



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**NOVEMBER 23, 2011**

**TO: BOARD OF DIRECTORS**

**THROUGH: ARTHUR T. LEAHY** *by [signature]*  
**CHIEF EXECUTIVE OFFICER**

**FROM: MARTHA WELBORNE, FAIA** *[signature]*  
**EXECUTIVE DIRECTOR, COUNTYWIDE PLANNING**

**SUBJECT: FY 2012 FEDERAL DISCRETIONARY GRANT OPPORTUNITIES**

**ISSUE**

Recently, the Federal Highway Administration (FHWA) announced its solicitation for candidate projects for 11 discretionary grant programs. The FHWA has made available a total of \$199.4 million in FY 2012 funds for this solicitation. LACMTA and other agencies in Los Angeles County may be eligible to apply for funding from the 11 discretionary programs. Caltrans has set December 9, 2011 as the deadline to submit completed applications to its District Offices for the 11 discretionary programs. We are working on identifying potential projects for which we could submit grant applications.

**DISCUSSION**

Listed herein are the approximate amounts of funding currently available (including any carryover funding from previous years) for the 11 discretionary grant programs for which FHWA is requesting proposals. The actual amount available for award in each program is subject to change pending final calculations of federal-aid highway program funding distributions or any additional funding that Congress may provide. If Congress again extends the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizing legislation, the FHWA plans to award additional funding, based upon responses to this solicitation and if merited by the applications that are received. The current six-month extension of SAFETEA-LU expires on March 31, 2012.

Attachment A summarizes additional information for the 11 programs for which California agencies may be eligible to apply for funding, including maximum federal share of project costs, project and applicant eligibility, requirements, and priorities.

A. Caltrans Deadline – December 9, 2011

1. Ferry Boat - \$22.2 million
2. Highways for Life - \$9.5 million
3. Innovative Bridge Research and Deployment - up to \$4.2 million
4. Interstate Maintenance - \$47.3 million
5. National Historic Covered Bridge Preservation - \$4.7 million
6. Public Lands Highways - \$45.0 million
7. Rail Highway Crossing Elimination in High Speed Rail Corridors - \$7.1 million
8. Transportation, Community and System Preservation - \$29.0 million
9. Truck Parking Facilities - \$2.9 million
10. Value Pricing Pilot Program - \$6.9 million
11. National Scenic Byways Program - \$20.6 million

**NEXT STEPS**

We will develop a short list of candidate projects that comply with federal grant requirements, including readiness for implementation, eligibility, and availability of local match. We then will submit grant applications for those projects for which complete proposals can be finalized to meet the deadline that Caltrans has established.

**ATTACHMENTS**

- A. Federal Highway Administration: FY2012 Discretionary Grant Funding Opportunities.

