Table 1
FEDERAL TRANSIT ADMINISTRATION

FY 2011 SECTION 5309 NEW STARTS ALLOCATIONS

State	Earmark ID	Project Location and Description	Allocation
AK	D2011-NWST-001	Denali Commission	$4,990,000
AK/HI	D2011-NWST-002	Alaska/Hawaii Ferries	$14,970,000
CA	D2011-NWST-003	San Francisco, Central Subway LRT	$20,000,000
CA	D2011-NWST-004	San Francisco, Van Ness Avenue BRT	$15,000,000
CA	D2011-NWST-005	Oakland, East Bay BRT	$15,000,000
CA	D2011-NWST-006	San Bernardino, E Street Corridor sbX BRT	$42,630,000
CA	D2011-NWST-007	Riverside, Perris Valley Line	$23,490,000
CO	D2011-NWST-008	Denver, East Corridor	$40,000,000
CO	D2011-NWST-009	Denver, Gold Line	$40,000,000
CO	D2011-NWST-010	Denver, West Corridor LRT	$40,179,000
CO	D2011-NWST-011	Roaring Fork Valley, BRT Project	$24,163,000
CO	D2011-NWST-012	Fort Collins, Mason Corridor BRT	$5,450,573
CT	D2011-NWST-013	Hartford, New Britain - Hartford Busway	$45,000,000
FL	D2011-NWST-014	Orlando, Central Florida Commuter Rail Transit – Initial Operating Segment	$40,000,000
HI	D2011-NWST-015	Honolulu, High Capacity Transit Corridor Project	$55,000,000
MN	D2011-NWST-016	St. Paul-Minneapolis, Central Corridor LRT	$45,000,000
NY	D2011-NWST-017	New York, Long Island Rail Road East Side Access	$215,000,000
NY	D2011-NWST-018	New York, Second Avenue Subway Phase I	$197,182,000
NY	D2011-NWST-019	New York City, Nostrand Ave BRT	$28,398,554
TX	D2011-NWST-020	Dallas, Northwest/Southeast LRT MOS	$86,249,717
TX	D2011-NWST-021	Houston, North Corridor LRT	$75,000,000
TX	D2011-NWST-022	Houston, Southeast Corridor LRT	$75,000,000
TX	D2011-NWST-023	Austin, MetroRapid BRT	$24,229,796
UT	D2011-NWST-024	Salt Lake City, Mid Jordan LRT	$100,000,000
UT	D2011-NWST-025	Salt Lake City, Weber County to Salt Lake City Commuter Rail	$80,000,000
VA	D2011-NWST-026	Northern Virginia, Dulles Corridor Metrorail Project Extension to Wiehle Ave.	$96,000,000
WA	D2011-NWST-027	Seattle, University Link LRT Extension	$110,000,000
WA	D2011-NWST-028	King County, West Seattle BRT	$21,274,000
		Unallocated	$1,625,360
		Total 2011 Allocations	**$1,580,832,000**

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FY 2011 Discretionary Sustainability Funding Opportunity Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program and Clean Fuels Grant Program, Augmented With Discretionary Bus and Bus Facilities Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of availability of FTA environmental sustainability program funds: Solicitation of project proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of discretionary funds in Fiscal Year (FY) 2011 for the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program and Clean Fuels Grant program, augmented with Section 5309 Bus and Bus Facilities program funds. These discretionary program funds will be distributed in accordance with the mission of each program and in support of the U. S. Department of Transportation's (DOT) environmental sustainability efforts.

This notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply for funding under each discretionary program. This announcement is available on the FTA Web site at: *http://www.fta.dot.gov.* FTA will announce final selections on the Web site and in the **Federal Register**. Additionally, a synopsis of each funding opportunity will be posted in the FIND module of the government-wide electronic grants Web site at *http://www.grants.gov.*

DATES: Complete proposals for both the Clean Fuels/Bus and Bus Facilities and TIGGER discretionary grant programs must be submitted by August 23, 2011. All proposals must be submitted electronically through the GRANTS.GOV APPLY function. Any agency intending to apply should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the submission deadline. Instructions for applying can be found on FTA's Web site at *http://fta.dot.gov/tigger* and *http://fta.dot.gov/cleanfuels* and in the ''FIND'' module of GRANTS.GOV.

FOR FURTHER INFORMATION CONTACT: Contact the appropriate FTA Regional Administrator (Appendix A) for proposal-specific information and issues. For general program information on the TIGGER program, contact Walter Kulyk, Office of Mobility Innovation, (202) 366–4995, e-mail: *walter.kulyk@dot.gov.* For program information on the Clean Fuels/Bus and Bus Facilities Program; contact Vanessa Williams, Office of Program Management, (202) 366–4818, e-mail: *vanessa.williams@dot.gov.* A TDD is available at 1–800–877–8339 (TDD/FIRS).

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I. FTA Sustainability Program Overview

A. Authority

These programs are authorized under Section 5308, 5309(b) (as amended by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA–LU)) August 10, 2005, and Section 2223 of the Department of Defense and Full-Year Continuing Appropriations Act, 2011(enacted April 15, 2011).

