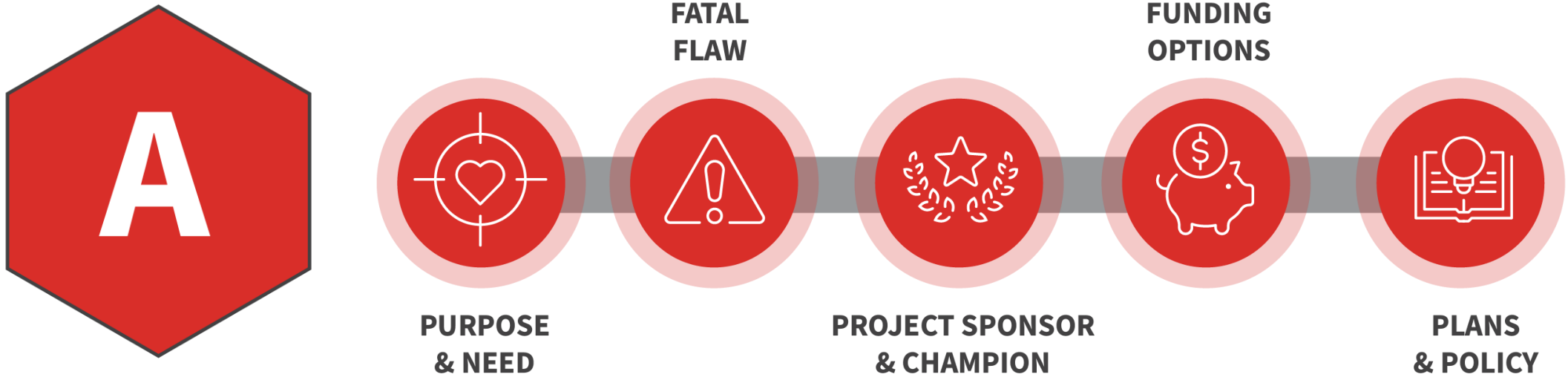
Step A: High Level Assessment



Step A: High Level Assessment

Fatal Flaw Analysis

- Financial feasibility
- Technical feasibility
- Potential fatal flaws that don't render project infeasible tend to become risk issues that will need to be mitigated in PD.

Fatal Flaw analysis should have some level of independent review from someone other than the project sponsor.

Step A: High Level Assessment

Project Sponsor and Champion

- Sponsor could be local transit agency, City/County or FDOT
- Role usually transfers from FDOT to ultimate operator during the process
- FDOT role varies based on project complexity, location and local agency capacity
- MOU is best practice but ***essential if project sponsor is expected to change***
- Champions are often elected officials

A sponsor agency should strategically cultivate a project champion to secure local, state, and federal funding support.

Step A: High Level Assessment

Funding Options

- Explore and understand the options early
- Things to consider…
  - local, federal, or state
  - Public private partnership or innovative financing
  - Can support all or a portion of the project
  - Can support capital, operating or both
  - Required matching funds
  - Require approval by local ordinance or referendum

Step A: High Level Assessment

Transportation Plans & Policy

- Metropolitan Transportation Plans (MPO/TPO)
- Regional Transportation Planning Studies
- Transit Development Plans (TDPs)
- Local Government Comprehensive Plans
- Transportation Master Plans & Corridor Plans

Lack of transit-supportive land use plans along the corridor is a deficiency that requires addressing.

Step B: Project & Corridor Feasibility

Step B: Project & Corridor Feasibility

Project/Corridor Description

- Project Type (Corridor or facility)
- Project Scope (what is being done)
- Project Location, including city and county and jurisdiction(s)
- Project limits, such as length and end points or destinations
- Study area limits for analysis

Step B: Project & Corridor Feasibility

Establish Goals, Objectives, and Priorities for the Project/Corridor

- Align **corridor-wide goals** with Purpose and Need, regional goals, local plans, and policies.
- Use **performance measures** to guide corridor selection and prioritization.
- Involve key **stakeholders** during goal setting process.

