



# LEGISLATIVE UPDATE

*Presented June 6, 2016*



**VAN SCOYOC  
ASSOCIATES**

# Congratulations

*Congratulations to Brad, Cassandra, and your entire staff for the hard work that went into FTA advancing the Central Avenue BRT project into the Small Starts project development phase of the Capital Investment Grant (CIG) program.*



U.S. Department  
Of Transportation  
**Federal Transit  
Administration**

Headquarters

1200 New Jersey Avenue S.E.  
Washington DC 20590

MAY 25 2016

Brad Miller  
Chief Executive Officer  
Pinellas Suncoast Transit Authority  
3201 Scherer Drive  
St. Petersburg, FL 33716

Re: Project Development Initiation – Central Avenue Bus Rapid Transit Project

Dear Mr. Miller:

Thank you for your letter, dated March 9, 2016, requesting entry into the Project Development (PD) phase under the Federal Transit Administration's (FTA) Small Starts program for Pinellas Suncoast Transit Authority's (PSTA) Central Avenue Bus Rapid Transit project. After reviewing your initial letter, FTA requested additional information on March 17 that was submitted on March 30, 2016. FTA determined on April 15, 2016, that the information provided was sufficient to enter the PD phase. Per the requirements of the Fixing America's Surface Transportation Act (FAST), the following activities must be completed during PD:

- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long range transportation plan;
- Complete the environmental review process; and
- Complete the activities required to develop sufficient information for evaluation and rating under the Section 5309 criteria.

FTA encourages you to familiarize yourself with the information found on the Capital Investment Grant program webpage at <https://www.fta.dot.gov/funding/grant-programs/capital-investments/capital-investment-program>. There you will find more details and information on the activities mentioned above including answers to frequently asked questions and the information that must be provided to FTA for eventual project evaluation and rating.

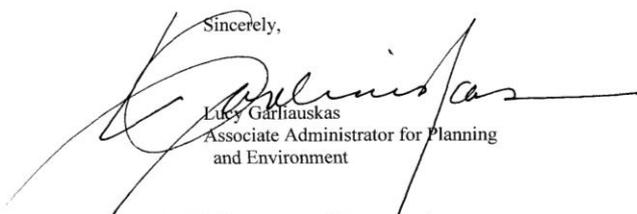
FTA will be in contact to discuss its technical assistance and project oversight plans as the project moves through PD. FTA would appreciate periodic updates from PSTA on the status of completion of PD activities.

With this entry into PD, PSTA has pre-award authority to incur costs for PD activities prior to grant approval and to retain eligibility of those activities for future FTA grant assistance. PD activities include the work necessary to complete the environmental review process and as much

engineering and design activities as PSTA believes are necessary to support the environmental review process. Upon completion of the environmental review process, FTA extends pre-award authority to project sponsors in PD to incur costs for as much engineering and design as necessary to develop a reasonable cost estimate and financial plan for the project, utility relocation, vehicle acquisition and real property acquisition and associated relocations. This pre-award authority does not constitute a commitment that future Federal funds will be approved for PD or any other project cost. As with all pre-award authority, relevant Federal requirements must be met prior to incurring costs in order to preserve eligibility of the costs for future FTA grant assistance.

If you have any questions or comments, please contact Brian Jackson at (202) 366-8520 or [brian.jackson@dot.gov](mailto:brian.jackson@dot.gov).

Sincerely,



Lucy Garliauskas  
Associate Administrator for Planning  
and Environment

cc: Ed Coven, State Transit Manager, Florida Department of Transportation



# FTA Capital Investment Program



- The House funded the FTA Capital Investment Program, which includes funding for the Small Starts program, at \$2.5 billion, a \$323 million increase over FY 2016. Of that amount, \$408 million is provided for the 10 Small Starts projects proposed in the President's budget:
  - \* AZ—Tempe Streetcar \$50,000,000
  - \* CA—Sacramento Riverfront Streetcar \$50,000,000
  - \* FL—Ft. Lauderdale Wave Streetcar \$11,010,000
  - \* FL—Jacksonville East Corridor \$16,930,000
  - \* IN—Indianapolis Red Rapid Transit Line \$50,000,000
  - \* MI—Grand Rapids Laker Line BRT \$56,810,000
  - \* MO—Kansas City Prospect MAX BRT \$29,890,000
  - \* NM—Albuquerque Rapid Transit \$50,000,000
  - \* WA—Everett Swift II BRT \$43,190,000
  - \* WA—Seattle City Center Connector \$50,000,000





