APTA Legislative Conference
March 2019

Transit Capital Projects Workshop
Topics

• CIG Overview
  – The basics
  – Current pipeline of projects
  – Appropriations/Allocations/Budget Proposal
  – Common CIG Myths

• Other Transit Capital Project Funding Programs
  – Recent and Upcoming Activities

• Environmental Updates

• FTA Oversight of Capital Projects
CIG BASICS
Capital Investment Grants Program

- 40 yr old discretionary & highly competitive General Fund program
- Very prescriptive requirements in law
  - Multi-year, multi-step process
  - Multi-measure evaluation -- project justification and financial criteria
  - FTA Project oversight required
  - FTA Required to Prepare Annual Report to Congress proposing funding recommendations
  - Congressional notifications required at various points in the process
  - Before and After Studies Required of Project Sponsors
- Construction grants typically paid out over multiple years
New Starts
• Fixed guideway > $300 million or seeking >$100 million in CIG funds

Small Starts
• Fixed guideway or corridor-based BRT < $300 million and seeking <$100 million in CIG funds

Core Capacity
• Expands capacity by > 10% in an existing fixed guideway corridor that is at capacity today or will be in five years
Multi-Year, Multi-Step CIG Process

New Starts and Core Capacity Process

Project Development → Engineering → Full Funding Grant Agreement

Small Starts Process

Project Development → Small Starts Grant Agreement

Legend

= FTA approval

= FTA evaluation, rating, and approval
CIG Project Evaluation and Rating

Individual Criteria Ratings
- Mobility Improvements (16.66%)
- Environmental Benefits (16.66%)
- Congestion Relief (16.66%)
- Cost-Effectiveness (16.66%)
- Economic Development (16.66%)
- Land Use (NS or SS) or Capacity Needs (CC) (16.66%)

Summary Ratings
- Project Justification† (50% of Overall Rating)
  †Must be at least “Medium” for project to get “Medium” or better Overall Rating
- Local Financial Commitment† (50% of Overall Rating)
  †Must be at least “Medium” for project to get “Medium” or better Overall Rating

Overall Rating
- Overall Project Rating
For More Information

- New Starts and Core Capacity recorded presentations can be found on the FTA website. (Small Starts coming soon)
- Comprehensive CIG Policy Guidance, Reporting Instructions, templates, and other materials also found on the website.

https://www.transit.dot.gov/CIG
CURRENT PIPELINE OF CIG PROJECTS
Some dots may not appear because there are multiple CIG projects in a given metro area.
53 CIG Projects Not Yet Under Construction Grants

Some dots may not appear because there are multiple CIG projects in a given metro area.
53 Projects in the CIG Program “Pipeline” Seeking Construction Grants

By Project Type

- New Starts: 34
- Small Starts: 14
- Core Capacity: 5

By Mode

- Light Rail: 8
- Bus Rapid Transit: 27
- Heavy Rail: 8
- Commuter Rail: 5
- Streetcar: 5
CIG APPROPRIATIONS, ALLOCATIONS, AND BUDGET PROPOSAL
The following language is included in both the FY18 and FY19 Appropriations Acts: “Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a FFGA for a project with a New Starts share greater than 51%”

<table>
<thead>
<tr>
<th></th>
<th>FY18</th>
<th>FY19</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total CIG</strong></td>
<td>$2.650 B</td>
<td>$2.553 B</td>
</tr>
<tr>
<td><strong>New Starts</strong></td>
<td>$1.5069 B</td>
<td>$1.266 B</td>
</tr>
<tr>
<td><strong>Core Capacity</strong></td>
<td>$400.0 M</td>
<td>$635.0 M</td>
</tr>
<tr>
<td><strong>Small Starts</strong></td>
<td>$715.7 M</td>
<td>$526.5 M</td>
</tr>
<tr>
<td><strong>Expedited Delivery Pilot Program</strong></td>
<td>$0</td>
<td>$100.0 M</td>
</tr>
<tr>
<td><strong>Oversight</strong></td>
<td>$26.5 M</td>
<td>$25.5 M</td>
</tr>
<tr>
<td><strong>Deadline for Obligation</strong></td>
<td>$2.250 B by 12/31/2019</td>
<td>$2.170 B by 12/31/2020</td>
</tr>
</tbody>
</table>
New Dynamic Created

