



Funding Advocacy

BART Board of Directors

February 25, 2021



Presentation Overview

1. Looking Back at 2020

- Grant Efforts and Awards
- COVID-19 Emergency Relief

2. Advocacy Strategy

- Successful Advocacy – A Collaboration
- Path Forward

3. Federal Funding Advocacy

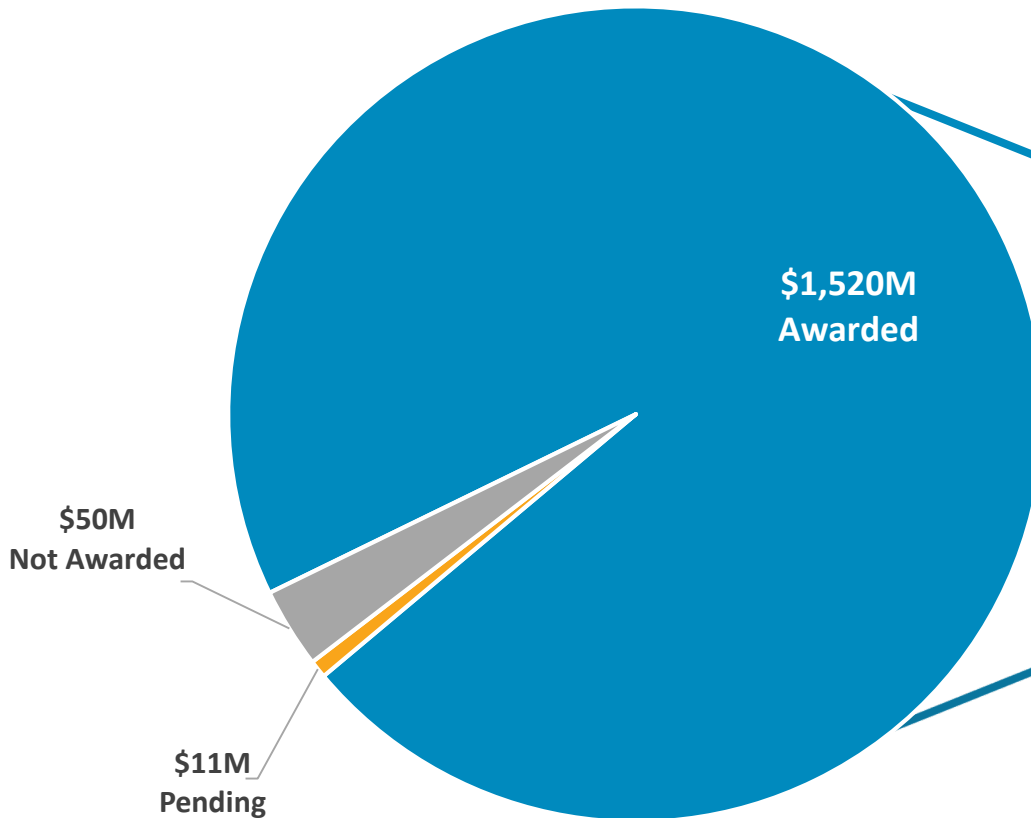
- American Rescue Plan and Budget Reconciliation
- Infrastructure Investment Stimulus and Framework

