

Citizens Advisory Committee

DTX Federal Transit Administration (FTA) Capital Investment Grants Program

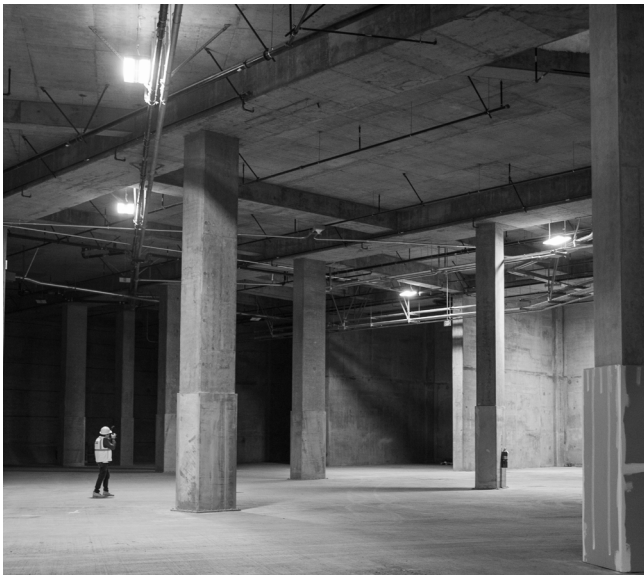
September 7, 2021





FTA Capital Investment Grants Program

- Fixing America's Surface Transportation (FAST) Act established the Capital Investment Grants (CIG) program
- The FAST Act authorized \$2.3 billion annually in program funding between FY 2017 and 2020
 - 2021 allocations = \$2.1 billion
 - Largest discretionary federal transportation program
- The CIG program funds three types of projects:
 - Small Starts
 - **New Starts**
 - Core Capacity



Eligible Projects

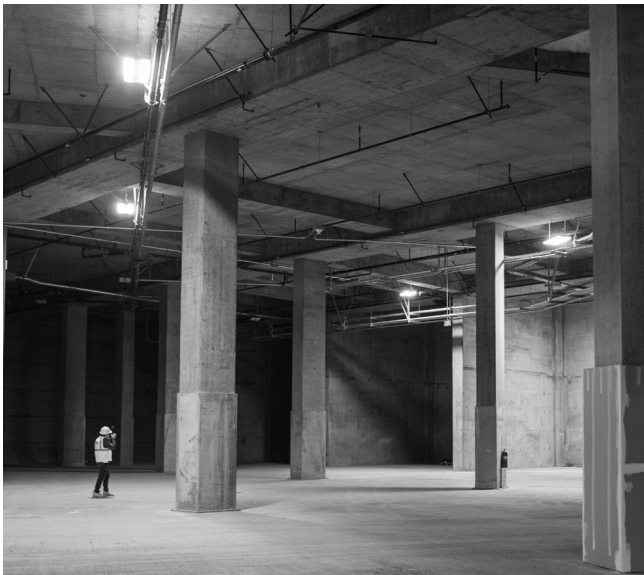
	New Starts
Corridor	A substantial investment in a defined corridor
Project Features	<p>Features that emulate the services provided by rail fixed guideway public transportation systems:</p> <ul style="list-style-type: none"> • defined stations • traffic signal priority for public transportation vehicles • short headway bidirectional services for a substantial part of weekdays and weekend days • If BRT minimum of 50% dedicated guideway
Capital Cost	More than \$300 million
CIG Funds	Requesting more than \$100 million in CIG funding
Funds	Up to 50% of capital cost
Ex. projects	<p>Third Street LRT Phase 2 - Central Subway Westside Purple Line – Section 3 (Los Angeles)</p>