• The statutory deadlines for obligation of CIG funds included in the FY18 and FY19 appropriations acts has created a new dynamic in how and when FTA allocates CIG funding:

  – Multiple allocations throughout the year rather than all at once with apportionments notice as was done previously

  – Existing FFGA allocations published soon after appropriation

  – Allocations for other projects made in multiple tranches throughout the fiscal year based on project readiness for grant obligation
FY18 CIG Allocations Made To Date

- $1.858 B (70%) of the $2.650 B in FY18 CIG funding has been allocated by FTA (in May, Sept, and Nov 2018)
  - **FTA Oversight** = $26.5 million
  - **New Starts** = entire $1.5069 B allocated (100%)
    - $1.128 B for 12 existing FFGAs
    - $299 M for 3 new FFGAs (Santa Ana, Lynnwood, Los Angeles)
  - **Core Capacity** = $202 M of $715.7 allocated (28%)
    - For 2 existing FFGAs
  - **Small Starts** = $149 M of $400.9 M allocated (37%)
    - For 2 construction grants awarded in 2018 (Indianapolis and Albuquerque) and 2 pending grant awards (Tempe and Minneapolis)
FTA Considerations When Allocating CIG Funds

• Readiness of project for CIG grant obligation by statutory deadlines
  – Non-CIG funding committed
  – Critical third party agreements complete
  – Firm and final cost/scope/schedule
  – Technical capacity of project sponsor
• Geographic diversity for a national funding program
• Extent of overmatch proposed by the project sponsor
• Extent of innovative funding proposed including value capture, joint development, and/or public private partnerships
Thoughts on Geographic Diversity

• Longstanding FTA consideration for the national CIG funding program

• FTA seeks to ensure that one region of the country does not consume a disproportionate share of the national CIG funding pot

• FTA emphasizes that metro areas should consider the total CIG funding being requested in their area when pursuing multiple CIG projects at the same time
Thoughts on Overmatch

• For more than a decade, FTA has encouraged CIG project sponsors to seek less than the maximum allowable share.

• Both authorizing and appropriations law encourage state/local overmatch as well:
  – Authorizing law -- 5309(f)(2)(E) specifies that FTA is to consider “the extent to which the project has a local financial commitment that exceeds the required non-Government share of the cost of the project”
  – Appropriations law limits New Starts to 51% maximum CIG share.
Thoughts on Innovative Funding

Value Capture

• Statutory definition of value capture - Section 5302(24) recovering the increased property value to property located near public transportation resulting from investments in public transportation.

• FTA is interested in hearing of additional ways beyond those in the official definition that transit agencies capture value and funding.

FTA Joint Development Circular

• While value capture often occurs through a special assessment district, tax-increment financing, or similar mechanisms, joint development is a meaningful value capture mechanism readily available to a project sponsor. . . FTA encourages all forms of value capture that can contribute to the operation, maintenance, or expansion of public transportation service.
FY20 President’s Budget to Congress
CIG Annual Report

• Recommends $1.505 B for CIG Program:
  – $995.29 M for 11 existing FFGAs
  – $494.85 M for other projects that may become ready for CIG or Expedited Delivery Pilot Program funding during FY2020
  – $15.05 M for oversight (1.0% takedown)
## PROPOSED FY 2020 FUNDING FOR FTA CAPITAL INVESTMENT GRANTS PROGRAM

<table>
<thead>
<tr>
<th>Existing Signed New Starts Full Funding Grant Agreements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Connector</strong></td>
<td>Los Angeles, CA</td>
</tr>
<tr>
<td><strong>Westside Subway Section 1</strong></td>
<td>Los Angeles, CA</td>
</tr>
<tr>
<td><strong>Westside Subway Section 2</strong></td>
<td>Los Angeles, CA</td>
</tr>
<tr>
<td><strong>Mid-Coast Corridor Transit Project</strong></td>
<td>San Diego, CA</td>
</tr>
<tr>
<td><strong>Green Line Extension</strong></td>
<td>Boston, MA</td>
</tr>
<tr>
<td><strong>TEX Rail</strong></td>
<td>Fort Worth, TX</td>
</tr>
<tr>
<td><strong>National Capital Purple Line</strong></td>
<td>Maryland</td>
</tr>
<tr>
<td><strong>Link Extension</strong></td>
<td>Lynnwood, WA</td>
</tr>
</tbody>
</table>