4. State Funding Advocacy

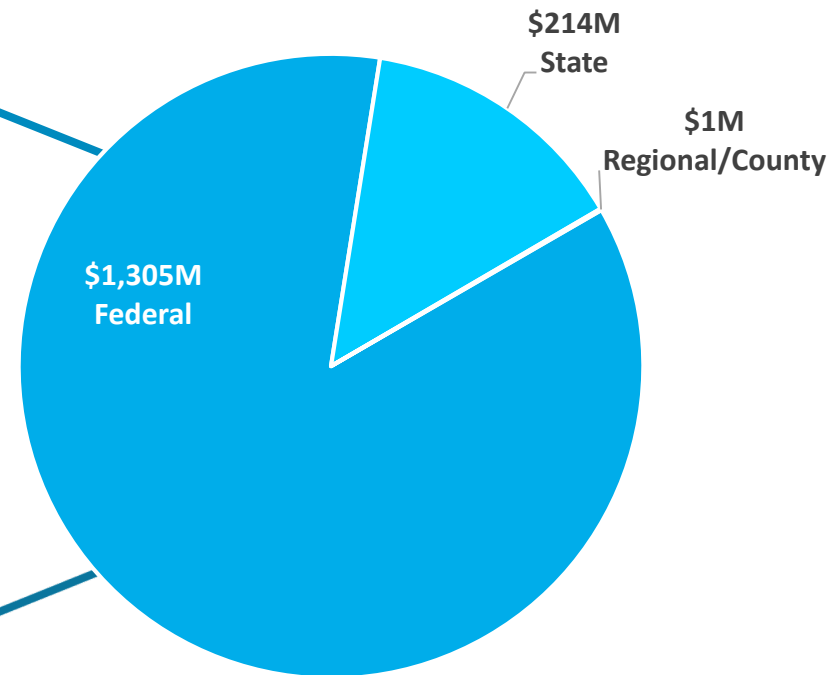
5. Regional and County Advocacy

Grant Awards 2020

Status of 2020 Grants Pursued



2020 Grant Awards by Source



COVID-19 Emergency Relief

Federal funding has been critical to Bay Area operators, providing \$2.2B in relief

Coronavirus Aid, Relief, and Economic Security (CARES) Act

- \$25B for public transportation systems nationally
- MTC allocated \$377M to BART over two tranches
 - Full allocation has been drawn down as of Q2 of FY21

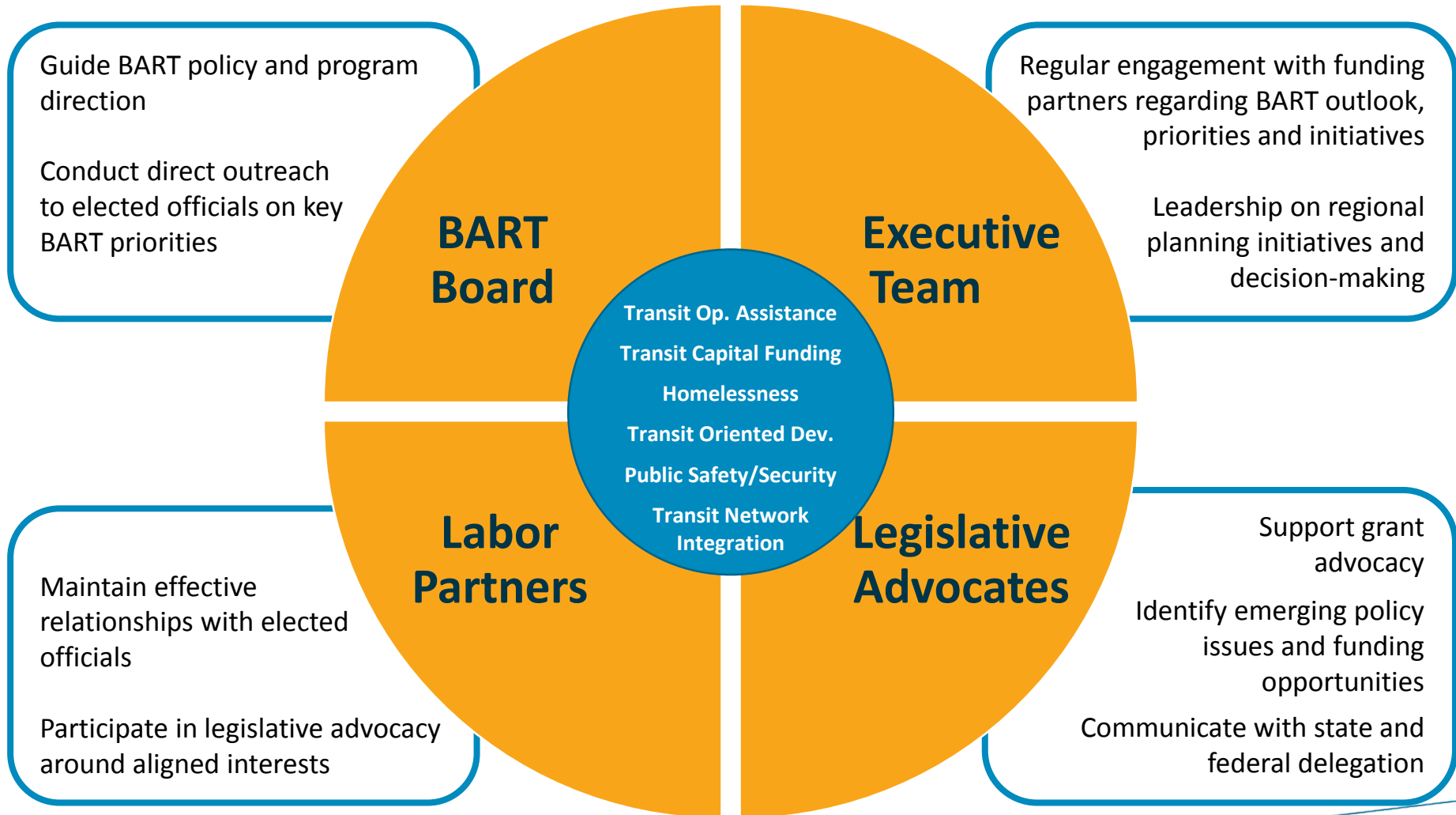
Coronavirus Response & Relief Supplement Appropriations Act of 2021 (CRRSAA)