**FEDERAL HIGHWAY ADMINISTRATION  
FY 2012 DISCRETIONARY GRANT FUNDING OPPORTUNITIES**

Discretionary Funding Program	Eligible Applicants	Eligible Projects/ Requirements	Amount Available Nationwide	FHWA Priorities	Federal Share
<b>Ferry Boat</b>	States. Ferry systems, and other public entities responsible for developing ferry facilities may apply through Caltrans.	Construction of ferry boat and ferry terminal facilities, provided that: i) it is not feasible to build a bridge, tunnel, combination thereof, or other normal highway structure in lieu of the use of such ferry; ii) the operation of the ferry is on a route classified as a public road within the State and which has not been designated as a route on the Interstate System; iii) the ferry boat or ferry terminal facility is publicly owned or operated or majority publicly owned; and iv) grant requests will expedite the completion of a viable project.	\$22,200,000	Projects that: i) provide critical access to areas that are not served well by other modes of surface transportation; ii) carry the greatest number of passengers and vehicles; or iii) carry the greatest number of passengers in passenger-only service.	80% (up to 100% in U.S. Territories)
<b>Highways for Life (HfL)</b>	States. Other agencies may apply through Caltrans.	i) Construction, reconstruction, or rehabilitation of a route or connection on a federal-aid highway; and ii) use of innovative technologies, manufacturing processes, financing, or contracting methods that improve safety, reduce congestion due to construction, and improve quality and user satisfaction.	\$9,500,000	Projects that: i) address achieving the HfL performance goals for safety, construction congestion, quality, and user satisfaction; ii) deliver and deploy "proven" innovative technologies, manufacturing processes, financing, contracting practices, and performance measures that will demonstrate substantial improvements in safety, congestion, quality, and cost effectiveness; iii) include innovation that is intended to change the administration of the program of the a State Department of Transportation (DOT) to more quickly construct projects that improve safety and reduce congestion; and iv) will be ready for construction within 1 year of grant approval.	100%
<b>Innovative Bridge Research and Deployment</b>	States. Other agencies may apply through Caltrans.	i) Promotion, demonstration, evaluation, and documentation of the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other highway structures; ii) preliminary engineering, repair, rehabilitation, or construction of bridges or other highway structures; and iii) project performance evaluation and performance monitoring of the structure following construction. The number of applications is limited to three (3) per State.	\$4,200,000 (maximum grant award is \$400,000)	Projects that: i) develop new, cost-effective, innovative highway bridge applications; ii) develop construction techniques that increase safety and reduce construction time and traffic congestion; iii) develop engineering design criteria for innovative products, materials, and structural systems for use in highway bridges and structures; iv) reduce maintenance costs and life-cycle costs of bridges; v) develop highway bridges and structures that will withstand natural disasters; vi) document and widely disseminate objective evaluations of the performance and benefits of innovative designs, materials, and construction methods; vii) result in the effective transfer of information and technology; and viii) improve methods to detect bridge scour and economical bridge foundation designs that assist in withstanding bridge scour.	Usually 80%. Determined by the U.S. Secretary of Transportation on a project by project basis.
<b>Interstate Maintenance (IM)</b>	States. Other agencies may apply through Caltrans.	Projects for resurfacing, restoring, rehabilitating, and reconstructing any routes or portion thereof on the Interstate System, provided that: i) the project is located on eligible Interstate routes; ii) funds can be obligated within 1 year of the date they are made available and the project is ready to commence; iii) work for construction projects can begin within 90 days after obligation of the funds; and iv) a State can demonstrate how it will obligate all of its current unobligated balance of IM funds in FY 2012, without transferring these to another category.	\$47,300,000 (grant awards will range from \$2 million to \$5 million)	Projects whose cost exceeds \$10,000,000 on any high volume route in an urban area or a high truck- volume routes in rural areas.	90% (80% on projects, or the portion of projects, for work involving added single-occupancy vehicle lanes to increase capacity)
<b>National Historic Covered Bridge Preservation</b>	States. Other agencies may apply through Caltrans.	i) Rehabilitation, repair, and/or preservation of historic covered bridges; and ii) research and education on and about historic covered bridges, providing improved means to restore and protect these structures. Projects are to be carried out in the most historically appropriate manner and preserve the existing structure of the historic covered bridge.	\$4,700,000	Projects that: i) have received partial funding from previous year's programs; ii) are defined as State priorities; iii) propose to complete restoration and rehabilitation; iv) are ready for or near the construction phase; v) leverage federal funds with other significant sources; and vi) further the aims of the State Historic Preservation Plan.	80%
<b>Public Lands Highways (PLHD)</b>	States. Metropolitan Planning Organizations, local and tribal governments may apply through Caltrans.	Transportation projects that are within, adjacent to, or provide access to federal lands or facilities. PLHD funds are available for transportation planning, research, engineering, and construction of highways, roads, and parkways, and transit facilities within federal public lands.	\$45,000,000	Projects which are significantly impacted by federal land and resource management activities.	100%