**Total Existing New Starts Full Funding Grant Agreements** | $795.29 |

<table>
<thead>
<tr>
<th><strong>Existing Core Capacity Full Funding Grant Agreement</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Peninsula Corridor Electrification Project</strong></td>
<td>San Carlos, CA</td>
</tr>
<tr>
<td><strong>Red and Purple Line Modernization Project Phase One</strong></td>
<td>Chicago, IL</td>
</tr>
</tbody>
</table>

**Total Existing Core Capacity Full Funding Grant Agreements** | $200.0 |

**Other Projects That May Become Ready For Section 5309 or 3005(b) Funding During FY 2020** | $494.85 |

### Oversight Activities

- **Grand Total** | $1,505.19
Key Budget Text on CIG

“Focuses the CIG Program on the Most Impactful Projects. . . . The Administration believes that the program needs to be refocused on projects that have high non-Federal funding commitments and provide the greatest impact to improving mobility and access for riders who depend on public transit.”

“FTA will continue to exercise diligence in administering the CIG program to help ensure that Federal funds go to projects that will use the assistance effectively.”
CIG MYTHS
MYTH: CIG Projects Are Not Advancing

REALITY -- The number of grant awards has been generally consistent with the Obama Administration’s second term.
CIG Construction Grant Awards in 2018

<table>
<thead>
<tr>
<th>Month</th>
<th>Project Name</th>
<th>Project Location</th>
<th>CIG Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>Laker Line BRT</td>
<td>Grand Rapids, MI</td>
<td>$56.2 M</td>
</tr>
<tr>
<td>March</td>
<td>East Corridor BRT</td>
<td>Jacksonville, FL</td>
<td>$16.9 M</td>
</tr>
<tr>
<td>April</td>
<td>SMART commuter rail</td>
<td>San Rafael, CA</td>
<td>$22.5 M</td>
</tr>
<tr>
<td>April</td>
<td>Swift II BRT</td>
<td>Everett, WA</td>
<td>$43.2 M</td>
</tr>
<tr>
<td>April</td>
<td>Prospect MAX BRT</td>
<td>Kansas City, MO</td>
<td>$29.9 M</td>
</tr>
<tr>
<td>May</td>
<td>IndyGo Red Line BRT</td>
<td>Indianapolis, IN</td>
<td>$74.9 M</td>
</tr>
<tr>
<td>May</td>
<td>Tacoma Link LRT</td>
<td>Tacoma, WA</td>
<td>$74.9 M</td>
</tr>
<tr>
<td>August</td>
<td>Rapid Transit BRT</td>
<td>Albuquerque, NM</td>
<td>$75.0 M</td>
</tr>
<tr>
<td>November</td>
<td>Santa Ana to Garden Grove Streetcar</td>
<td>Santa Ana, CA</td>
<td>$149.0 M</td>
</tr>
<tr>
<td>December</td>
<td>Lynnwood Link Extension</td>
<td>Seattle, WA</td>
<td>$1.17 B</td>
</tr>
</tbody>
</table>

**Total CIG Funds** $1712.5 B
Other CIG Project Approvals in 2018

New Starts Engineering:
• Westside Purple Line Extension, Section 3 (Los Angeles, CA)

New Starts Project Development:
• Gold Line BRT (Minneapolis, MN)

Small Starts Project Development:
• West Valley Connector BRT (San Bernardino, CA)
• Tampa Streetcar Extension (Tampa, FL)
• South Corridor Rapid Transit Project (Miami, FL)
• IndyGo Blue Line Bus Rapid Transit (Indianapolis, IN)
• St. Claude and Elysian Fields Streetcar Extensions (New Orleans, LA)
• Ogden/Weber State University BRT (Ogden, UT)
• Swift Orange BRT (Everett, WA)
• Pacific Avenue/SR 7 Corridor BRT (Tacoma, WA)
MYTH: Many CIG Projects Are Ready to Go and Just Waiting For Funding From FTA