- \$14B in supplemental appropriations to support public transit
- \$982M to three Bay Area urbanized areas
- MTC to allocate over two tranches
 - \$103.7M to BART on Jan 27 (1st tranche)
 - Formula for 2nd tranche in March

Advocacy Strategy

- Pandemic creates opportunity to reassess District priorities
- BART Focus
 - Deliver priority capital commitments
 - Advance projects and programs to rebuild BART ridership and support Bay Area economic recovery
 - Lead and support regional and state efforts around transit network connectivity, the needs of the unhoused and TOD
- BART Plan
 - Provide transparent, frequent updates on BART outlook and COVID impact
 - Deepen relationships with funding partners and elected officials
 - Build and mobilize a coalition of support
 - Clear consistent District message regarding BART financial outlook, priorities and role in the Bay Area region

Successful Advocacy – A Collaboration



Path Forward

- Previous presentation identified challenges to fiscal stability
- Grants are largely funding one-time opportunities that could help:
 - Bridge the pandemic operating financial gap
 - Fund priority capital projects
- Need clearer picture of duration and economic impact of pandemic before can consider a longer term regional solution
 - Widespread distribution of vaccine and herd immunity
 - Changing work dynamics and commute patterns
 - Regional economic recovery forecasts

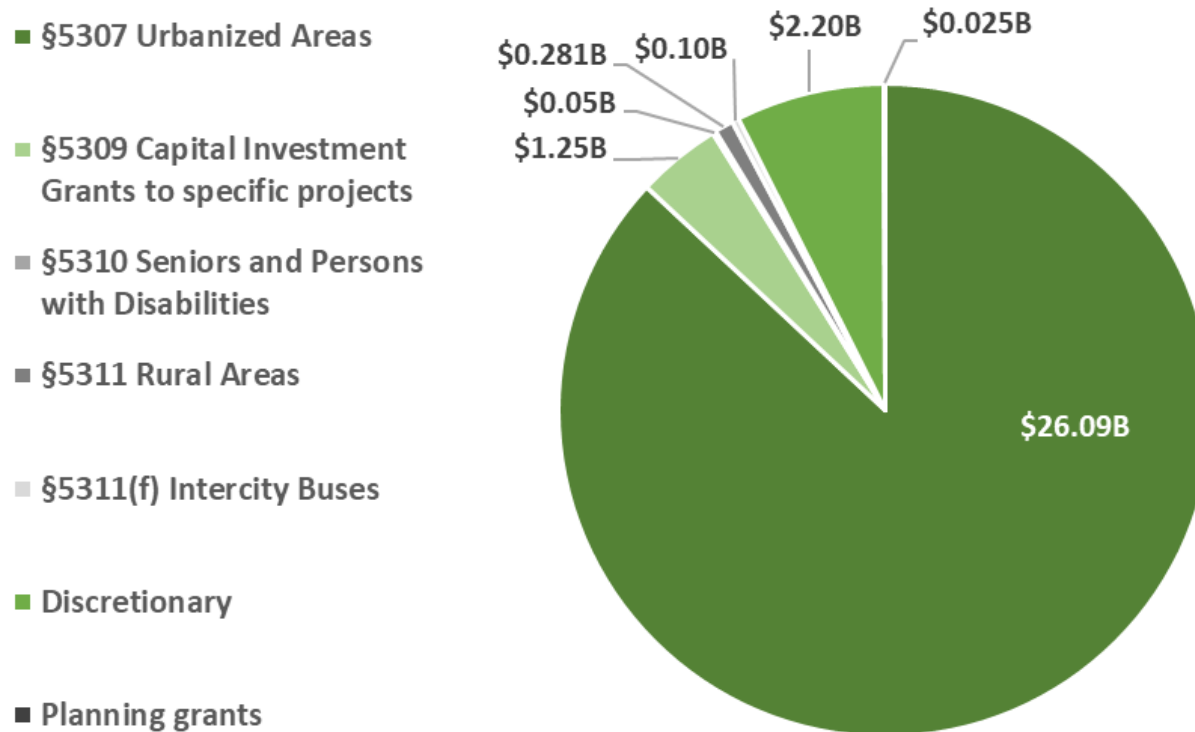
Can Biden save public transit from the pandemic?