B. Policy Priority

Among the goals of the Obama Administration is one to improve our Nation's environment and to secure its energy future. Effective provision of public transportation is a key part of this goal. The Administration believes that we must commit ourselves to an economic future in which the strength of our economy is not tied to the unpredictability of oil markets. We must make the investments in clean energy sources that will both enhance the environment through improved air quality and curb our dependence on fossil fuels, making America energy independent by:

- Breaking Dependence on Oil. Promote the next generation of vehicles and the fuels they use and provide alternate modes of transportation that minimize the use of fossil fuels.
- Producing More Energy at Home. Enhance U.S. energy supplies through responsible development of domestic renewable energy, fossil fuels, advanced biofuels and nuclear energy.
- Promoting Energy Efficiency. Promote investments in the transportation, electricity, industrial, building and agricultural sectors that reduce energy bills.

FTA advances these energy and environmental goals by funding projects that:

- Enhance the quality of public transportation services.
- Assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality standards for ozone and carbon monoxide.
- Support emerging Clean Fuel and advanced propulsion technologies for transit buses and markets for those technologies.
- Reduce greenhouse gas emissions of public transportation systems.

By this notice, FTA announces the availability of at least $101.4 million in FY 2011 discretionary resources to help promote the usage and development of energy efficient technologies that reduce energy use, greenhouse gas emissions and other pollutants. Projects funded as a result of this notice will further the Department's environmental sustainability efforts. As each program has separate eligibility and program requirements, FTA encourages applicants to carefully consider which program to apply under. FTA will provide $49.9 million under the TIGGER program. This program is intended for projects of innovative and national significance with a minimum project cost of $1 million. To complement TIGGER, FTA also will award approximately $51.5 million under the Clean Fuels Grant program. FTA also intends to further our environmental sustainability goals by allowing applicants in attainment areas that are not eligible under the Clean Fuels Grant program to apply for projects which promote the use of clean fuels and fund those projects with Bus and Bus Facilities program funds as appropriate. Please refer to Appendix C for information on additional availability of FTA funds.

II. Sustainability Program Information

A. TIGGER Program

The Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub. L. 112–10), appropriated $49.9 million for grants to public transit agencies for capital investments that will reduce the energy consumption or greenhouse gas emissions of their public transportation systems, referred to as the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program. In the previous two years a total of $175 million was provided for TIGGER in the American Recovery and Reinvestment Act of 2009 (ARRA) and The Transportation, Housing, and Urban Development, and Related Agencies Appropriations Act 2010 and thus awarded by FTA.

Based on lessons learned in the application, review, and implementation processes from the previous two years of the TIGGER program, FTA is altering some of the application procedures for the FY 2011-funded TIGGER program to continue to simplify the process and provide greater efficiency, documentation, and transparency. Additionally, given the availability of other FTA discretionary programs in FY 2011, such as the Clean Fuels Grant program, FTA will rate more favorably innovative technologies of national significance and other forward-looking technologies, not normally funded out of other FTA programs.

This notice announces the availability of the grant program funding, application requirements, and deadlines for submitting proposals for funding.

1. Program Purpose

There are two eligible purposes for TIGGER grants: (1) For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories. FTA has established a range of funding that will be considered for approval. Each submitted proposal must request a minimum of $1,000,000 and must not exceed a maximum of $15,000,000. Proposals that include projects less than $1,000,000 may be applied for if they are part of a consolidated proposal submitted by the State Department of Transportation (State DOT) or a consortium of smaller agencies working in tangent that, in total, meets or exceeds the $1,000,000 threshold. FTA may decide to provide only partial funding for certain proposals to maximize the impact of this program. Detailed budget proposals and a minimum value needed to achieve project results are expected in all proposals. FTA encourages applicants with projects that are not technologically innovative, or which do not meet these funding thresholds to apply under the Clean Fuels program which has simpler application criteria.

2. Eligible Applicants

Under TIGGER, only public transportation agencies, Federally recognized Tribes or State DOTs may apply. A public transportation agency

may apply for one or multiple projects in one proposal. Likewise, public transportation agencies working in a consortium to meet the minimum funding threshold may also submit a proposal detailing individual projects. Additionally, a State DOT may submit a consolidated proposal for multiple projects from one or more transit agencies in order to meet the $1,000,000 threshold. Consolidated proposals from either State DOTs or agency consortia must contain individual project level information, as described in Section 5 Application Content, for *each* project included in the consolidated proposal. Grant awards will be made for a particular project directly to public transportation agencies, Tribes, or State Departments of Transportation on behalf of a public transportation agency.

3. Eligible Projects

Eligible expenses must meet the following criteria: (1) The expense must be an eligible capital expense as defined under 49 U.S.C. 5302(a)(1); and (2) the project will 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.

4. Cost Sharing or Matching

The expected Federal share for TIGGER grants is 90 percent, although applicants may request a different Federal share. A proposed Federal share can be less than 90 percent, or up to 100 percent. However, applicants requesting a lower Federal share may be given a higher rating in the evaluation process, all else being equal.

5. Application Content

a. Proposal Submission Process

Project proposals must follow the submission guidelines that are provided at *http://www.fta.dot.gov/tigger.* A synopsis of this announcement will is also posted in the ''FIND'' module of the GRANTS.GOV. Mail and fax submissions will not be accepted.