New Starts Process

New Starts and Core Capacity Process



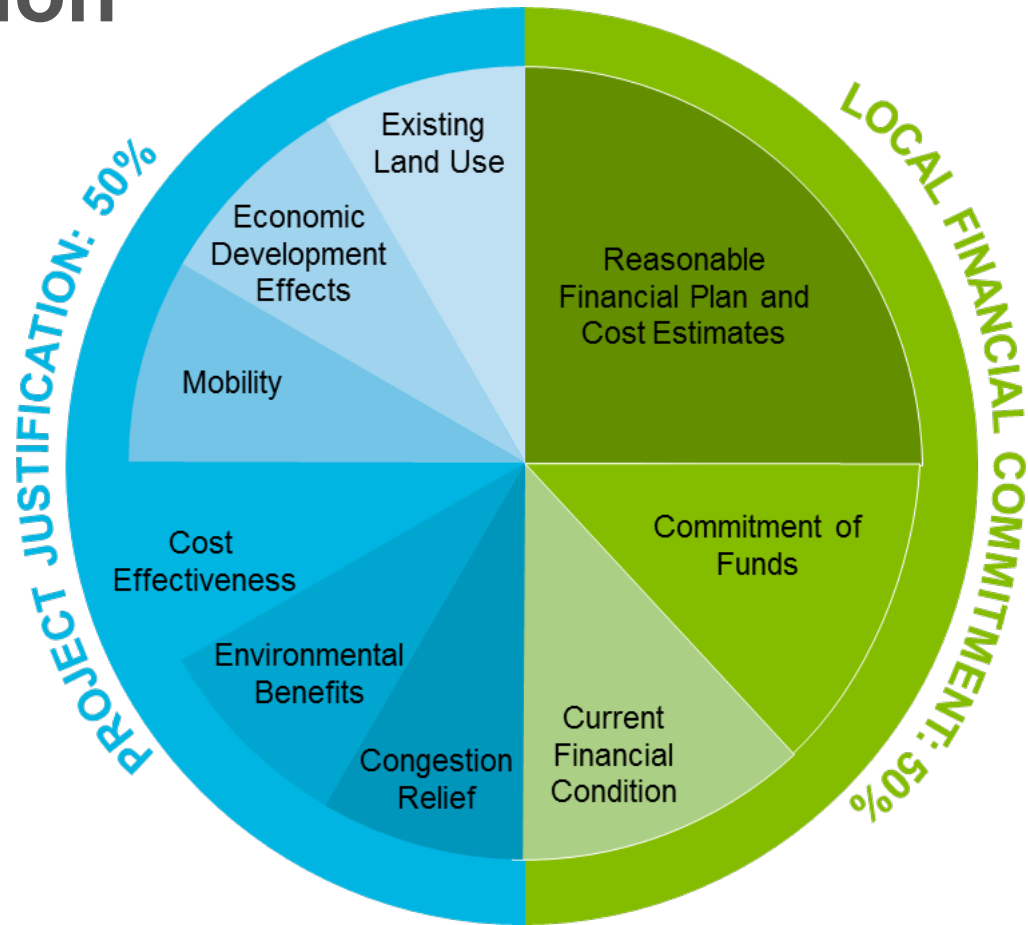


Current New Starts Pipeline

- 13 Projects with existing New Starts Grant Agreements
- 2 additional projects expected to receive New Starts Grant Agreements in 2022

New Starts Evaluation

Projects must receive a **Medium rating** for both Project Justification and Local Financial Commitment

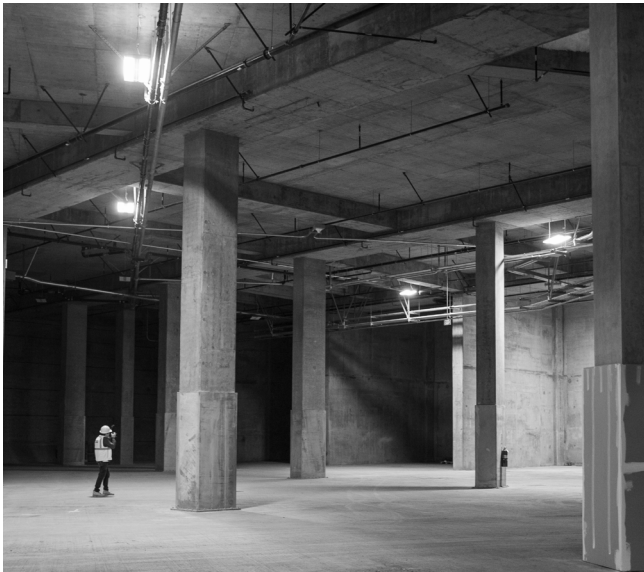




1. Entry to Project Development

Short 5-10 page letter (or less)

