



Agenda Item No. (5)(a)

To: Finance-Auditing Committee/Committee of the Whole  
Meeting of April 21, 2022

From: Jacob Brown, Senior Analyst, Capital and Grant Programs  
Amy Frye, Director, Capital and Grant Programs  
Joseph M. Wire, Auditor-Controller  
Denis J. Mulligan, General Manager

Subject: **AUTHORIZE ACTIONS RELATED TO GRANT PROGRAMS**  
**(a) AUTHORIZE THE FILING OF APPLICATIONS FOR FEDERAL TRANSIT ADMINISTRATION FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAM FUNDING FOR TRANSIT CAPITAL PROJECTS, COMMIT THE NECESSARY LOCAL MATCH, AND ASSURE THE COMPLETION OF THE PROJECTS**

### **Recommendation**

The Finance-Auditing Committee recommends that the Board of Directors authorize the General Manager or his designee to submit and execute grant applications, cooperative agreements, and certifications and assurances as required by the Federal Transit Administration (FTA) for federal funding assistance for Sections 5307, 5309, 5337, and 5339 formula programs, and by the Federal Highway Administration (FHWA) for Surface Transportation Program (STP) funding to support transit projects, commit the necessary local match funds for the projects, and assure completion of the projects.

This matter will be presented to the Board of Directors at its April 22, 2022 meeting for appropriate action.

### **Summary**

FTA Urbanized Area Formula Program (Section 5307), State of Good Repair (Section 5337), Bus and Bus Facilities (Section 5339), and FHWA STP funds will be programmed by the Metropolitan Transportation Commission (MTC) to support the implementation of transit projects that are included in the Golden Gate Bridge, Highway and Transportation District's (District) FY 2021-22 Capital Budget and/or Ten-Year Capital Plan. Staff requests authorization to submit and execute grant applications and certifications for the projects and the funding amounts as shown in Table 1. The projects are based on the amount of federal funds anticipated to be programmed by MTC through MTC's Transit Capital Priorities (TCP) policy for three federal fiscal years (FFY). Table 1 includes the estimated total cost and the required local match to implement the projects.

**Table 1: FFY22-FFY24 FTA Funding Program**

<b>Project Title</b>	<b>Fiscal Years</b>	<b>FTA Funds Programmed</b>	<b>District Local Match</b>	<b>Total Project</b>
Replacement Ferry - CARB Compliance	FFYs 23, 24	16,000,000	4,000,000	20,000,000
Ferry Channel and Berth Dredging	FFYs 22, 23	10,700,000	2,675,000	13,375,000
Replace Conventional Over-the-Road Coaches	FFY24	10,544,000	2,636,000	13,180,000
Ferry Vessels Major Components Rehabilitation	FFYs 22, 23, 24	6,452,139	1,613,035	8,065,174
Replace Conventional Over-the-Road Coaches with Zero-Emission Buses (ZEBs)	FFY24	2,748,000	687,000	3,435,000
Collision Avoidance System	FFY24	840,000	210,000	1,050,000
<b>TOTAL</b>		<b>47,284,139</b>	<b>11,821,035</b>	<b>59,105,174</b>

The FTA Section 5307 funds are authorized to support public transit activities. Section 5337 funds are authorized for existing rail and ferry systems. Section 5339 funds are authorized for the replacement, rehabilitation, and purchase of buses and related equipment and to construct bus-related facilities. FHWA STP funds are authorized to support various transportation activities.

In the San Francisco Bay Area Region, MTC is responsible for programming these federal funds. In partnership with County Congestion Management Agencies and local transit agencies, MTC has developed a multi-modal approach to program these funds to high-priority transit, bicycle, pedestrian, and roadway projects. After MTC programs the funds, individual project sponsors secure these funds through grant applications and grant funding agreements.

This year, MTC consulted with transit operators and together reached a consensus on a three-year program that would allow operators some assurance of future programming, and also allow flexibility for future programming of the final two years of the federal authorization bill. As a result, the funding amounts and projects listed in Table 1 comprise only a partial allocation of the full TCP programming, which MTC expects will be available for FFYs 2021-22 through 2023-24. In March, MTC adopted the first tranche of TCP programming, which includes a three-year baseline totaling \$1.4 billion for the region. This leaves \$647 million available for future programming.

**Fiscal Impact**

This item provides up to \$47,284,139 in federal capital funds for FFYs 2021-22 through 2023-24 for transit-related projects. The District’s local match for these projects is \$11,821,035. These transit projects are included in the District’s FY2021-22 Capital Budget and/or the 10-Year Capital Plan.