



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 5b

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**Memorandum**

TO: Legislation Committee

DATE: July 1, 2011

FR: Deputy Executive Director, Policy

W.I. 1131

RE: FTA and HUD Discretionary Federal Funds: Proposed Regional Process

There has been a significant influx of new discretionary federal funding opportunities in the last few weeks, including roughly \$1.1 billion in seven new discretionary Federal Transit Administration (FTA) and U.S. Department of Housing and Urban Development (HUD) program categories with application deadlines in late July and August 2011.

Given the short timeframe, staff is not proposing to conduct a regional call for projects to coordinate the submittal of applications for most of the programs. However, because the Clean Fuels program requires MTC to submit a grant on behalf of the region, staff proposes to follow an expedited project selection process for this program only. For the HUD planning grants, staff will also develop a regional application.

**Background**

The discretionary programs are listed below and are described in more detail in Attachment A.

Program	Nationwide Funding Amount In Million \$s	Application Due Date
<i>Transit (FTA)</i>		
State of Good Repair	750	July 29, 2011
Bus Livability	150	July 29, 2011
Alternatives Analysis	25	July 29, 2011
TIGGER III	50	August 23, 2011
Clean Fuels	52	August 23, 2011
<i>Planning (HUD)</i>		
Sustainable Communities Grant	70	NOFA to be released July 2011
Community Planning Challenge	30	NOFA to be released July 2011
<b>Total</b>	<b>1,127</b>	

**FTA Clean Fuels:** Staff proposes to develop a regional priority list for submittal to FTA on behalf of the project sponsor. We have requested that transit operators submit a brief summary of their proposed projects by Monday, July 11. Staff will evaluate the projects against the eligibility

and scoring criteria, and prepare a recommendation. The regional program recommendations will be presented to the Commission on July 27, 2011.

**HUD Planning Grants:** We are still awaiting final guidelines, but will coordinate with our regional partners in the Bay Area to apply for a grant to support the Sustainable Communities Strategy development required under SB 375.

For the remaining programs staff is recommending that MTC support projects, as requested, that are eligible and consistent with Transportation 2035. We would not, however, engage in a process to set regional priorities for these projects.

***Recommendation***

Staff is asking that the Legislation Committee approve the approach identified above for the various federal discretionary funding opportunities. Staff will bring a recommendation for the Clean Fuels grant program to the Commission meeting on July 27.



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Ann Flemer

Attachment

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**Agenda Item 5b  
Attachment A**

	<b>State of Good Repair</b>	<b>Bus Livability</b>	<b>Alternatives Analysis</b>	<b>TIGGER</b>	<b>Clean Fuels</b>
Total available	\$750M	\$150M	\$25M	\$49.9M	\$51.5M
Proposals due	July 29, 2011	July 29, 2011	July 29, 2011	August 23, 2011	August 23, 2011
Eligible applicants	Direct recipients of Section 5307, i.e., transit operators	Direct recipients of Section 5307, i.e., transit operators	States, MPOs and local government authorities	Direct recipients of Section 5307, i.e., transit operators	Designated recipients of Section 5307, i.e., MTC
Eligible projects	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified.	Purchase or rehabilitation of buses and vans, bus-related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus-related facilities (including administrative, maintenance, transfer, and intermodal facilities). FTA will prioritize the replacement and rehabilitation of intermodal facilities that support connection of bus service with multiple modes of transportation such as rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service.	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision-makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.	(1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. (2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; (3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.