Complete proposals for the TIGGER program must be submitted electronically through the GRANTS.GOV Web site by August 23, 2011. Applicants are encouraged to begin the process of registration on the GRANTS.GOV site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. In addition to the Mandatory SF424 Form that will be downloaded from GRANTS.GOV, FTA requires applicants to complete the Supplemental FTA Form to enter descriptive and data elements of individual program proposals for these discretionary programs. These supplemental forms provide guidance and a consistent format for applicants to respond to the criteria outlined in this Notice of Funding Availability (NOFA) and described in detail on the FTA Web site at *http://www.fta.dot.gov/tigger.* Applicants *must* use this Supplemental Form and attach it to their submission in GRANTS.GOV to successfully complete the application process. Within 24–48 hours after submitting an electronic application, the applicant should receive an e-mail validation message from GRANTS.GOV. The validation will state whether GRANTS.GOV found any issues with the submitted application. As an additional notification, FTA's system will notify the applicant if there are any problems with the submitted Supplemental FTA Form. If making a resubmission for any reason, include all original attachments regardless of which attachments were updated. Complete instructions on the application process can be found at *http://www.fta.dot.gov/tigger. Important:* FTA urges applicants to submit their applications at least 72 hours prior to the due date to allow time to receive the validation message and to correct any problems that may have caused a rejection notification.

b. Proposal Content

Proposals from public transit agencies may contain multiple projects. Agencies may submit multiple proposals, but each proposal must be clearly defined. Additionally, a proposal may contain multiple projects, but each project much be clearly defined as a separate project within the Supplemental Form provided on *http://fta.dot.gov/tigger.*

Proposals from State DOTs may also contain multiple projects from one or more transit agencies in order to meet the $1,000,000 threshold. Consolidated proposals must contain individual project level information, as described below, for each project included in the consolidated proposal.

Project Summary—The applicant is requested to enter summary information about the proposed project into a project Supplemental Form to be attached with the SF 424 Mandatory Form provided on GRANTS.GOV. Additional guidelines for application procedures, further instructions, and application tools will be located on FTA's Web site at *http://www.fta.dot.gov/tigger.* Information that should be considered essential for project evaluation includes, but is not limited to:

(1) Applicant Information.

This addresses basic identifying information, including:

i. Applicant name;

ii. Contact information (including contact name, address, e-mail address, phone and fax number;

iii. Description of services provided by the agency, including areas served;

iv. Congressional district(s) served by the proposed project.

v. If the project proposal includes vehicles, provide existing fleet information, such as a current rail or bus fleet management plan, if not already on file with the FTA Regional Office, and

vi. A description of the technical, legal and financial capacity of the project sponsor.

(2) Project Information.

Every proposal must:

i. Include a project management plan to be utilized to implement the proposed project.

ii. Address whether the project is to be evaluated under energy reduction or greenhouse gas reduction criteria, or both criteria;

iii. Include the project scope, including descriptions of the proposed capital investment as well as the existing system, subsystem, facility, vehicle, or component that the investment will replace or be applied to. The project scope determines where measurement of energy reductions or greenhouse gas emissions reductions will take place and must be directly related to the actual capital investment. It should be determined in a manner that permits measurement before and after the investment to determine either the energy savings or greenhouse gas reductions, or both;

iv. Include a line-item budget for the project and its total cost. For scalable projects, a scaling plan describing the minimum amount necessary for a feasible project and the energy or greenhouse gas reduction impacts of a reduced funding level;

v. State the expected useful life of the investment based on accepted FTA and industry practices;

vi. Provide a project time-line outlining steps from project development through completion, including significant milestones such as date of contract awards and dates of project implementation; and

vii. Include the proposed location of the project. For facilities and other infrastructure this means the city or county where the infrastructure will be located. For transit vehicles it means the cities or counties where transit services are likely to be provided.

(3) Project Measurement Information

i. Proposals must provide a narrative describing how the greenhouse gas and/

or energy saving estimates were calculated. Proposals also must identify the process the agency will use to determine the actual energy savings and/or greenhouse gas emission reductions realized once the investment is implemented. FTA will post on its Web site (*http://www.fta.dot.gov/tigger*) the information or other application tools that may be used to develop these calculations.

ii. Project Measurement Criteria for Energy Reduction Projects: The proposal must include:

(A) Project's Current Annual Energy Use.

(B) Project's Estimated Annual Energy Use.

(C) Project's Estimated Annual Energy Savings.

(D) Project's Total Estimated Energy Savings Over Its Useful Life.

(E) Project's Total Energy Savings as a Percentage of the Agency's Total Annual Energy Use. This can be reported as less than one percent or the proposal must include:

(A) Total Annual Energy Consumption of the Public Transportation Agency.

(B) The Project's Total Energy Savings as a Percentage of the Total Annual Energy Consumption of the Public Transportation Agency.

iii. Project Measurement Criteria for Greenhouse Gas Emission Reduction Projects: Proposals must include:

(A) Project's Current Annual Greenhouse Gas Emissions.

(B) Project's Estimated Annual Greenhouse Gas Emissions.

(C) Project's Estimated Annual Greenhouse Gas Savings.

(D) Project's Total Estimated Greenhouse Gas Savings Over the Project's Useful Life.

(4) Proposed Deviations From FTA Circular 5010.