Ridership—and revenue—are cratering. Will there be anything left once we're vaccinated? The Biden administration and new Transportation Secretary Pete Buttigieg will have to act fast to give federal help so states and cities can turn things around.



American Rescue Plan and Budget Reconciliation

- FY21 Budget Resolution allows Congress to pass President's \$1.9 trillion relief legislation with simple majority in Senate
- House Transportation and Infrastructure (T&I) Committee Budget Reconciliation Title allocates \$30B to public transit:

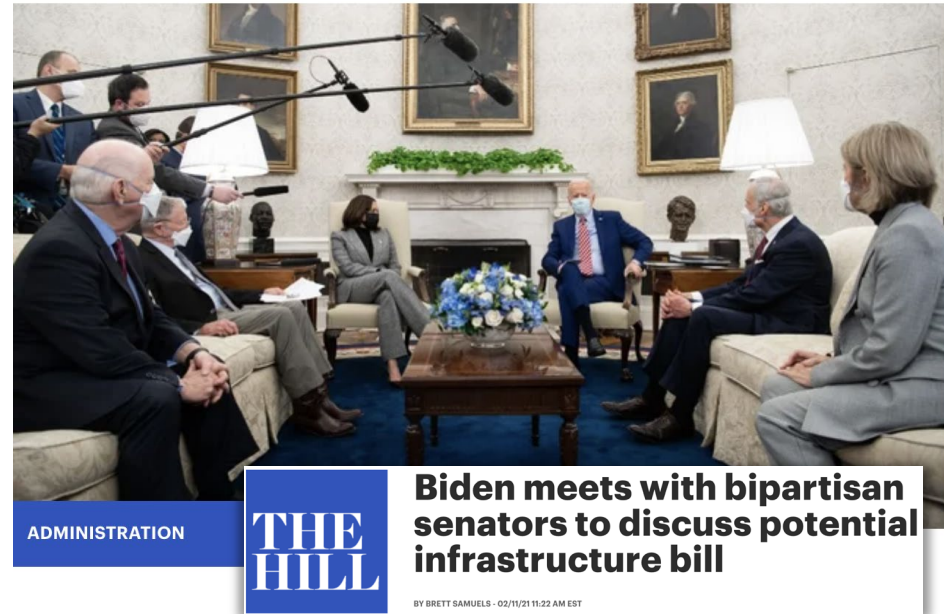


Additional Federal Funding Advocacy

Issue Area	Supporting Advocacy
Capital Investment Grant Program <ul style="list-style-type: none">• Ensure FY22 appropriations include sufficient funding for FTA commitments• Secure outstanding balance of CIG funds per grant agreement	<p>Report funding updates and project milestones to:</p> <ul style="list-style-type: none">• Political and career staff at DOT and FTA• Key appropriations and authorizing committee members and staff• Congressional delegation <p>Submit appropriations requests to delegation offices and committees consistent with project funding levels</p>
Transit Security & Safety <ul style="list-style-type: none">• Pursue funding to support critical safety programs and security infrastructure	<ul style="list-style-type: none">• Educate DHS/FEMA staff on project needs related to Transit Security Grant Program (TSGP); secure letter of support from delegation for FY21 application• Advocate for increased TSGP funding levels in FY22 budget• Seek new funding opportunities to support BART's progressive and equitable policing practices
Surface Transportation Reauthorization <ul style="list-style-type: none">• Grow all transit formula programs• Address state of good repair needs/backlog• Direct new resources to metropolitan areas to enhance transit mobility	<ul style="list-style-type: none">• Support legislative efforts to pass long-term reauthorization and increase revenues through new user-based fees and taxes• Seek opportunities through MTC and APTA to make program requests and inform funding levels• Direct outreach to members on key committees: T&I, Banking, Ways & Means, Finance, and Appropriations

Potential Infrastructure Investment Stimulus

- Likely introduction in late-spring as part of President's recovery plan
- May be structured around \$1.5T House Moving Forward Act (HR 2)
- Funding opportunities for BART
 - SGR
 - Safety and security
 - Core Capacity
 - Service improvements
- Intercity rail funding category could support Link 21
- BART will work with partners in the region on coordinated strategy, as appropriate



Potential Infrastructure Investment Framework

Program/Project	Potential Stimulus Ask (\$millions, rounded)	Moving Forward Framework Categories					
		State of Good Repair	Climate Resiliency	Access to Jobs ²	Safety	Create Family- Wage Jobs ²	Buy America
Systemwide State of Good Repair¹	\$ 4,400						
