



# REGIONAL TRANSPORTATION AUTHORITY

## **Overview of Discretionary Grant Programs of the FAST Act**

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Transportation Act

# FTA Grant Programs

# FAST Act



FTA provides grants to local public transit systems - including buses, subways, light rail and commuter rail.



FTA provides annual **formula grants** to transit agencies nationwide as well as **discretionary funding** in competitive processes.

# FTA Discretionary Grant Program

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The FTA Capital Investment Grant Program (CIG) is a discretionary grant program which funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

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Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

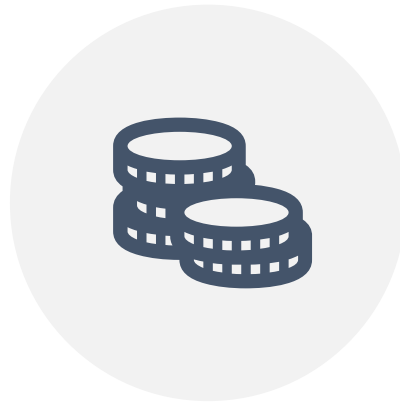
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The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

# CIG Funding Options



**NEW STARTS** - TOTAL PROJECT COST IS EQUAL TO OR GREATER THAN \$300 MILLION OR TOTAL NEW STARTS FUNDING SOUGHT EQUALS OR EXCEEDS \$100 MILLION

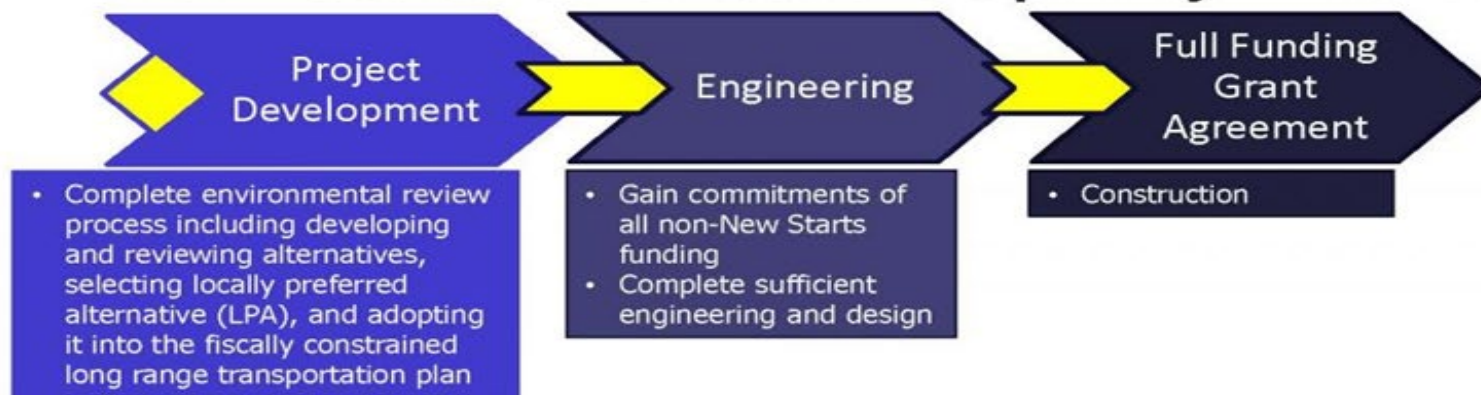


**SMALL STARTS** - TOTAL PROJECT COST IS LESS THAN \$300 MILLION AND TOTAL SMALL STARTS FUNDING SOUGHT IS LESS THAN \$100 MILLION