FTA's capital program includes the introduction of new technology, through innovative and improved products, into public transportation as an eligible expense. FTA intends to apply 49 U.S.C. 53 requirements and FTA Circular 5010.1.D Grant Management Requirements issued on November 1, 2008 to this program. This Circular may be found at: *http://www.fta.dot.gov/laws/circulars/leg_reg_8640.html*. The applicant should identify any waivers to these requirements it anticipates it may need that would affect its ability to introduce new technology. However, FTA is disinclined to grant any Buy America waivers.

(5) A project proposal should address each of the evaluation criteria separately, except for geographic diversity which need not be addressed by the applicant.

c. Funding Restrictions

Only proposals from eligible recipients for eligible activities will be considered for funding (see Section II of this Notice).

6. Evaluation Criteria

Proposals will be evaluated for their ability to reduce energy consumption and/or greenhouse gas emissions of the transit agency. An applicant will be evaluated under both criteria if it provides the necessary project measurement information.

a. Evaluation Criteria for Energy Consumption Reduction Projects

FTA will evaluate proposals on total energy consumption savings projected to result from the project, and projected energy savings of the project as a percentage of the total energy usage of the public transit agency. Refer to Appendix B for definitions.

b. Evaluation Criterion for Greenhouse Gas Emission Reduction Projects

FTA will evaluate proposals based on the total amount of greenhouse gas reductions projected to result from the project.

c. Evaluation Criteria for All Projects

In addition, FTA will evaluate all proposals on the following criteria:

(1) Project Innovation.

The project identifies a unique, significant, or innovative approach to reducing energy consumption or greenhouse gas emissions. FTA encourages qualified projects that will demonstrate innovative technologies leading to operational efficiencies and other approaches to reducing energy consumption or greenhouse gas emissions. FTA will give some priority consideration to these projects if all other project evaluation criteria are comparable.

Examples of innovation include:

i. On-Board Vehicle Energy Management (energy storage, regenerative braking, fuel cells, turbines, engine auto start/stop, etc.).

ii. Electrification of Accessories (air conditioning, air compressor, power steering, etc.).

iii. Bus Design (lightweight materials, component packaging, maintainability, etc.).

iv. Rail Transit Energy Management (energy storage, regenerative braking, solar propulsion engine systems, power load-leveling, etc.)

v. Locomotive Design (energy storage, regenerative braking, fuel cells, turbines, engine auto start/stop, lightweight material, etc).

vi. Innovative Intelligent transportation systems (ITS) involving bus or rail operations such as transit signal priority, wireless engine monitoring devices, and dynamic dispatching systems.

vii. Other innovative approaches to reduce energy consumption or greenhouse gas emissions.

(2) National Applicability. The national applicability of the project as an example of energy savings or greenhouse gas reductions, including whether the project could be replicated by other transit agencies regionally or nationally and is consistent with FTA livability and environmental sustainability goals should be demonstrated.

(3) Project Readiness. FTA will evaluate the proposed timeframe of the project for timeliness and reasonableness.

(4) Project Management. The applicant demonstrates the capacity to carry out the project.

i. The applicant is in a fundable status for the FTA grant program.

ii. The applicant's project team demonstrates the technical capacity to carry out the project, including the project approach or project management plan.

iii. The applicant has the ability to collect information and demonstrate the results of the project for at least one year following project implementation.

(5) Return on Investment. This factor addresses the energy savings and/or greenhouse gas reduction relative to the total project cost, including the proposed Federal and local shares.

(6) Geographic Diversity. To provide the ability to evaluate technologies in a wide variety of conditions, FTA may select projects to ensure there is sufficient geographic diversity.

d. Review and Selection Process

Proposals first will be screened by a technical review committee. During the process, FTA may seek clarifications or corrections to some proposals to ensure adequate information is available to evaluate the proposal. After evaluating proposals based on the established criteria, FTA will publish the list of all selected projects and funding levels in the **Federal Register**.

7. Award Administration Information

a. Award

Once proposals have been reviewed and projects have been selected, successful applicants will apply for and FTA will award grant funding through FTA's Transportation Electronic Award and Management (TEAM) grant

management system. These grants will be administered and managed by FTA regional offices in accordance with the applicable Federal requirements of 49 U.S.C. Chapter 53.

Depending on award amount, FTA may require a scope and project budget reduction before a grant is submitted in TEAM.

b. Administrative and National Policy Requirements

(1) Grant Requirements

If selected, project sponsors will apply for a grant through TEAM and adhere to the customary FTA grant requirements of 49 U.S.C. Chapter 53, including those identified in FTA Circular 5010.1D and the FTA Master Agreement, unless otherwise specified in the grant agreement. Technical assistance regarding these requirements is available from the corresponding FTA regional office.

Applicants must sign and submit current Certifications and Assurances before receiving a grant. If the applicant has already submitted the annual Certifications and Assurances in TEAM, they do not need to be resubmitted. The Applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The Applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The Applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The Applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise.

(2) Planning

Applicants are encouraged to notify the appropriate State DOT and Metropolitan Planning Organization (MPO) in areas likely to be served by the project funds made available under this program. Incorporation of funded projects in the long-range plans and transportation improvement programs of States and metropolitan areas is required of all funded projects. FTA cannot obligate grant funds unless the project is contained in a Federally approved State Transportation Improvement Plan (STIP).