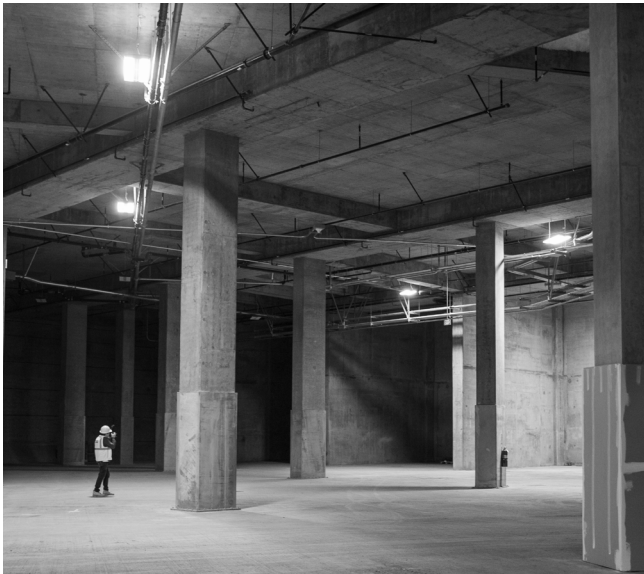
- Key agencies, staff and their respective roles
- Description and map of corridor
- Transportation problem and purpose and need
- Existing transit service levels in corridor
- Description of proposed project, anticipated capital cost
- Anticipated cost of Project Development
- Commitment and availability of non-CIG funds for Project Development in current fiscal year
- Documentation of funding commitments and availability for Project Development
- Project schedule



During Project Development (2-year time limit included in FAST Act)

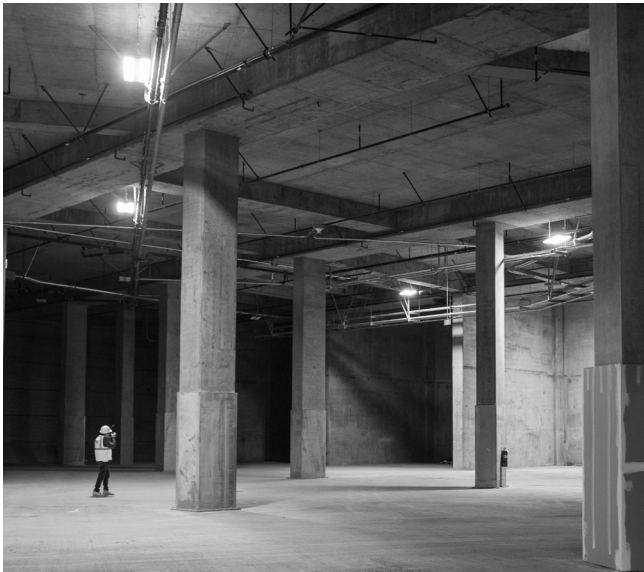
- Obtain commitment of at least 30 percent of the non-CIG funding
- Complete at least 30 percent design and engineering.
- Cost Estimate
- 20-year financial plan
- Project Management Plan (PMP) and sub-plans
- Environmental review process required under NEPA & CEQA
- Sufficient information for FTA to develop a project rating
- Notify FTA of intent to enter Engineering
- FTA/Program Management Oversight Consultant (PMOC) reviews
 - Scope, Schedule, & Budget Review
 - Risk Review
 - Readiness Review

