



Federal Update

**Virginia Transit Association
2011 Annual Conference**

June 10, 2011



Topics

- Quick FY10 Recap
- Federal Partnership for Sustainable Communities
- Looking at FY11
- Civil Rights



Quick FY 2010 Recap

- FTA Awarded \$155,022,211 in non-ARRA FY2010 funding to Virginia so far, ranking 18th in the country
 - \$108.3 million was 5307 (70%)
 - \$13.2 million in 5309 Bus and Bus Facilities (8.5%)
 - \$13.8 million in 5311 funds (8.9%)



Quick FY 2010 Recap continued

- Overall in Federal FY 2010 (October 2009-September 2010), FTA awarded \$321.3 million in funding to Virginia, for all programs in 97 grant applications
- Taking out \$113.8 million for Dulles, \$207.5 million was awarded
- Taking out \$31.7 million for ARRA, \$175.7 million was awarded
- Of that amount \$67.4 million (38.5%) was Flex funding



Federal Partnership for Sustainable Communities



Housing & Urban Development (HUD)



Department of Transportation (DOT)



Environmental Protection Agency (EPA)





Six Partnership Principles

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.





Resources to Support Sustainable Communities

Sustainable Communities Planning Grants [\$100M]



Sustainable Communities Challenge Grants [\$40M]*

TIGER I [\$1.2B]

TIGER II Capital Planning [\$30M]*

Bus Livability [\$150M]



Smart Growth Technical Assistance



Brownfields Sustainable Communities Pilots Area-Wide Planning Grants

HUD-DOT-EPA Partnership for Sustainable Communities Grants

1	Wilmington Area Planning Council
2	D.C. Dep. of Housing and Community Development
3	Metropolitan Washington Council of Governments
4	The MD Nat'l Capital Park and Planning Commission
5	Allegheny Riverfront Green Boulevard Planning
6	Central Pennsylvania Rail and Road Expansion
7	Borough of Monaca
8	Dilworth Plaza and Concourse Improvements
9	City of Pittsburgh
10	Thomas Jefferson Planning District Commission
11	New River Valley Planning District Commission
12	City of Richmond
13	Hull Street Corridor Revitalization
14	City of Roanoke
15	Roanoke Valley Alleghany Regional Commission
16	City of Charleston
17	Randolph County Housing Authority
18	Route 10 Safety Improvements
19	Randolph County Housing & Transportation Plan
20	City of Ranson
21	City of Ranson
22	Ranson-Charles Town Corridor Revitalization

State Totals

Delaware	\$2,250,000
District of Columbia	\$3,000,000
Maryland	\$800,000
Pennsylvania	\$27,500,000
Virginia	\$3,299,000
West Virginia	\$19,102,750

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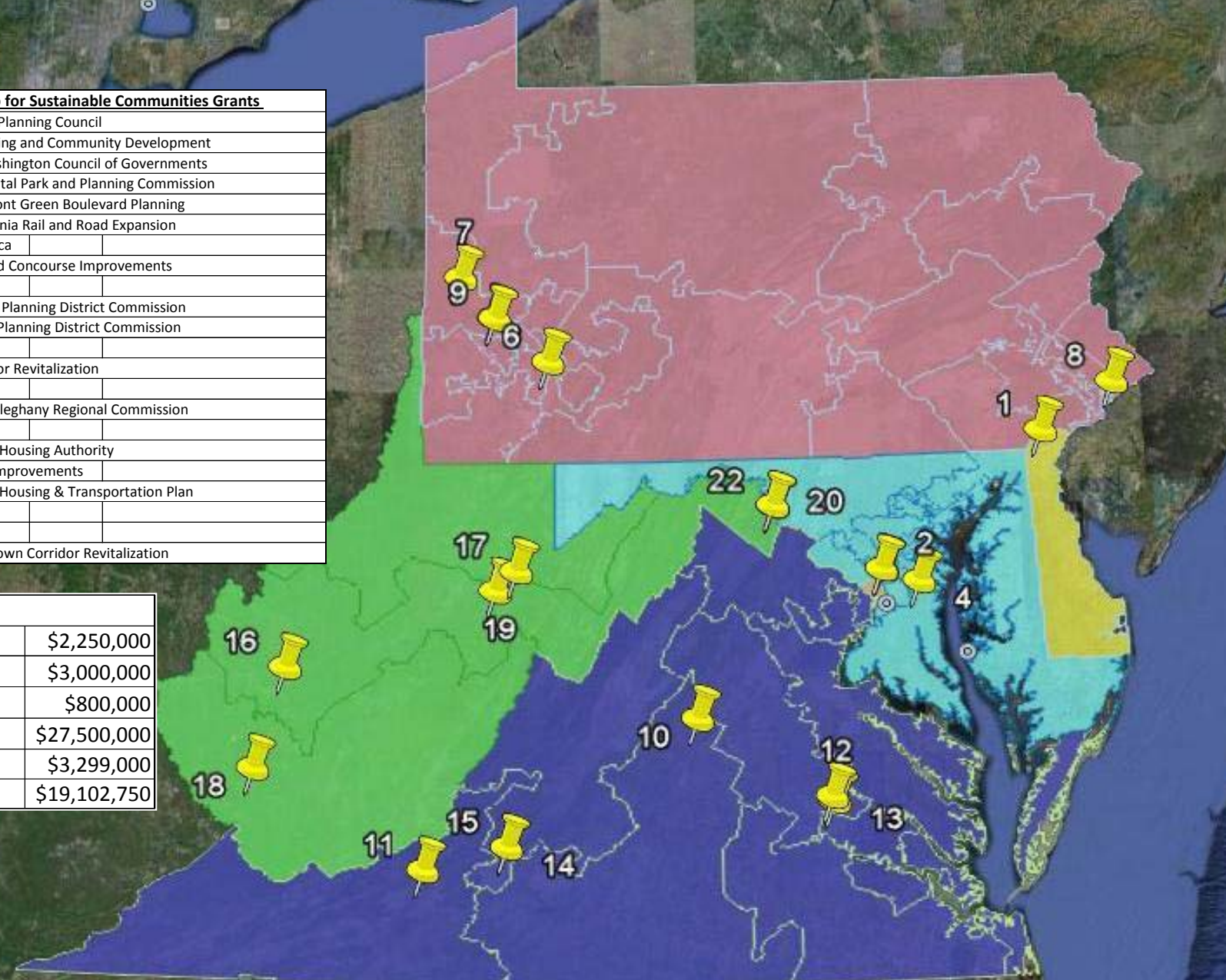


