

Transit Grant Opportunities Information and Federal Registers

Questions and Answers from May 19, 2010 Workshop

Question #1:

How is a transportation agency defined?

Answer #1:

Public Agency or Transit System (per NTD)

A public entity that provides public transportation services. It may be a state or local government, or any department, special purpose district (e.g. transit or transportation district), authority or other instrumentality of one or more state or local governments (e.g., joint powers agency). Can be found in: Introduction, B-30, F-10, A-10, MR Introduction, S&S Introduction

Question #2:

Is State of Good Repair Bus and Bus Facilities Program limited to project currently in the TIP?

Answer #2:

It does not restrict us from seeking funding for projects currently funded in the TIP. Consequently, I would recommend that we consider seeking funding for replacement buses in this program, and any 5307 funds we free up can boost our federally funded PM, thereby helping our transit operating budgets. I feel strongly that we should continue to look for opportunities to free up 5307 funds that can be used for PM, keeping in mind, of course, that we need to do it in a manner whereby we maintain a consistent level of PM funding from year to year. (Response from Ken Kessler, City of Phoenix)

Question #3:

What types of planning activities are eligible under the TIGER program?

Answer #3:

Transportation planning activities that may be funded under the TIGER II Discretionary Grant program include efforts related to individual transportation projects, transportation corridors, or regional transportation systems or networks. Activities eligible for funding under HUD's program include, but are not limited to, the development of master plans, zoning and building code reform initiatives, including the development of inclusionary zoning ordinances, corridor and district plans, and other strategies, including land acquisition, designed to create walkable, mixed-use, transit-oriented, and affordable communities for persons of all incomes, especially those of low-, very low-, and extremely low-income persons and families.

Question #4:

City of Gila Bend is considering applying for a van pool purchase program. They will consider partnering with Buckeye and Avondale for the project. Given that the city is outside of the non-attainment area, are they eligible for the Clean Fuels grant program.

Answer #4:

Gila Bend would be eligible if one of its partners is in the non-attainment area

Question #5:

Will the projects submitted in the MAG region be ranked either by staff or through the committee process?

Answer #5:

Because of the submission timelines, it is currently undetermined if the projects submitted will be ranked. The MAG Transit Committee does not have a process or evaluation criteria in place but to the extent possible, the projects will be discussed at the next transit committee meeting. However, the directive from FTA has been to emphasize the coordination between jurisdictions and the prioritization of projects within a planning region. Small cities that were able to consolidate and rank projects have had success applying for grants.

Question #6:

How does the Phoenix grant submittal process work?

Answer #6:

The Clean Fuels and State of Good Repair (SGR) bus and bus facilities programs are required to be submitted through the City of Phoenix, designated grant recipient. City of Phoenix will review the grant application to check the formatting and compliance with FTA grant submittal requirements. Application are due to the City 14 days prior to the FTA due date to allow for review and corrections. The city then submits the application on behalf of the lead agency through the grants.gov website.

Question #7:

Where can I find the federal registers?

Answer#7:

They can be accessed at the MAG website under the Transportation page. It is the last item on the page. The link is: <http://www.mag.maricopa.gov/division.cms?item=64>. Additional information can be found on the FTA website at http://www.fta.dot.gov/funding/apportionments/grants_financing_7829.html.

Question #8:

Does the local match for the State of Good Repair Bus and Bus Facilities Initiative have to be cash or can it be in-kind?

Answer #8:

It can be in kind, but it would have to be noted in the proposer's application. FTA would not discriminate in the grading as long as it's an eligible in kind contribution.

Question #9:

How will it be determined if a bus equipment or facility has reached its useful life and is eligible for replacement?

Answer #9:

FTA Circular 5010.1D, Section IV provides the guidance for determining asset useful life. The document can be accessed here: http://www.fta.dot.gov/documents/C_5010_1D_Finalpub.pdf.

Please contact Alice Chen or Kevin Wallace at MAG at (602)254-6300 with any questions.