**Maximum New Starts Grant
amount as a \$ amount set**



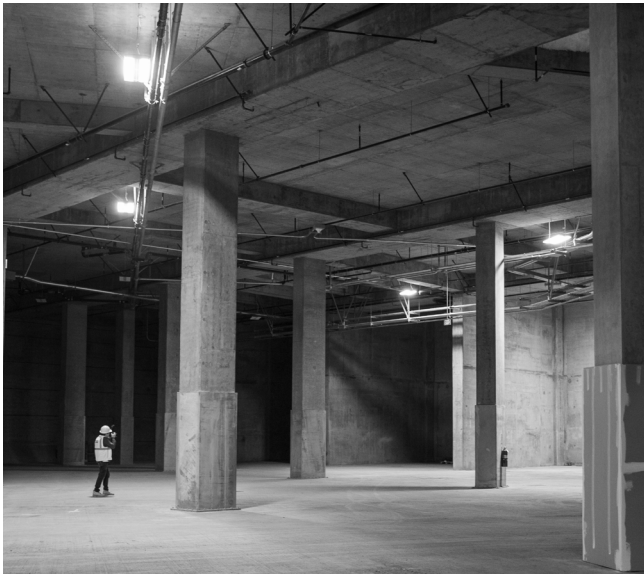
2. Entry to Engineering

- 30 percent design must be completed prior to entry
- Project must have “Recommended” or “Highly Recommended” rating
- Additional documentation required including:
 - Cost Estimate and Schedule
 - Value Engineering and Constructability Review Reports
 - Project Delivery Method



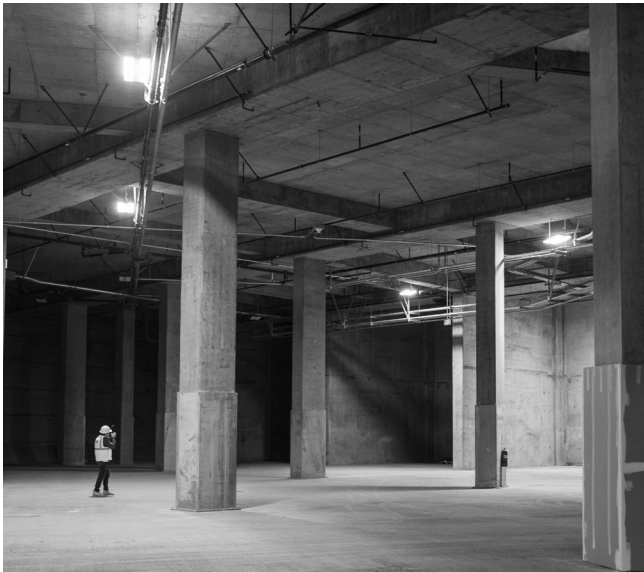
3. Full Funding Grant Agreement

- Obtaining Grant
 - Obtain a "recommended" or "highly recommended" rating immediately prior to award
 - 100% funding commitment demonstrated
- Construction
 - Grant permits issuing (major) construction contracts
 - Advance (enabling) contracts can be issued with Letter of No Prejudice