• **REALITY:** 51 of the 53 projects currently in the pipeline have remaining items they must complete to meet the statutory and regulatory requirements for receipt of a CIG grant award:
  – Obtaining all non-CIG funding commitments
  – Completing all critical third party agreements
  – Developing a firm and reliable cost/scope/schedule
  – Demonstrating technical capacity
  – Obtaining a Medium or better rating
OTHER TRANSIT CAPITAL PROJECT FUNDING PROGRAMS
Other Transit Capital Project Funding Programs

- BUILD
- USDOT Loan Programs (TIFIA and RRIF)
- Bus and Bus Facilities Program
- State of Good Repair Program
- Ferry Program
- Other FTA Formula Programs
# FTA Appropriations

<table>
<thead>
<tr>
<th>FTA</th>
<th>FY18</th>
<th>FY19</th>
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<tbody>
<tr>
<td><strong>Formula Programs</strong></td>
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<tr>
<td>SGR</td>
<td>$2.994 B</td>
<td>$2.901B</td>
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<tr>
<td>Bus</td>
<td>$655 M</td>
<td>$615M</td>
</tr>
<tr>
<td>Other Capital Programs</td>
<td>$6.158 B</td>
<td>$6.334 B</td>
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<tr>
<td><strong>Competitive Programs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIG</td>
<td>$2.65 B</td>
<td>$2.55 B</td>
</tr>
<tr>
<td>Bus &amp; Bus Facilities/LO-NO</td>
<td>$492 M</td>
<td>$512M</td>
</tr>
<tr>
<td>Ferry</td>
<td>$30 M</td>
<td>$30M</td>
</tr>
</tbody>
</table>
FY19 Apportionments Notice

• FY19 Allocation Tables were published on FTA’s website on March 13, 2019
  – Allocates $10.2 billion in formula funds
  – Recipients can now prepare and submit grant applications to FTA in TrAMS

• The Apportionment Notice in the Federal Register will be published later this Spring
Recent Funding Announcements

Better Utilizing Investments to Leverage Development (BUILD)
NOFO published April 25, 2018 - $1.5 B available
Applications were due July 19, 2018
Awards announced Dec 18, 2018
Recent Funding Announcements

FRA Positive Train Control Systems Grants
August 24, 2018 – selections made for $203 M
December 21, 2018 – selections made for $46 M

FTA TOD Pilot Program
NOFO published May 24, 2018 - $26M available
applications were due July 23, 2018
$16.6 M in selections announced December 18, 2018

FTA Buses and Bus Facilities Infrastructure Program
published June 25, 2018 – $366M available
applications were due August 6, 2018
$366 M in selections announced September 25, 2018
 Notices of Funding Opportunities

FTA Passenger Ferry Grant Program
Published February 11, 2019 – $30 M available
Applications due April 15, 2019

FTA Low and No Emission Grant Program
$85M available in FY19 funds
NOFO publication anticipated in March

FTA Buses and Bus Facilities Infrastructure Program
$423M available in FY19 funds
NOFO publication anticipated in March or April

DOT BUILD Program
$900M available in FY19 funds
NOFO publication anticipated in Spring
Expedited Delivery Pilot Program

- FTA published a Federal Register notice soliciting expressions of interest on September 12, 2018
- Expressions of interest were due November 13, 2018
- FTA received 7 expressions of interest
  - 4 project sponsors submitted expressions of interest
    - 5 projects in California, 2 projects in Washington state
  - Projects are in various stages of planning/design, with most very early in the process
  - FTA determining next steps
Upcoming Training Opportunities

• NTI Course Ridership Forecasting with STOPS
  – Offered May 2019 in Washington DC and June 2019 in Phoenix AZ
  – Course intended for travel forecasters.

• 2019 Transit Asset Management Roundtable for Multi-Modal Agencies
  – Held in Baltimore July 16 - 18, 2019

• 2019 Transit Asset Management Roundtable for Bus Agencies
  – Held in St. Louis – Sept 4 - 5, 2019
  – Designed for smaller tier I and tier II agencies that do not operate rail.