Step B: Project & Corridor Feasibility

Analysis of Existing Conditions

PLANNING

- Existing and future transportation plans
- Population, household, and employment data
- Existing and future land uses and associated densities/intensities
- Employment centers and major destinations
- Existing and planned development
- Travel patterns, forecasts, transit usage, and ridership (more on ridership under potential benefits)
- Environmental resources (reference ETDM)

TRANSPORTATION

- Local and regional transit network and services
- Pedestrian and bicycle facilities
- Transportation Network Companies (TNC), Paratransit
- Roadway dimensions and classification/type
- Crash/Collision History and Types
- Average Daily Traffic (ADT) and peak hour traffic volumes, Level of Service (LOS), and Travel Times

INFRASTRUCTURE/OTHER

- Railroads
- Utilities
- Bridges and major drainage structures
- Right of way and property ownership
- Other information as deemed necessary during the analysis phase

Step B: Project & Corridor Feasibility

Alternatives Evaluation

PHASE 01

Initial Alternatives
(Modes and Alignments)

PHASE 02

Preliminary Alternatives
(Development of concepts,
Additional planning and engineering analyses)

PHASE 03

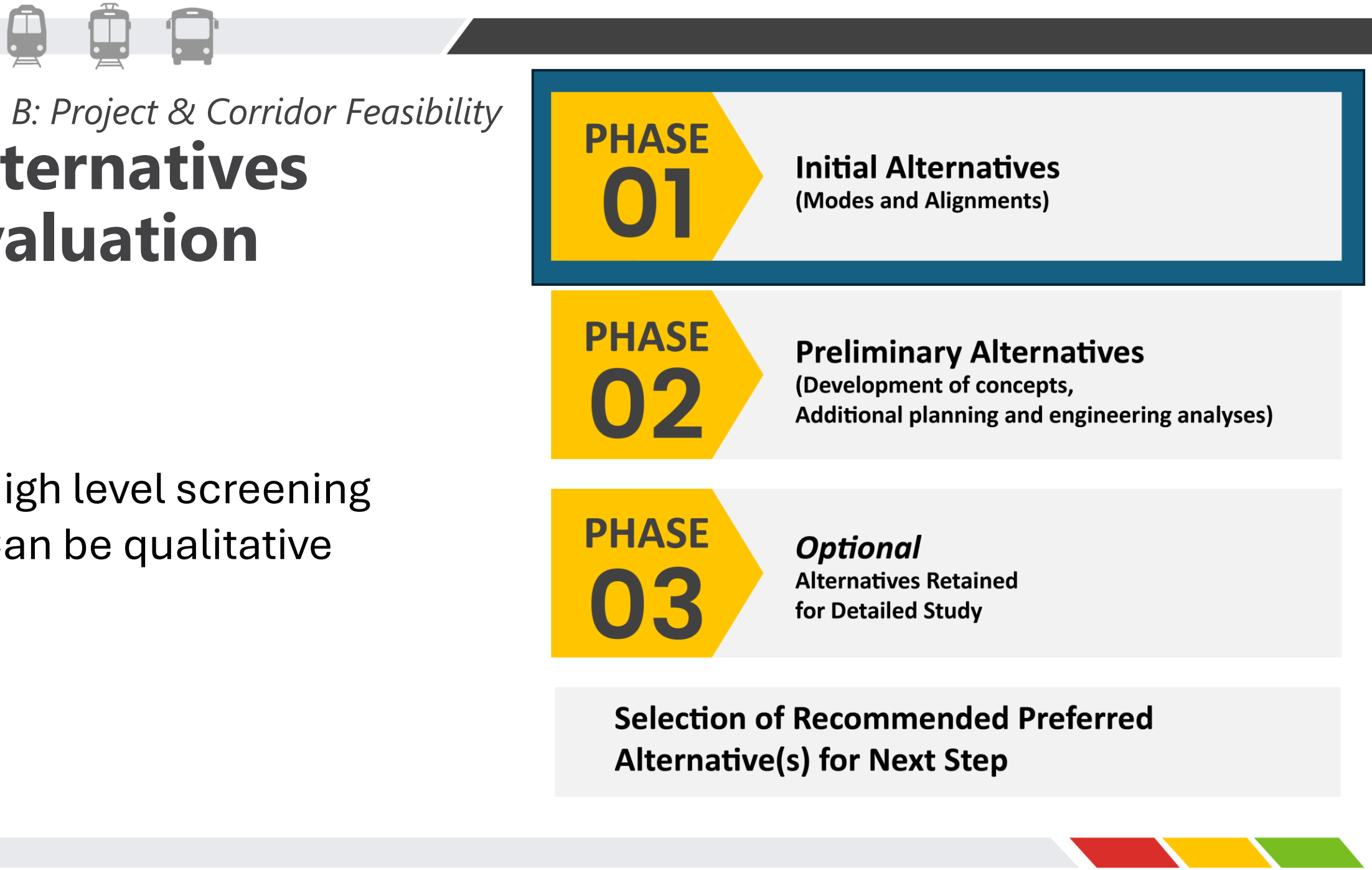
Optional
Alternatives Retained
for Detailed Study