Elevator and Escalator Rehabilitation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Station Renovation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Track & Structures Renovation and Replacement		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traction Power Rehab Program		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train Control & Communications		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shops, Yards and Facilities Renovation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical/Mechanical Infrastructure Renovation		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seismic		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Capacity, Service Improvements & Station Modernization	2,100						
HMC Vehicle Overhaul and Heavy Repair Shop & Main Shop Improvements		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Capacity Train Control Modernization		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Capacity Traction Power Substations		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fleet of the Future Railcar Procurement			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hayward Maintenance Complex & Storage Yard		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CCP Program Management		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Station Modernization		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
System Safety & Security Improvements	100						
Next Generation Faregates		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety & Security Improvements		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability Improvements		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total BART Programs/Projects	\$ 6,600						

1. Represents 5-year estimate of SOGR unfunded needs.

2. BART capital projects support family-wage jobs, whether work performed by BART forces or external contractors.

* Megaregional \$950M ask for Link21 to advance planning, design, engineering & environmental work

State Funding Advocacy

Issue Area	Supporting Advocacy
Transit Funding	<ul style="list-style-type: none">• Inform budget language on statutory relief for transit agencies• Continue discussions with members and Administration on long-term solutions to support transit recovery and potential for new transit funding opportunities within SB1
Support for Homelessness Initiatives	<ul style="list-style-type: none">• Pursue eligibility for state funding through outreach to budget committees, BCSHA, CalSTA, HCD, and Governor's Office• Inform legislative efforts to create a permanent funding source for homelessness and improve statewide coordination
Transit Oriented Development Work Plan	<ul style="list-style-type: none">• Continue targeted meetings with state's housing entities and members to highlight benefits of TOD program related to regional housing targets and state's climate goals• Convey BART's need for state funding eligibility to facilitate accelerated planning and development
State Rail Plan and Expansion of Megaregional Rail	<ul style="list-style-type: none">• Provide comments to CalSTA on Draft Climate Action Plan for Transportation Infrastructure (CAPTI) - release in early March• Advocate for increased investments in transit, regional rail, infill development, and projects that reduce VMTs
Transit Network Management & Governance	<ul style="list-style-type: none">• Provide comments directly to author on impacts of legislative reforms• Advocate that reforms not require a significant infusion of funds from operators or compromise recovery efforts