Similarly, all environmental requirements must be complete before FTA can obligate and award a grant in TEAM.

c. Reporting Requirements

FTA reporting requirements include standard reporting requirements identified in FTA Circular 5010.1D, and the Master Grant Agreement. In addition, *the TIGGER program has additional reporting requirements.* A recipient of TIGGER funds must report on an annual basis:

(1) Actual annual energy consumed within the project scope attributable to the investment for energy consumption reduction projects;

(2) Actual greenhouse gas emissions within the project scope attributable to the investment for greenhouse gas reduction projects; and

(3) Actual annual reductions or increases in operating costs attributable to the investment for all projects.

B. Clean Fuels/Bus and Bus Facilities Program

The Clean Fuels Grant program was first established as the Clean Fuels Formula Grant program in Section 3008 of the Transportation Equity Act for the 21st Century, Public Law 105–178, June 9, 1998 (now codified at 49 U.S.C. Sec. 5308). The program was developed to assist non-attainment or maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Additionally, the program supported emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. FY 2011 unallocated funding provides $51.5 million dollars in discretionary Clean Fuels Grant program resources. Additionally, FTA is expanding the eligible applicant pool and may fund projects that meet the Clean Fuels Grant program objectives in attainment areas using a portion of discretionary Bus and Bus Facilities program resources that are available.

1. Program Purpose

The Clean Fuels/Bus and Bus Facilities program has a two-fold purpose. First, the Clean Fuels Grant program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and CO. The second program purpose is to support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

2. Eligible Applicants

Eligible applicants under the FY 2011 Clean Fuels Grant program are:

a. Designated recipients in maintenance or non-attainment areas for ozone or CO, which are entities designated to receive Federal urbanized formula funds under 49 U.S.C. 5307.

b. FTA will also accept applications from direct recipients, tribes, and State Departments of Transportation in attainment areas.

3. Eligible Projects

Section 5308 grants authority to the Secretary to make grants under this section to assist recipients to finance eligible projects such as the following: (1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. The purchase or lease of non-revenue vehicles is not an eligible project; (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.

Funds made available under this program cannot be used to fund operating expenses or preventive maintenance. The purchase or lease of non-revenue vehicles is not an eligible project. Funds made available under this program cannot be used to reimburse projects that have incurred prior eligible expenses without a Letter of No Prejudice (LONP) issued by FTA for the project before the costs are incurred.

4. Cost Sharing or Matching

For projects awarded funding, costs will be shared as follows:

(1) Vehicles—90 percent FTA/10 percent local contribution for the *net incremental* cost of the *clean fuels* component (not the whole vehicle). For administrative simplicity, FTA allows recipients to apply an 83 percent Federal share for the whole vehicle. The 83 percent share is a blended figure representing 80 percent of the vehicle and 90 percent of the vehicle-related equipment to be acquired in compliance with the Clean Air Act (CAA).

(2) Facilities—The 83 percent Federal share does *not* apply to facilities, for which the costs are more variable. The Federal share is 90 percent of the cost of the CAA elements of the facility.

(3) The FY 2011 Appropriations Act allows a 90 percent Federal share for the total cost of a biodiesel bus.

(4) The FY 2011 Appropriations Act allows a 90 percent Federal share for the net capital cost of factory installed hybrid electric propulsion systems and any equipment related to such a system. For administrative simplicity, FTA

allows recipients to compute the Federal share at 83 percent for eligible vehicle purchases.

(5) FTA will not approve deferred local share.

5. Application Content

a. Proposal Submission Process

(1) Project proposals must be submitted electronically through *http://www.grants.gov* and a synopsis of this announcement will be available in the ''FIND'' module. The Mandatory SF424 Form must be completed. Use the Supplemental FTA form (Applicant and Proposal Profile) to address proposal content and evaluation criteria specified in this notice. Please refer to the ''Dates'' section in this notice for more information on application instructions.

Complete proposals for the Clean Fuels program must be submitted electronically through the GRANTS.GOV Web site by August 23, 2011. Applicants are encouraged to begin the process of registration on the GRANTS.GOV site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. In addition to the Mandatory SF424 Form that will be downloaded from GRANTS.GOV, FTA requires applicants to complete the Supplemental FTA Form to enter descriptive and data elements of individual program proposals for these discretionary programs. These supplemental forms provide guidance and a consistent format for applicants to respond to the criteria outlined in this NOFA and described in detail on the FTA Web site at *http://www.fta.dot.gov/cleanfuels.* Applicants *must* use this Supplemental Form and attach it to their submission in GRANTS.GOV to successfully complete the application process. Within 24–48 hours after submitting an electronic application, the applicant should receive an e-mail validation message from GRANTS.GOV. The validation will state whether GRANTS.GOV found any issues with the submitted application. As an additional notification, FTA's system will notify the applicant if there are any problems with the submitted Supplemental FTA Form. If making a resubmission for any reason, include all original attachments regardless of which attachments were updated. Complete instructions on the application process can be found at *http://www.fta.dot.gov/cleanfuels. Important:* FTA urges applicants to submit their applications at least 72 hours prior to the due date to allow time to receive the validation message and to correct any problems that may have caused a rejection notification.