For info see

https://www.transit.dot.gov/about/events
FTA Streamlining Activities

• Risk Based Federal Financial and Milestone Progress Reporting and Review
  – Urbanized areas now report quarterly on grants of $2M or less

• Real Estate Appraisal and Review Appraisal Submission requirements
  – Raised threshold for FTA approval from $500K to $1M
FTA Streamlining Activities, cont’d

• Updates to Triennial Reviews and State Management Reviews
  – Significantly reduced the information required in the Recipient Information Request

• Cancelled outdated circulars
  – Section 15 Accounting and Reporting Release
  – Human Resource Programs
  – Financial Capacity Policy
  – Cross-Border Leasing Guidelines
  – New Freedom Program Guidance
  – JARC Program Guidance
Transit Asset Management Rule

• Requires TAM plans for vehicles, facilities, equipment, and other infrastructure to be completed by October 1, 2018

• Requires plans to include asset inventory, condition assessment, and a prioritized list of investments to improve SGR

• Defines SGR, which is a common term also used in CIG
  “The condition in which a capital asset is able to operate at a full level of performance”

• Information contained in the TAM plan will help inform the 20 year financial plans required for CIG evaluation
ENVIRONMENTAL UPDATES
Updates to Environmental and Section 4(f) Regulations

• FTA, with FHWA and FRA, published updates to the environmental (23 CFR part 771) and Section 4(f) (23 CFR part 774) regulations in October 2018

• The new regulations reflect MAP-21 and FAST Act changes, and modernize and clarify procedures

• Notable changes include:
  – Expanded “Existing Operational Right of Way” CE
  – New section for Combined FEIS/ROD
  – New “Cross-Agency” CE
  – New timeframes (e.g., coordination plan within 90 days of NOI)
Section 106 of the National Historic Preservation Act

• New tool available to streamline historic property reviews for activities in rail right-of-way and to rail property
  
  – “Program Comment to Exempt Consideration of Effects to Rail Properties Within Rail Rights-of-Way” Federal Register Notice, published 08/24/18 (83 FR 42920)

• Exempts routine maintenance, upgrades and improvements within rail right-of-way from Section 106 reviews
Executive Order 13807

• Titled, “Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects” (issued 08/15/17)

• Requires Federal agencies to process environmental reviews and authorization decisions (e.g., permits) for “major infrastructure projects” as One Federal Decision

• Key Take-Aways:
  – Goal of reducing NEPA reviews for major infrastructure projects to no more than two years from notice of intent publication to record of decision (ROD)
  – Requires Federal authorization decisions for these projects to be completed within 90 days of the issuance of a ROD
  – Directs development of single project schedule, single EIS and single ROD for all environmental reviews and authorization decisions
Implementing EO 13807

• One Federal Decision Memorandum of Understanding establishes a coordinated and timely process for environmental reviews of major infrastructure projects
  – USDOT signed the MOU to signify commitment to the new One Federal Decision process (04/09/18)

• USDOT is developing One Federal Decision implementation guidance

• Contact your local FTA Regional Office to discuss potential projects and implications
Environmental Review Process SOPs


- SOPs provide clarity and consistency on FTA environmental review process requirements, roles, and best practices (#1-17) and other environmental requirements (#18-20)

- More SOPs are under development
FTA Noise and Vibration Manual

• Updated Noise and Vibration Manual, published 09/17/18

• Updates include:
  – clarifications to existing policy
  – online format
  – revised references to technologies, mitigation options, etc.

FTA OVERSIGHT OF MAJOR CAPITAL PROJECTS
Topics

• Basis for FTA’s Oversight
• 49 CFR Part 633 Potential Changes
• Monthly vs Quarterly Oversight
• Risk Assessments (Pre-Engineering)
• 3rd Party Agreements
• Technical Assistance
Project Management Oversight

Mission
FTA protects federal investments in transit infrastructure by providing effective and risk-based oversight of the Project Sponsor’s delivery of Major Capital Projects and other significant capital projects.