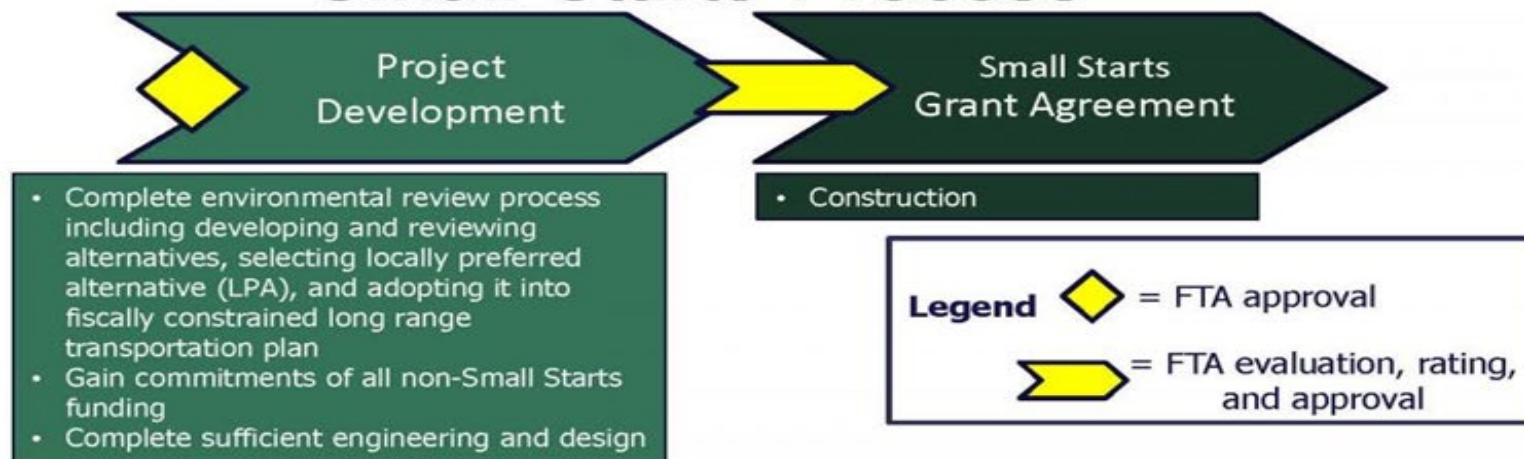


**CORE CAPACITY** - SUBSTANTIAL CORRIDOR-BASED INVESTMENT IN EXISTING FIXED GUIDEWAY SYSTEM

# New Starts and Core Capacity Process



# Small Starts Process



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# Project Development Phase

# Project Development Phase - 2 years



The project sponsor must select a locally preferred alternative (LPA).



The project sponsor must get the LPA adopted into the fiscally constrained metropolitan transportation plan.



The environmental review process required under NEPA must be completed as signified by a final FTA environmental decision covering all aspects of the project proposed for FTA funding.



The project sponsor must develop sufficient information for FTA to develop a project rating.



# Project Development Phase (cont.)



**Obtain commitment of at least 30 percent of the non-CIG funding**



**Complete at least 30 percent design and engineering. At this level FTA expects the project sponsor to provide documents at the following level of detail:**

Project Management Plan - project management during engineering and a staffing plan that demonstrates the sponsor's management capacity and capability

Project Definition – key elements are identified and reasonably defined

Cost Estimate – addressing key items within the project's work

Schedule – addresses key activities, milestones and elements within the project's work breakdown structure



**Identify necessary third party agreements and right-of-way needed with a plan and schedule for completion**

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# Engineering Phase

# Engineering Phase



Must obtain commitments of at least 50% of the non-CIG funds



Must make sufficient progress advancing the level of design within three years of entering into Engineering

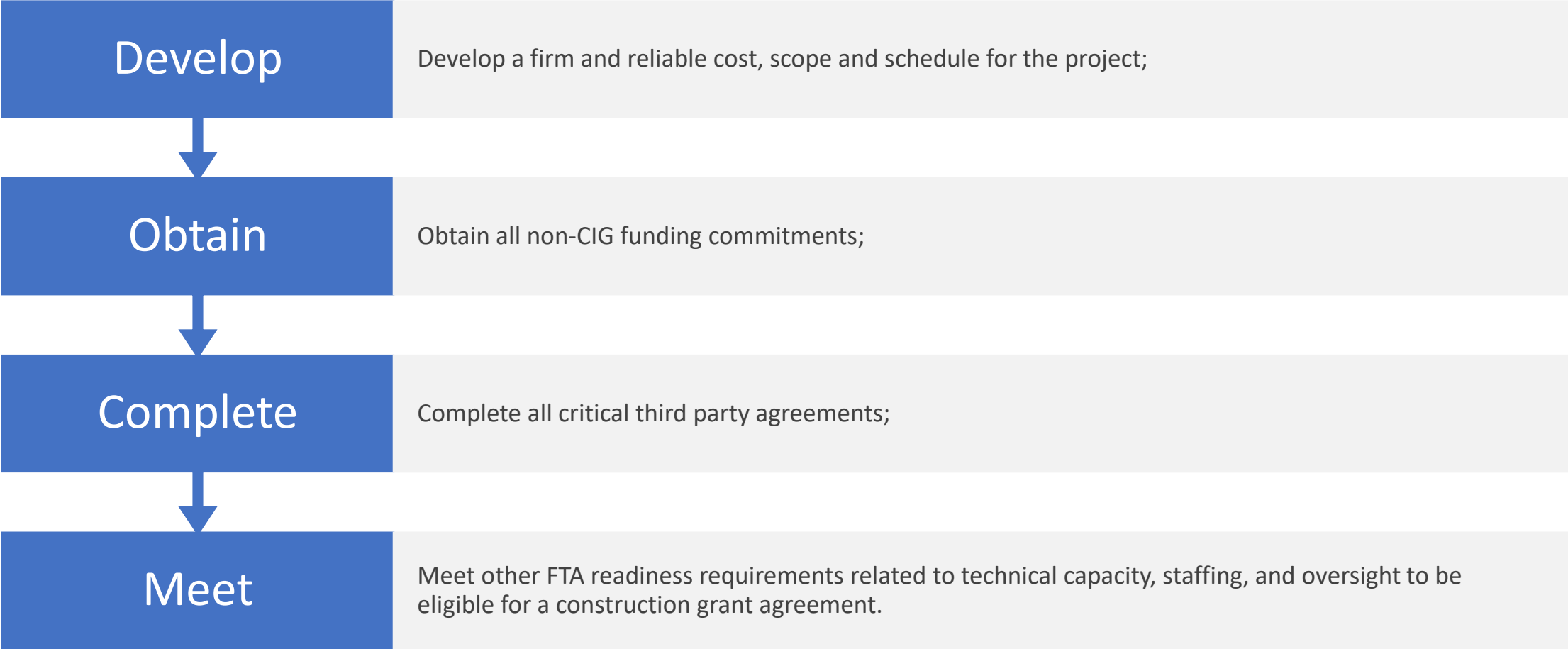


If sponsor does not make sufficient progress on obtaining funding commitments or advancing the level of design of the project within three years, FTA will withdraw the project from the New Starts program.