(2) Applicants can only apply for funds currently available for allocation. However, an applicant may propose a project that would expend money over multiple years. The project, however, should be ready to implement and should be completed in a reasonable period of time. In sum, the period of performance of the award is separate from the year that funds are awarded. Funds allocated under this program will remain for obligation available during the FY year selections are announced awarded plus two additional years.

b. Proposal Content

(1) Applicant Information

This addresses basic identifying information, including:

i. Proposer's name,

ii. Applicant eligibility, whether the applicant's area is attainment, non-attainment, or maintenance for ozone or CO,

iii. Description of services provided by the agency, including areas served.

(2) Eligibility Information

Every proposal must:

i. Describe the project to be funded and include with the proposal any necessary supporting documentation. Example: Information on the age of the current fleet, MPO concurrence letters, ridership information.

6. Evaluation Criteria for Clean Fuels Grant Program

a. Project Evaluation Criteria

Projects will be evaluated according to the following criteria:

(1) Planning and prioritization at local/regional level

i. Project is consistent with the transit priorities identified in the long range plan and/or contingency/illustrative projects. The project could not be included in the financially constrained Transportation Improvement Plan (TIP)/STIP due to lack of funding (if selected, project must be in federally approved STIP before grant award).

ii. Local support is demonstrated by availability of local match for this and/or related projects and letters of support.

iii. In an area with more than one transit operator, the application demonstrates coordination with and support of other transit operators, or other related projects within the applicant's MPO or the geographic region within which the proposed project will operate.

(2) The project is ready to implement.

i. Any required environmental work has been initiated for construction projects requiring an Environmental Assessment (EA).

ii. Implementation plans are ready, including initial design of facilities projects.

iii. TIP/STIP can be amended (evidenced by MPO/State endorsement).

iv. Project can be obligated and begin implementation quickly, if selected.

(3) The applicants demonstrate the technical, legal, and financial capacity to carry out the project. This criterion refers to implementation of the particular project proposed.

i. The applicant has the technical capacity to administer the project

ii. The acquisition is consistent with the bus fleet management plan

iii. There are no outstanding legal, technical, or financial issues with the grantee that would make this a high-risk project.

iv. Source of local match is identified and is available for prompt project implementation if selected (no deferred local share will be allowed).

(4) Demonstrated Need

i. Project represents a one-time or periodic need that cannot reasonably be funded from formula allocations or State and/or local revenues.

ii. Other Federal funds have not been made available for this project.

iii. The project will have a positive impact on air quality.

iv. The project is consistent with the applicant's bus fleet management plan.

v. The project is a transportation control measure in an approved State Implementation Plan (if applicable).

(5) The applicant demonstrates the benefits of the proposed project in reducing transportation related pollutants.

(6) The proposed project supports emerging clean fuels technologies or advanced technologies for transit buses.

(7) Geographic Diversity. To provide the ability to evaluate technologies in a wide variety of conditions, FTA may select projects to ensure there is sufficient geographic diversity.

(8) Budget Information

i. Provide a line-item budget for the project and its total cost.

ii. Provide the Federal amount requested for each purpose for which funds are sought.

iii. Document matching funds, including amount and source of the match.

iv. Provide project time-line, including significant milestones such as date or contract for purchase of vehicle(s), actual or expected delivery date of vehicles and contract award and completion of facility improvements.

v. Congressional district(s): Place of performance of the proposed project.

c. Funding Restrictions

Only proposals from eligible recipients for eligible activities will be considered for funding. Due to funding limitations, applicants that are selected for funding may receive less than the amount requested.

III. Technical Assistance

FTA will post answers to commonly asked questions about the TIGGER program as well as provide information to assist in calculations at *http://www.fta.dot.gov/tigger.* Commonly asked questions about the FY 2011 Clean Fuels Grant program can be found at *http://www.fta.dot.gov/funding/grants/grants_financing_3560.html.* Technical assistance regarding these requirements is available from each FTA regional office listed in Appendix A. The regional offices will contact those applicants selected for funding regarding grants and reporting requirements and will provide assistance in preparing the documentation necessary for the grant award.

Contact the appropriate FTA Regional or Metropolitan Office for application-specific information and issues. For general TIGGER program information, contact Walter Kulyk, Office of Mobility Innovation, (202) 366–4995, e-mail: *walter.kulyk@dot.gov.*

For program information on the Clean Fuels/Bus and Bus Facilities Program; contact Vanessa Williams, Office of Program Management, (202) 366–4818, e-mail: *Vanessa.williams@dot.gov.* A TDD is available at 1–800–877–8339 (TDD/FIRS).

Issued in Washington, DC, this 21st day of June, 2011.

Peter Rogoff,

Administrator

Appendix A

FTA Regional and Metropolitan Offices

Mary Beth Mello, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142–1093, Tel. 617–494–2055.

States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Brigid Hynes-Cherin, Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004–1415, Tel. 212–668–2170.

States served: New Jersey, New York.

New York Metropolitan Office, Region 2—New York, One Bowling Green, Room 428, New York, NY 10004–1415, Tel. 212–668–2202.

Letitia Thompson, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7100.

States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia.

Philadelphia Metropolitan Office, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103–4124, Tel. 215–656–7070.