Regional and County Advocacy

- Advocate re: regional distribution of CRRSA Act funds and any future federal relief funds
 - Enable BART to address near-term budgetary challenges and support the region's economic recovery
- Ramp up engagement of County Transportation Agency (CTA) leadership
- Pursue CTA-controlled funding for BART priority capital projects
- Advance station access projects that compete well for discretionary funding
- Collaborate with CTAs and other county agencies to address needs of the unhoused and mitigate impacts to our riders' experience
 - Actively support SF Proposition C
 - Coordinate efforts with county agencies
 - Pursue funding, such as MTC Lifeline Program funds, to support efforts

Board Discussion

Supporting Slides



Capital Program Grant Awards in 2020

FEDERAL PROGRAMS	AMOUNT	STATUS
FY20 Federal Formula Funds (Federal Sections 5307 and 5337)	\$131,399,116	Awarded
FTA Capital Investment Grant (Transbay Corridor Core Capacity Project)	\$1,169,000,000 *	Awarded
FEMA Transit Security Grant Program	2,148,589	Awarded
FTA Pilot Program for Transit Oriented Development	2,350,000	Awarded
TOTAL FEDERAL AWARDS	\$1,304,897,705	
FEMA Public Assistance	2,360,000	Pending
TOTAL FEDERAL PENDING	\$2,360,000	
Adv Technology & Congestion Mgmt Technology Deployment	4,500,000	Not awarded
State of Good Repair Grant	1,250,000	Not awarded
Capital Investment Grant (CIG) COVID Research Demonstration	350,000	Not awarded
TOTAL FEDERAL NOT AWARDED	\$6,100,000	

* Multi-year Full Funding Grant Agreement; \$775.7M (2/3) allocated to date

Capital Program Grant Awards in 2020

STATE PROGRAMS	AMOUNT	STATUS
State Transit and Intercity Rail Capital Program (TCCCP)	\$107,100,000	Awarded
State Solutions for Congested Corridors Program (TCCCP)	60,000,000	Awarded
State Affordable Housing Sustainable Communities Program	38,780,000	Awarded
State Transit-Oriented Development Housing Program	5,000,000	Awarded
State Sustainable Communities Planning Grant	704,747	Awarded
CalOES Hazard Mitigation Grant Program	2,286,000	Awarded
TOTAL STATE AWARDS	\$213,870,747	
Solar Heating, Cooling & Power Industrial & Commercial App.	844,433	Pending
Community Power Resiliency Allocation to Special Districts	300,000	Pending
TOTAL STATE PENDING	\$1,144,433	
Active Transportation Program (ATP)	1,198,000	Not awarded
Local Partnership Program (LPP) - Competitive Program	25,000,000	Not awarded
Proposition 1 - Stormwater Grant Program	9,601,986	Not awarded
Decarbonizing Healthcare and Large Buildings	1,362,849	Not awarded
TOTAL STATE NOT AWARDED	\$37,162,835	

Capital Program Grant Awards in 2020

REGIONAL AND COUNTY PROGRAMS	AMOUNT	STATUS
MTC Lifeline Program Cycle 6	\$1,172,000	Awarded
TOTAL REGIONAL AND COUNTY AWARDS	\$1,172,000	
Safe and Seamless Mobility Quick Strike Program	3,144,302	Pending
Regional Traffic Relief Plan	1,172,000	Pending
Congestion Mitigation and Air Quality Improvement	370,000	Pending
SF Transbay Transit Center Dist., Community Facilities Dist. Fds	3,000,000	Pending
TOTAL REGIONAL AND COUNTY PENDING	\$7,686,302	
Congestion Mitigation and Air Quality Improvement	562,000	Not awarded
SF Proposition K: Expenditure Plan #13	4,500,000	Not awarded
SF Proposition K: Expenditure Plan #8	1,950,000	Not awarded
TOTAL REGIONAL AND COUNTY NOT AWARDED	\$7,012,000	

- CCTA and ACTC deferred most funding decisions in 2020 due to pandemic
- The listed awards does not include named projects in CTA sales tax measures



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