Goal
Projects provide their promised benefits, are safe and can be properly maintained, and are delivered on time, within budget and in compliance with all applicable Federal requirements.
Major Focus Areas of FTA’s Project Management Oversight

- Project sponsor’s capacity and capability
- Completeness and reasonableness of scope
- Reasonableness of project cost and schedule
- Readiness Reviews
- Monitoring of project performance and providing recommendations for resolution of issues
- Buy America compliance
- Americans with Disabilities Act compliance
- Uniform Relocation Assistance and Real Acquisition Policies Act
## Determinants of Level of Oversight

<table>
<thead>
<tr>
<th>Risk Evaluation Tool - Primary Factors Used to Evaluate Risk</th>
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</thead>
<tbody>
<tr>
<td><strong>Project Attributes</strong></td>
</tr>
<tr>
<td><strong>Project Sponsor TCC</strong></td>
</tr>
<tr>
<td><strong>Real Estate</strong></td>
</tr>
<tr>
<td><strong>Third Party Agreements</strong></td>
</tr>
<tr>
<td><strong>Procurement</strong></td>
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<tr>
<td><strong>Environmental</strong></td>
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<tr>
<td><strong>Density</strong></td>
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<tr>
<td><strong>External Factors</strong></td>
</tr>
<tr>
<td><strong>Technology</strong></td>
</tr>
<tr>
<td><strong>Project Size</strong></td>
</tr>
</tbody>
</table>
What Is NOT FTA’s Project Management Oversight Responsibility

• Selecting or approving the design and construction
• Selecting or approving the means, methods and sequences of executing the project
• Selecting or accepting any project facilities, equipment, rolling stock etc.
Oversight Requirements

• 49 U.S.C. § 5327
  • As amended by the FAST Act (Public Law 114-94, enacted December 4, 2015)
  • Codified in 49 CFR 633
Project Management Plan

• 49 U.S.C. § 5327(a) / 49 CFR 633.21
  – Required for all Major Capital Projects
  – FTA has approval authority

• Sub-Plans (include but not limited to):
  – Risk and Contingency Management Plan
  – Change control procedures
  – Quality Assurance/Quality Control Plans
  – Safety and Security Management Plan
  – Real Estate Acquisition Management Plan
  – Startup and Certification Plan (testing, maintenance & operations plan, training, emergency response etc.)
49 CFR Part 633
Definition of Major Capital Project

Apply to all recipients of FTA financial assistance undertaking a “Major Capital Project”, defined as:

- Construction of new/extension of existing fixed guideway; or
- Rehabilitation or modernization of existing fixed guideway with total project cost > $100M; or
- The Administrator determines that project management oversight will benefit specifically the agency or the recipient
Monthly vs Quarterly Oversight

• FAST Act clarified requirement

• Generally Quarterly (post grant award)
  – Unless there exists concerns about project cost, schedule, and adherence to the PMP
## Performance of FFGA/SSGA Projects Since 2003 - March 2019

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Count of Projects</th>
<th>Cost Performance</th>
<th>Schedule Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Completed Only</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approved into FD between 2003 and 2007 (Completed)</td>
<td>13</td>
<td>8, 62%</td>
<td>5, 38%</td>
</tr>
<tr>
<td>Approved into FD/ENG/SSGA in 2007 or later (Completed )</td>
<td>27</td>
<td>24, 89%</td>
<td>3, 11%</td>
</tr>
<tr>
<td>Project Completed and Projects In-Progress</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approved into FD between 2003 and 2007 (Completed or in-progress)</td>
<td>13</td>
<td>8, 62%</td>
<td>5, 38%</td>
</tr>
<tr>
<td>Approved into FD/ENG/SSGA in 2007 or later (Completed or in-progress)</td>
<td>58</td>
<td>48, 78%</td>
<td>10, 22%</td>
</tr>
</tbody>
</table>
Risk Assessments

- New Starts & Core Capacity Projects
  - Conduct prior to Entry into Engineering
  - Risk Refresh prior to Construction Grant Agreement

- Small Starts Projects
  - Conduct prior to receiving a Small Starts Grant Agreement
3rd Party Agreements

- Developed a new Oversight Procedure for FTA review and approval of 3rd Party Agreements
Federal Transit Administration
www.fta.dot.gov