Washington, D.C. Metropolitan Office, 1990 K Street, NW, Room 510, Washington, DC 20006, Tel. 202–219–3562.

Yvette Taylor, Regional Administrator, Region 4—Atlanta, 230 Peachtree Street, NW Suite 800, Atlanta, GA 30303, Tel. 404–865–5600.

States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North, Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands.

Marisol Simon, Regional Administrator, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789.

States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.

Chicago Metropolitan Office, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312–353–2789.

Robert C. Patrick, Regional Administrator, Region 6—Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817–978–0550.

States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.

Mokhtee Ahmad, Regional Administrator, Region 7—Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816–329–3920.

States served: Iowa, Kansas, Missouri, and Nebraska.

Terry Rosapep, Regional Administrator, Region 8—Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228–2583, Tel. 720–963–3300.

States served: Colorado, Montana, North Dakota, South Dakota, Utah, and, Wyoming.

Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 1650, San Francisco, CA 94105–1926, Tel. 415–744–3133.

States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana, Islands.

Los Angeles Metropolitan Office, Region 9—Los Angeles, 888 S. Figueroa Street, Suite 1850, Los Angeles, CA 90017–1850, Tel. 213–202–3952.

Rick Krochalis, Regional Administrator, Region 10—Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174–1002, Tel. 206–220–7954.

States served: Alaska, Idaho, Oregon, and Washington.

Appendix B

Tigger Program Glossary of Terms

Energy Use of the Public Transportation System is the sum of the lower (net) heating value of fuels purchased directly by the public transportation system plus electricity purchased directly by the public transportation system. It includes energy used to perform both revenue and non revenue operations directly operated by the agency, but not energy used by purchased services. It includes fuels used by an agency to generate energy, but not energy generated by an agency. As an example, an applicant would count the lower heating value of the diesel fuel used to operate a diesel generator by an agency but not the electricity produced by the generator. Energy produced on-site using solar or wind power is also not counted as part of consumption.

Expected Useful Life is the expected lifetime of project property, or the acceptable period of use in service, based on standard industry practices such as those defined in FTA Circular 9300.1B. If a useful life is claimed that differs from standard industry practices, or for which no standard practice exists, the assumed useful life of a project should be justified using appropriate citations or well-documented assumptions and reasoning.

Greenhouse Gases are gases that trap heat in the atmosphere expressed in Carbon Dioxide ($C0_2$)-equivalent mass. The principal greenhouse gases that enter the atmosphere because of human activities are: Carbon Dioxide (CO_2); Methane (CH_4); Nitrous Oxide (N_2O); and Fluorinated Gases (Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride).

Greenhouse Gas Emissions of the Public Transportation Agency are greenhouse gas emissions from public transportation systems vehicles or facilities, otherwise known as direct emissions. It does not include indirect emissions (*e.g.,* from third-party power plants) or displaced emissions (*e.g.,*

emissions from manufacturing transit equipment, waste disposal, emissions released by upstream processes prior to purchase of the fuel or electricity by the transit agency, etc.).

Project is the proposed capital investment as well as the existing system, subsystem, facility, vehicle, or component that the investment will replace or be applied to. The project scope determines where measurement of energy reductions or emissions reductions will take place and must be directly related to the actual capital investment.

Total Project Energy Savings is the estimated annual project energy savings multiplied by the expected useful life of the investment.

Total Project Greenhouse Gas Emission Reductions is the estimated annual project greenhouse gas emission reductions multiplied by the expected useful life of the investment.

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APPENDIX C

FY 2011 Discretionary Programs Schedule

Initiative	Funding Availability	NOFA Publication Target	Application Deadline
SGR Initiative (Bus)	**$750,000,000**	**6/24/2011**	**7/29/2011**
Livability Expansion Initiative	**$175,000,000**	**6/24/2011**	**7/29/2011**
Alternatives Analysis	$25,000,000		
Bus & Bus Facilities	$150,000,000		
Sustainability Initiative	**$101,400,000**	**6/24/2011**	**8/23/2011**
Clean Fuels Bus Program	$51,500,000		
TIGGER III	$49,900,000		
Other Programs	**$50,640,500**		
Paul S. Sarbanes Transit in Parks	$26,765,500	3/10/2011	5/9/2011
Tribal Transit	$15,075,000	7/25/2011	9/26/2011
Over-the-Road-Bus	$8,800,000	7/11/2011	9/12/2011

APPENDIX D

FEDERAL TRANSIT ADMINISTRATION - PROGRAM MATRIX

Program	Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)	Clean Fuels Grant Program	Bus and Bus Facilities Program
Program Purpose	Provide funding for capital investments that assist in reducing the energy consumption of a public transportation system and/or for capital investments that will reduce greenhouse gas emissions of a public transportation system.	Assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and CO and to support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.	As a part of FTA's sustainability efforts, the program is consistent with the Clean Fuels Grant program, although funds may be used in attainment areas.
Amount Available	$49.9 million	$51.1 million	Undetermined
Eligible Applicants	Eligible applicants are public transportation agencies, Federally recognized Tribes, or State Departments of Transportation that provide public transportation.	Eligible applicants are designated recipients, which are entities designated to receive Federal urbanized formula funds under 49 U.S.C. 5307. Applicants must be in areas that are maintenance or non-attainment for ozone or CO.	As a part of FTA's sustainability efforts, eligible applicants are tribes in rural areas, State Departments of Transportations and direct recipients in attainment areas.
Eligible Activities	(1) An eligible capital expense as defined under 49 USC 5302(a)(1), and (2) The project will 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. The purchase or lease of non-revenue vehicles is not an eligible project. (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.	As part of FTA's sustainability efforts, eligible activities are those consistent with the Clean Fuels Grant program.
Minimum and Maximum Award	$1 million minimum/$15 million maximum, State DOTs or a consortium of smaller agencies working in tangent may submit a consolidated proposal to meet the $1 million threshold. Final grant awards by FTA may be less than $1 million.	Not Applicable	