# FTA Capital Investment Program



*(Continued...)*

- **The Senate reduced funding for small starts projects by \$161 million to \$241 million, but did not indicate which projects it would not fund on the list submitted by FTA. Last year the Senate underfunded the small starts program, but House and Senate conferees restored funding to the amount requested by FTA.**





# LoNo & Bus and Bus & Facilities Grant Programs



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1) The House bill, like the Senate, fully funds the FAST Act authorization bill. This means that all Federal Transit Administration (FTA) formula programs, as well as two competitive grant programs - LoNo & Bus and Bus & Facilities grant programs – will be fully funded in fiscal year 2017. The two competitive grant programs together are funded at \$719,956,000, an increase of \$24,156,000 over the current year.





# LoNo & Bus and Bus & Facilities Grant Programs



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2) The House included the following direction to FTA that may be of help to PSTA, given your aging bus fleet:

- \* ***The Committee strongly encourages the Federal Transit Administration to follow the guidance set forth in the FAST Act when developing scoring criteria for the competitive Bus and Bus Facilities Program. Per the legislation, the age and mileage of fleet should be the primary consideration for scoring applications.***





# LoNo & Bus and Bus & Facilities Grant Programs



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3) With regard to Low or No Emission Vehicles grants, the Senate provided the following direction to FTA:

- \* *The Committee supports the FAST Act's inclusion of competitive grants for low or no emission buses and bus facilities into the section 3017 buses and bus facilities grant program. This change is aimed at ensuring that low or no emission vehicles or facilities financed under this program can be fully integrated into public transportation systems. The Committee encourages FTA to favorably consider grant applications focused on the cleanest technologies available in the transit bus market, including transit bus technologies and supporting facilities that have no tailpipe/point source emissions.*



# Tiger Grant Program



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## **TIGER**

- The House funds the TIGER grant program at \$450 million. While this is lower than the \$500 million provided in FY 2016, it marks the highest funding level ever proposed by the House Appropriations Committee.
- The Senate funds the TIGER grant program at \$525 million.



# PSTA/HART Joint Fare Collection Project



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- **The Secretary of Transportation acknowledged receipt of the Congressional delegation letter in support of your TIGER grant application.**
- **The Secretary, in his May 17 letter to the delegation, said they would announce grant awards this fall.**



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590  
May 17, 2016

The Honorable David W. Jolly  
U.S. House of Representatives  
Washington, DC 20515

Dear Congressman Jolly:

Thank you for your letter supporting funding for the Tampa Bay Regional Revenue Collection and Interjurisdictional Mobility Project submitted jointly by the Hillsborough Area Regional Transit Authority and the Pinellas Suncoast Transit Authority under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program funded by the Fiscal Year 2016 Consolidated Appropriations Act. I appreciate your interest in the TIGER program.

Over the last 7 years, the TIGER program has allowed the Department to award more than \$4.6 billion to support critical road, rail, transit, port, and multimodal projects. The competitive nature of the program encourages innovation and collaboration, and the broad eligibility criteria allow the program to fund complex multimodal and multi-jurisdictional projects that are difficult to finance using traditional formula funds.

A Federal Register notice, published on February 26, 2016, announced the availability of funding for an eighth round of TIGER discretionary grants, project selection criteria, and application requirements. The deadline for submitting final applications was April 29, 2016, and we plan to announce selected projects this fall.

The Department welcomes the opportunity to fund innovative transportation projects through the TIGER Discretionary Grant Program, and I assure you that all properly submitted applications will receive full and careful consideration. Your support for the program is meaningful to me, and your knowledge of the transportation needs in your area is valuable and appreciated. I have sent a similar response to each cosigner of your letter. If I can provide further information or assistance, please feel free to call me.

Sincerely,



Anthony R. Foxx

# The Secretary of Transportation Funding & Applications

The Secretary of Transportation acknowledged Congressman David Jolly's letter regarding the TIGER Discretionary Grant Program and his support of funding for the Tampa Bay Regional Revenue Collection and Interjurisdictional Mobility Project. Submitted applications for funding will be reviewed and the selected projects will be announced in Fall.





# 2017 Appropriations Bills



## Status of the 2017 Appropriations Bills

- The full Senate approved its version of the Transportation Appropriations Bill on May 19, 2016.
- The House Appropriations Committee approved its version of the Transportation Appropriations Bill on May 24, 2016. No date for floor consideration has been scheduled yet.





**VAN SCOYOC**  
**ASSOCIATES**