Discretionary Funding Program	Eligible Applicants	Eligible Projects/ Requirements	Amount Available Nationwide	FHWA Priorities	Federal Share
<b>Rail Highway Crossing Elimination in High Speed Rail Corridors (HSR)</b>	States along the 11 federally designated HSR Corridors. Local agencies may apply through Caltrans.	Safety improvements at both public and private highway-rail grade crossings along federally designated HSR Corridors.	\$7,100,000	Projects that: i) improve safety at a crossing that has recent accident activity or has high potential for accidents; ii) upgrade a crossing or a series of crossings to create a "sealed corridor" segment"; iii) support a HSR Corridor Service Development Plan; iv) have capital funding programmed for an increase in service frequency or speeds of 90 mph or greater and which are included on a corridor with active HSR or intercity passenger rail service; and v) will generate improvements to existing HSR or intercity passenger rail service.	80%  (up to 100% for projects such as traffic control signalization, rail-highway crossing closures, priority control systems for emergency vehicles, and transit vehicles at signalized intersections)
<b>Transportation, Community and System Preservation</b>	States, Metropolitan Planning Organizations, local governments, and tribal governments. Other agencies may apply through Caltrans.	Comprehensive initiatives, including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.	\$29,000,000	Projects that: i) address livability, especially from a highway perspective; ii) improve the condition of existing transportation facilities and systems, as well as safety; and iii) expedite the completion of a viable project.	80%
<b>Truck Parking Facilities</b>	States, Metropolitan Planning Organizations, and local governments. Other agencies may apply through Caltrans.	Construction of commercial motor vehicle (CMV) spaces and other capital improvements that facilitate CMV parking, including the use of intelligent transportation systems (ITS) technology to increase information on the availability of both public and private CMV parking spaces. Proposed projects must address the shortage of long term parking for CMV on the National Highway System.	\$2,900,000	Projects that: i) resolve CMV parking shortages; ii) are cost-effective; and iii) demonstrate to have positive effects on highway safety, traffic congestion, or air quality.	90% Interstate (80% non-Interstate)
<b>Value Pricing Pilot Program (VPP)</b>	States, local governments, and public authorities.	A variety of strategies to manage congestion on highways, including tolling of highway facilities through congestion pricing, as well as other strategies that do not involve tolls (such as mileage-based car insurance and parking pricing). Funds can be used to support pre-implementation study activities and also to pay for implementation costs of value pricing projects. Grant applications must include, if appropriate, an analysis of the potential effects of the proposed pilot program on low-income drivers and may include mitigation measures to deal with any potential adverse financial effects on low-income drivers. For VPP toll implementation projects, FHWA and the public authority having jurisdiction over a facility must enter into a cooperative agreement concerning the use of toll revenue to be generated under a value pricing project.	\$6,900,000 (at least \$3 million must be awarded for non-toll projects)	Projects that: i) forecast reductions in traffic; ii) provide signals for where new multi-modal transportation capacity is needed and provide revenues to pay for it while reducing the need for highway expansion; iii) address the concerns of low-income or other transportation disadvantaged groups; iv) enhance livability; and v) reduce greenhouse gas emissions. FHWA strongly prefers applications to be submitted through State DOTs.	80%
<b>National Scenic Byways Program</b>	States and Indian tribes. Other agencies may apply through Caltrans.	i) Activities related to the planning, design, or development of a State or Indian tribe scenic byway program; ii) development and implementation of a corridor management plan to maintain the characteristics of a byway corridor; iii) safety improvements; iv) construction along a scenic byway of a facility for pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, overlooks, or interpretive facilities; v) improvements to enhance access to an area for the purpose of recreation; vi) protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway; vii) development and provision of tourist information to the public, including interpretive information about a scenic byway; and viii) development and implementation of a scenic byway marketing program.	\$20,600,000	Projects that: i) are associated with a highway that has been designated as a National Scenic Byway, All-American Road, or one of America's Byways and that are consistent with the corridor management plan for the byway; ii) located along a State or Indian tribe scenic byway that are consistent with the corridor management plan for the byway, or is intended to foster the development of such a plan, and is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways; and iii) are associated with the development of a State or Indian tribe scenic byway program.	80%  (scenic byway projects along a public road that provides access to or within Federal or Indian land, a Federal land management agency may use funds authorized for use by the agency as the non-Federal share)