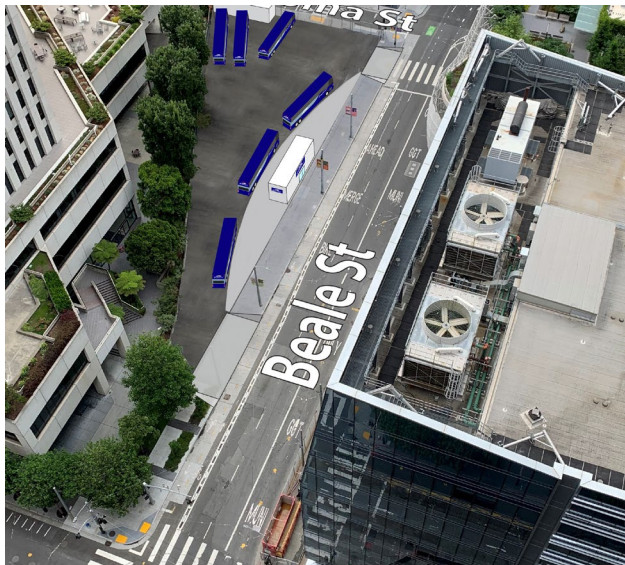
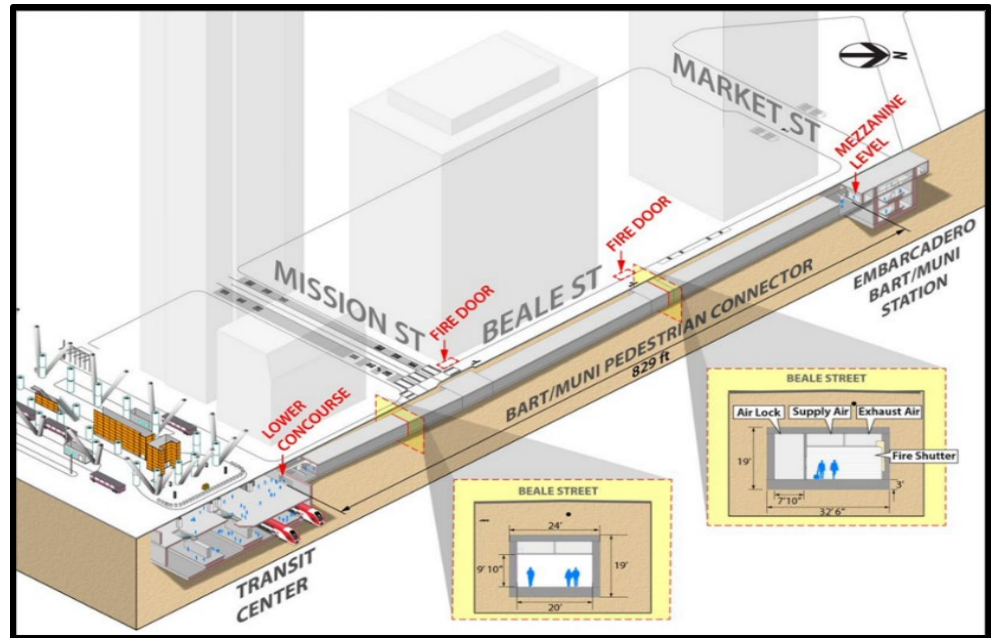
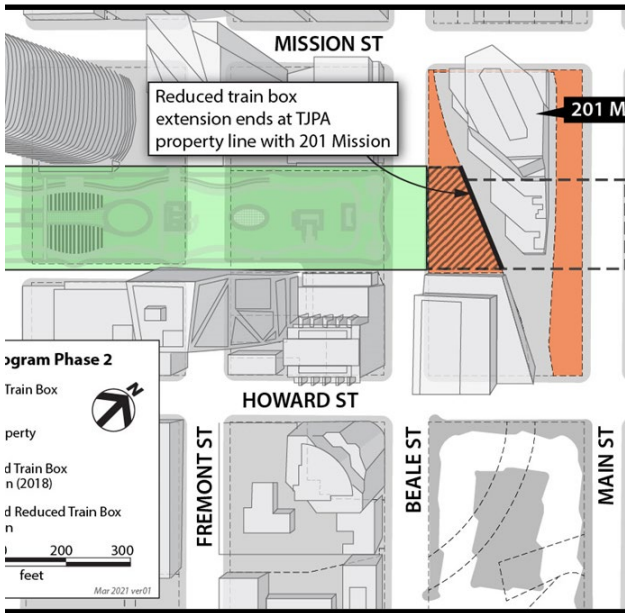
Time of Funding commitments

1. Entry to Project Development (Oct 2021)
 - Funding for Project Development committed
2. Entry to Engineering (Feb 2023)
 - Funding for Engineering committed
 - 30% non-New Starts funding committed
3. Apply for Full Funding Grant Agreement (Aug 2023)
 - 100% non-New Starts funding identified
 - FFGA expected Spring 2025



Steps to Get There

1. Phasing Study Recommendations before TJPA Board on September 9
2. Community Facilities District Bond Issuance before SF Board of Supervisors in September
3. Enter Project Development Phase of FTA's New Starts Process



Phasing Study

1. Defer BART/Muni Pedestrian Connector
2. Reduce Train Box Extension
3. Defer the Reduced Intercity Bus Facility

Community Facilities District Bond Issuance

CFD bond proceeds of \$30 million will ensure we have the committed funds required to enter project development of FTA's CIG process.

Attend or provide public comment at the SF Board of Supervisors' meetings below:

- September 15 at 10:30 a.m. before the SFBOS Budget and Finance Committee meeting
- September 21 at 2 p.m. before the full SFBOS meeting





Questions?