

TRANSPORTATION Funding Opportunities - Aug 2011

DUE	FUNDER	GRANT TITLE	PURPOSE	ELGIBILITY	AWARD AMOUNT	APPLICATION GUIDELINES
10/31/2011	U. S. Dept. of Transportation	Tiger II Discretionary Grant Program	<p>Transportation Investment Generating Economic Recovery. The FY 2010 Appropriations Act permits DOT to use up to \$35 million of the amount available for TIGER II Discretionary Grants for TIGER II Planning Grants. TIGER II Planning Grants may be awarded, like TIGER II Discretionary Grants, to Eligible Applicants, and may be used for activities related to the planning, preparation or design of Eligible Projects, including transportation corridors or regional transportation systems. Applications for planning assistance may be made alone or as part of a TIGER II Discretionary Grant application. Applicants seeking TIGER II Planning Grants should apply in accordance with all of the application requirements specified in the notice of funding availability for TIGER II Discretionary Grants, unless specified otherwise.</p>	<p>State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as described in this paragraph). Projects that are eligible for TIGER II Discretionary Grants under the FY 2010 Appropriations Act include, but are not limited to:</p> <ul style="list-style-type: none"> highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail projects; and port infrastructure investments. 	\$10,000,000-\$200,000,000.	http://www.dot.gov/tiger/docs/FY11_TIGER_IntN_OFA.pdf
8/23/2011	U. S. Department of Transportation	The Transit Investments for Greenhouse Gas and Energy Reduction Program	<p>Provides support for the implementation of new strategies for reducing greenhouse gas emissions or the reduction of energy use within transit operations. Capital investments that assist in reducing the energy consumption or greenhouse gas emissions of a transit agency are eligible for support.</p>			http://fta.dot.gov/assistance/research_8510.html
8/23/2011	U. S. Dept. of Transportation-Federal Transit Administration	Clean Fuels/Bus and Bus Facilities Program	<p>Assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and CO. Support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.</p>	<p>Only public transportation agencies, Federally recognized Tribes or State DOTs may Apply.</p>	<1,000,000	http://www.gpo.gov/fdsys/pkg/FR-2011-06-24/pdf/2011-15913.pdf

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8/23/2011	U. s. Dept. of Transportation- Federal Transit Administration	Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)	Capital investments that will assist in reducing the energy consumption of a transit system; or (2) capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories.	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.	\$1,000,000 - \$15,000,000	http://www.gpo.gov/fdsys/pkg/FR-2011-06-24/pdf/2011-15913.pdf
8/2/2011	U.S. Department of Transportation - Office of Aviation Analysis	The Small Community Air Service Development Program	The objective of the program is to help communities secure enhancements that will be responsive to their air transportation/air fare needs on a long-term basis, including the following enhancement activities: promoting awareness among residents of locally available service; attracting a new carrier through revenue guarantees or operating cost offsets; attracting new forms of service, such as on-demand air taxi service; offering an incumbent carrier financial or other incentives to lower its fares, increase its frequencies, add new routes, or deploy more suitable aircraft; combining traffic support from surrounding communities with regionalized service through one airport; or providing local ground transportation service to improve access to air service to the community and the surrounding area.	Government entity		http://www07.grants.gov/search/announce.do;jsessionid=gxhkTtLQ8TKsMxNDg2Km5khmk3ikhhr1hmZxBR0wxwB5bBStj1Kt!-258159033
7/29/2011	U. s. Dept. of Transportation- Federal Transit Administration	FTA State of Good Repair (SGR)	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 busrelated projects which may include assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations.	Direct Recipients under the Section 5307 Urbanized Area Formula program, States, and Indian Tribes. Proposals for funding eligible projects in rural(nonurbanized) areas must be submitted as part of a consolidated State proposal with the exception of nonurbanized projects to Indian Tribes.	<\$750,000,000 nationwide.	http://www.gpo.gov/fdsys/pkg/FR-2011-06-24/pdf/2011-15918.pdf