Selection of Recommended Preferred Alternative(s) for Next Step

Step B: Project & Corridor Feasibility

Alternatives Evaluation

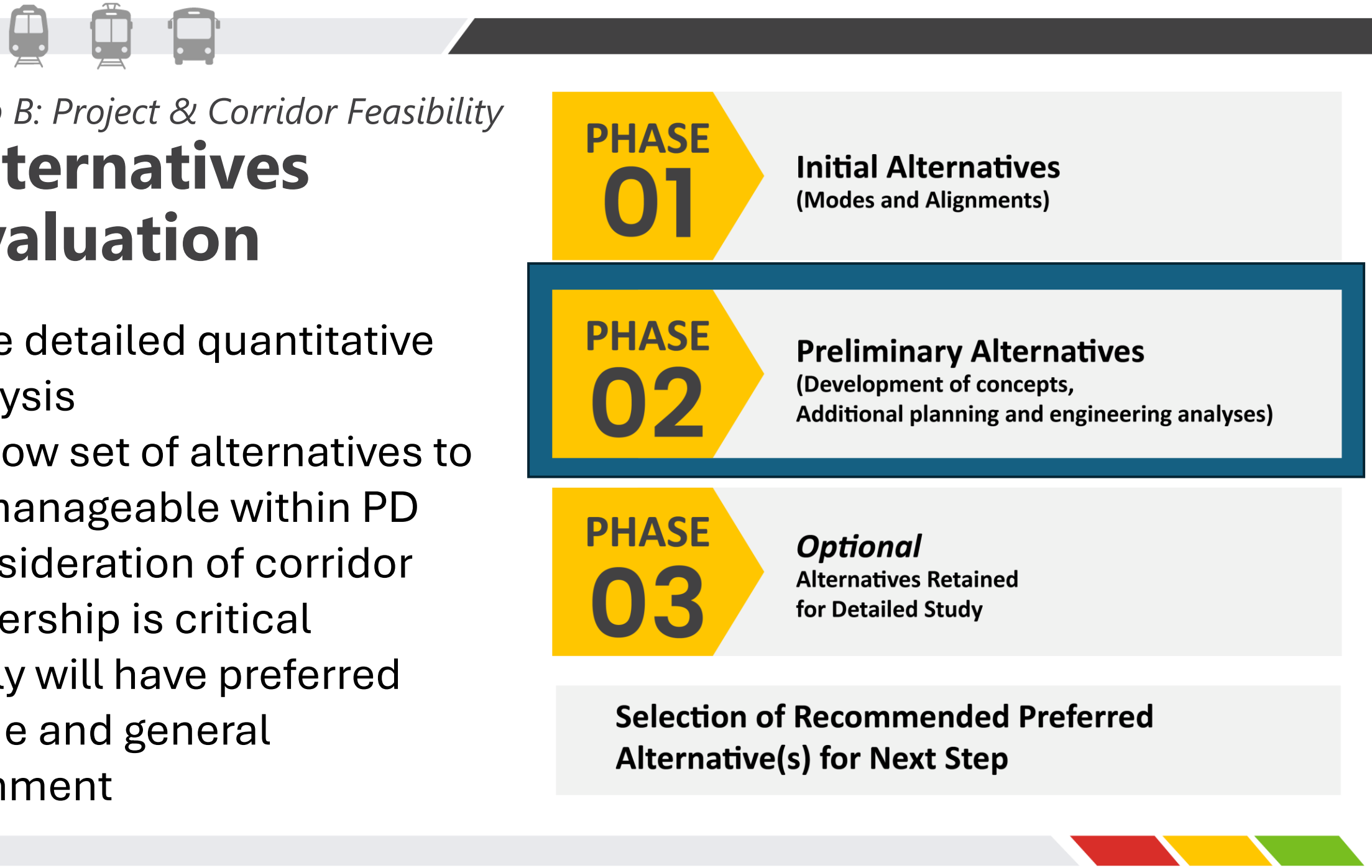
- High level screening
- Can be qualitative



Step B: Project & Corridor Feasibility

Alternatives Evaluation

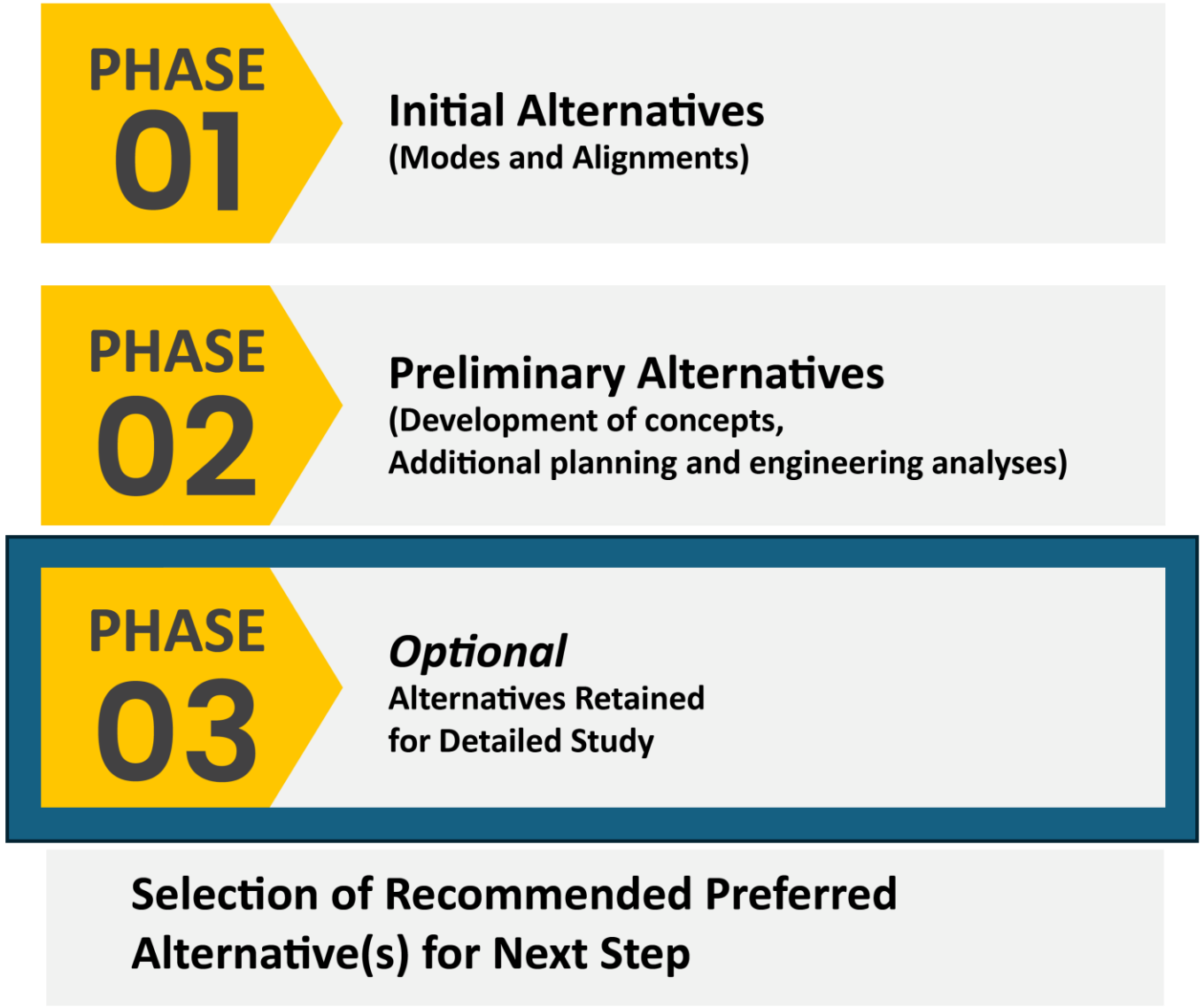
- More detailed quantitative analysis
- Narrow set of alternatives to be manageable within PD
- Consideration of corridor ownership is critical
- Likely will have preferred mode and general alignment



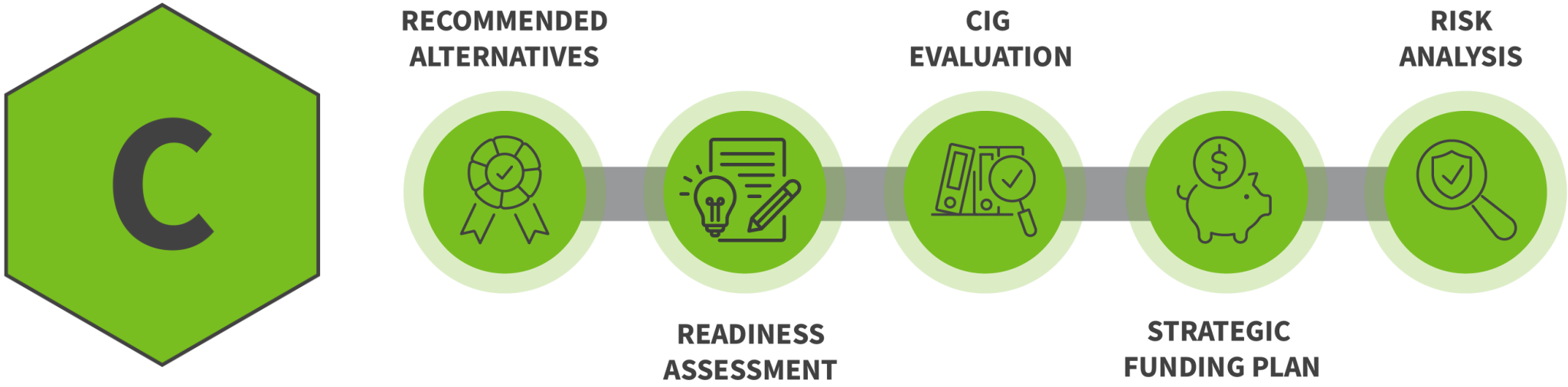
Step B: Project & Corridor Feasibility

Alternatives Evaluation

- For more complex projects
- Minimize risk going into PD
- Consider FTA amount set with entry into Engineering



Step C: Project Readiness



Step C: Project Readiness

Recommended Alternatives & Readiness Assessment

Alternatives should:

- Align with goals
- Have strong community support
- Be able to compete for funding

Readiness:

- Approval in place
- Can meet 2-year PD requirement
- Understand likely NEPA Class of Action

FTA CIG PD REQUIREMENTS

- *Select the Locally Preferred Alternative and get adopted into financially constrained Metropolitan Transportation Plan (MTP)*
- *Complete NEPA reviews (see environmental impact assessment completed in Step B)*
- *Obtain at least 30% of the non-CIG capital funding*
- *Continue concept engineering up to approximately 30% design (see Step B, Optional Phase 03)*
- *For New Starts and Core Capacity, complete readiness requirements for entry into Engineering*
- *Identify timeline for receipt of grant construction, grant agreement, and start of revenue service*

Step C: Project Readiness

FTA CIG Project Evaluation

Step C: Project Readiness

Strategic Funding Plan

- Secure agreements for any non-traditional funding
- Any non-SNS funding from state
- Other grant funds
- “Off Ramp”?
- Need 30% of Non-CIG funding committed within 2-years
- Planned referendum is not sufficient
- Need funding for operations and maintenance (including current system)

FTA locks the CIG funding amount at entry to Engineering, risking sponsors advancing design beyond 30%.

Step C: Project Readiness

Risk Analysis

- FDOT PMOC workshop prior to Engineering
- Best practice to conduct risk review early and recurring
- Consider Peer Review
- Common risks
- Consider project sponsor assumes risk of cost escalation after entry into Engineering phase

For details on project risk management, sponsors should review the FTA Oversight Procedure OP 40 document.

Step C: Project Readiness

Final Thoughts

- Identify a funding plan.
- Consider long-term O&M.
- Evaluate risks and develop mitigation strategies.
- Project champions are critical.
- Get other impacted agencies on board first!
- Develop robust public engagement from early planning to revenue service.

THANK YOU

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