Any work performed after being withdrawn and before re-entry would not be eligible for future reimbursement

# To Complete Engineering Phase

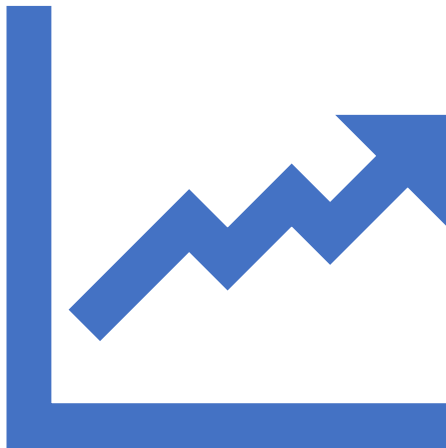


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# Evaluation Criteria and Rating Process

# Project Justification

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- New Starts projects are evaluated and rated for project justification and local financial commitment on a five point scale according to CIG criteria set forth in law.
- The project justification criteria include:
  - mobility improvements
  - environmental benefits
  - congestion relief
  - economic development effects
  - land use
  - cost-effectiveness

# Local Financial Commitment

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- FTA examines the following when evaluating and rating local financial commitment:
  - availability of reasonable contingency amounts;
  - availability of stable and dependable capital and operating funding sources and
  - availability of local resources to recapitalize, maintain, and operate the overall existing and proposed public transportation system without requiring a reduction in existing services.

# Overall Project Rating

- Summary project justification and local financial commitment ratings are prepared and combined to arrive at an overall project rating on a five point scale.
- FTA gives equal weight to each of the project justification criteria to arrive at a summary project justification rating, meaning each of the six is given a weight of 16.66 percent.
- FTA requires at least a Medium rating on both project justification and local financial commitment to obtain a Medium or better rating overall.
- FTA gives a 25 percent weight to the current financial condition of the project sponsor, a 25 percent weight to the commitment of non-CIG funds, and a 50 percent weight to the reasonableness of the financial plan submitted by the project sponsor.
- The proposed CIG share of the total project capital cost, and whether a project sponsor is providing significant overmatch, is considered after the above weights are applied.



RTA Board Work  
2-5 year horizon

# Next Steps for RTA Project Development

# RTA Tasks

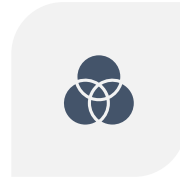
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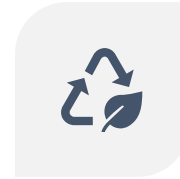
ASSESSMENT OF  
AVAILABILITY OF  
RAILROAD RIGHT-OF-  
WAY



REVISIT ALTERNATIVES  
ANALYSIS – CONFIRM  
LOCALLY PREFERRED  
ALTERNATIVES (LPAS)



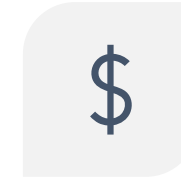
HAVE LPAS ADOPTED  
INTO FISCALLY  
CONSTRAINED  
METROPOLITAN PLAN



COMPLETE  
ENVIRONMENTAL  
REVIEW PROCESS  
UNDER NEPA



DEVELOP SUFFICIENT  
INFORMATION FOR FTA  
TO DEVELOP PROJECT  
RATING



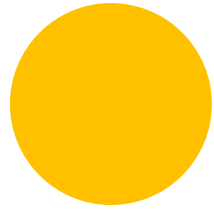
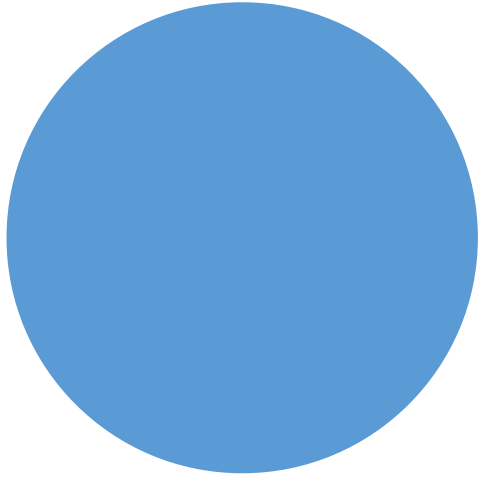
OBTAIN COMMITMENT  
OF 30% NON-FEDERAL  
FUNDS



COMPLETE 30% DESIGN  
AND ENGINEERING



EXECUTE THIRD PARTY  
AGREEMENTS FOR  
LAND AND RIGHT OF  
WAY



QUESTIONS?