APPENDIX D

Program	Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)	Clean Fuels Grant Program	Bus and Bus Facilities Program
Cost Sharing or Matching	The expected Federal share for TIGGER grants is 80 percent, although applicants may request up to 100 percent. **Note:** Applicants requesting a lower Federal share may be given a higher score in the evaluation process, all else being equal.	• Vehicles - 90 percent FTA/10 percent local contribution for the net incremental cost of the clean fuels component (not the whole vehicle). For administrative simplicity, FTA allows recipients to apply a 83 percent Federal share for the whole vehicle. The 83 percent for eligible vehicle purchases. The 83 percent share is a blended figure representing 80 percent of the vehicle and 90 percent of the vehicle-related equipment to be acquired in compliance with the Clean Air Act. • Facilities - The 83 percent Federal share does not apply to facilities, for which the costs are more variable. The eligibility of facility-related cost elements at the 90 percent share will be reviewed on a case-by-case basis as part of the grant application process. • The FY 2011 Appropriations Act allows a 90 percent Federal share for the total cost of a biodiesel bus. • The FY 2011 Appropriations Act also allows a 90 percent Federal share for the net capital cost of factory installed hybrid electric propulsion systems and any equipment related to such a system. For administrative simplicity, FTA allows recipients to compute the Federal share at 83 percent for eligible vehicle purchases. • FTA will not approve deferred local share.	• 80 percent FTA/20 percent local contribution for the net capital project cost, unless the grant recipient requests a lower percentage. • The Federal share may exceed 80 percent for certain projects related to the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA) as follows: ADA - The Federal share is 90 percent for the cost of vehicle-related equipment or facilities attributable to compliance with the ADA of 1990 and CAA - The Federal share is 90 percent for the cost of vehicle related equipment or facilities (including clean-fuel or alternative-fuel vehicle related equipment or facilities) attributable to compliance with the CAA. FTA allows recipients to compute the Federal share at 83 percent for eligible vehicle purchases. For administrative simplicity, FTA allows recipients to compute the Federal share at 83 percent for eligible ADA and CAA vehicle purchases. • The FY 2010 Appropriations Act allows a 90 percent Federal share for the total cost of a biodiesel bus. • The FY 2010 Appropriations Act also allows a 90 percent Federal share for the net capital cost of factory installed or retrofitted hybrid electric propulsion systems and any e-Aliquipment related to such a system. For administrative simplicity, FTA allows recipients to compute the Federal share at 83 percent for eligible vehicle purchases. • FTA will not approve deferred local share.
Application Procedures	Go to: www.fta.dot.gov/tigger and www.grants.gov	Go to: www.fta.dot.gov/cleanfuels and www.grants.gov (note: the Clean Fuels Grant and Bus and Bus Facilities programs will be listed under one announcement.)	
Application Deadline	60 days from the date of this notice	60 days from the date of this notice	

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Discretionary Bus and Bus Facilities Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of availability of FTA state of good repair bus and bus facilities initiative funds: Solicitation of project proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of its ''State of Good Repair'' initiative. The State of Good Repair (SGR) Bus initiative will be funded with up to $750 million in unallocated Fiscal Year (FY) 2011 discretionary Bus and Bus Facilities Program funds, authorized by 49 U.S.C. 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA–LU), Public Law 109–59, August 10, 2005. FTA may use additional Bus and Bus Facilities program funding that becomes available in the future to further support this initiative.

The SGR Bus initiative will make funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct/rehabilitate bus-related facilities, including programs of bus and bus-related projects which may include assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. This notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply.

This announcement is available on the FTA Web site at: *http://www.fta.dot.gov.* FTA will announce final selections on the Web site and in the **Federal Register** notice. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at *http://www.grants.gov.* See Appendix B of this notice for information related to other discretionary program opportunities available in FY 2011.

DATES: Complete proposals for the SGR Bus initiative must be submitted by July 29, 2011. All proposals must be submitted electronically through the GRANTS.GOV APPLY function. In order to apply through GRANTS.GOV, proposers should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission.

FOR FURTHER INFORMATION: Contact the appropriate FTA Regional Administrator (see Appendix A) for proposal-specific information and issues. For information on the SGR Bus initiative, contact Kimberly Sledge, Office of Program Management, (202) 366–2053, email: *kimberly.sledge@dot.gov.* A TDD is available at 1–800–877–8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

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I. Funding Opportunity Description

A. Authority

The bus and bus facilities program is authorized under 49 U.S.C. 5309(b), as amended by Section 3011 of SAFETEA–LU: