

FTA

FEDERAL TRANSIT ADMINISTRATION

FTA Partnering for Managed Lanes



U.S. Department of Transportation
Federal Transit Administration

FTA partnering on Managed Lanes

- What FTA can pay for
- What FTA can't pay for
- FTA Capital Programs
- Differences between piecemeal complementary improvements and corridor level participation

What FTA Can Pay For

- Park and Rides and other Station Types
- Buses
- Slip Ramps and other exclusive transit access to a managed lane
- Bike/Pedestrian Improvements (with a transit nexus)
- Transit Related ITS Improvements

What FTA Can Pay For

- Corridor Based Bus Improvements (Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor.)

What FTA Can't Pay For

- Construction of a non-exclusive roadway (managed or otherwise) for shared use: HOV lanes, HOT Lanes, or Tollways

FTA Capital Programs

- MAP-21 made most FTA funds Formula based and Managed Lane complementary bus improvements are eligible under our capital programs including: Urban Formula (5307), Rural Formula (5311), Flexible Funds (STP, CMAQ), Bus and Bus Facilities (5339).

FTA/DOT Discretionary Programs

- USDOT TIGER Program: DOT wide Discretionary Program
<http://www.dot.gov/tiger>
- FTA New Starts (Section 5309): FTA's biggest discretionary program for new and extended fixed guideway projects

FTA New Starts/Small Starts

- Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor. *This can include BRT operating in Managed Lanes.*
- All projects seeking funding from the program must be evaluated and rated based on project justification and local financial commitment criteria.
- Small Starts projects must have total net capital cost of less than \$250 million and seek a federal share of less than \$75 million.

FTA New Starts/Small Starts

- Since New Starts is discretionary and project selection is based on evaluation of project benefits, expect that FTA will insist on provisions that protect the transit investment.
- Binding commitments to preserving travel time savings for transit patrons will be needed in the absence of an exclusive guideway.

FTA MAP-21 Website

www.fta.dot.gov/map21



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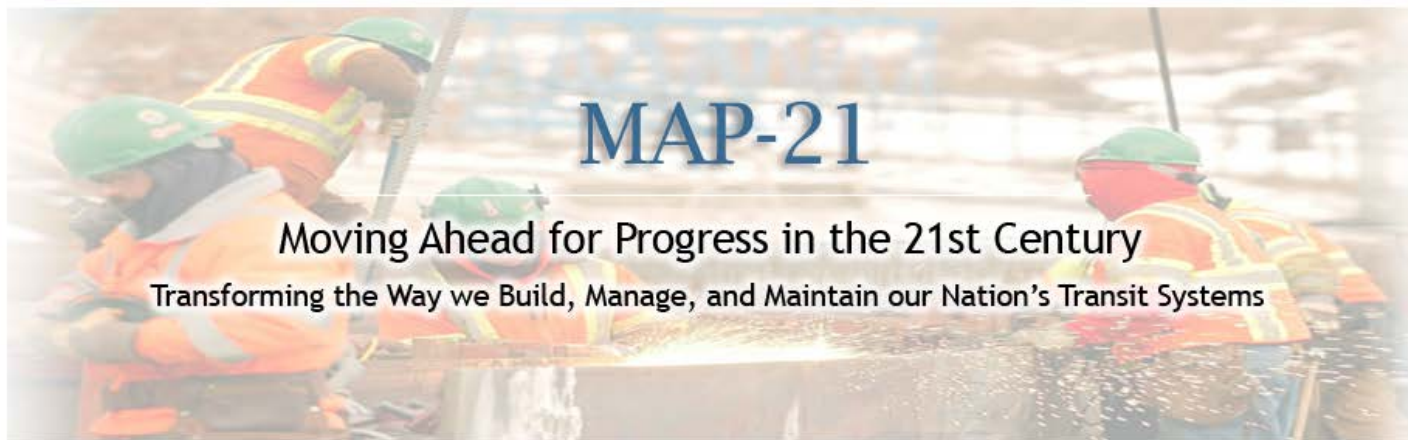
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