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HUD-DOT-EPA Projects in Virginia

- GRTC Bus Livability Discretionary Grant - The Greater Richmond Transit Company (GRTC) was awarded \$420,000 in FY2010 Section 5309 Bus and Bus Facilities Livability program funds. GRTC will purchase one 56-passenger coach bus to meet customer express route needs.
- HRT FY10 State of Good Repair – Hampton Roads Transit's Southside Facility, was awarded \$8.48 M for the Administrative Building portion of the site.



HUD-DOT-EPA Projects in Virginia

- TIGER I - Priority Bus Transit in the National Capital Region (\$58.8 million total). In Virginia, funding totaled \$30,440,000, which include the construction of the US 1 Transitway enhancements along Priority Corridors, transit improvements at the Pentagon and Franconia-Springfield multimodal stations, and procurement of 13 40' buses with ITS for the Potomac and Rappahannock Transportation Commission (PRTC)
- TIGER II (Planning Livability Initiative) – Hull Street Corridor Revitalization Project (\$100,000) Richmond and Chesterfield will develop an inter-jurisdictional comprehensive corridor revitalization plan for 4.1 miles of Hull Street Road. The proposed revitalization plan will begin with a series of studies on regarding different aspects of the corridor, including zoning and land-use, traffic circulation and connectivity, streetscaping, housing, infrastructure, demographics, public open space and community services. This project also received a HUD Challenge Grant.



HUD-DOT-EPA Projects in Virginia

- Non-DOT funded:
 - New River Valley (Blacksburg, VA) Planning Commission, HUD Sustainable Planning Grant
 - Thomas Jefferson (Charlottesville, VA) Planning District Commission, HUD Sustainable Planning Grant
 - City of Roanoke, VA, EPA Brownfields Grant
 - Roanoke Valley Alleghany Regional Commission, HUD Sustainable Planning Grant



Looking at FY2011

- Full Apportionment notice published May 20, 2011
- Numbers similar to FY10 apportionment
- The May 20th FRN announced the general availability of FY11 Discretionary Program funds
- \$974 million available for allocation under 5309 Bus and Bus Facilities, \$51.5 under 5308 Clean Fuels



Looking at FY2011

- FTA intent to publish NOFA no later than early Fall 2011
- Solicitations will further DOT Strategic goals, consistent with FY2010 approach
- As a reminder, FY2010 Funding notices was grouped into three categories:
 - **Sustainability** (TIGGER/Clean Fuels)
 - **State of Good Repair** (Bus/Bus Facilities)
 - **Livability** (AA/Tribal/Transit in Parks)



Civil Rights

- Dear Colleague Letter, March 8, 2011
- Reminder of Compliance with Title VI, prohibits federally-funded programs and services for discriminating on basis of race, color, or national origin



U.S. Department
of Transportation
Federal Transit
Administration

The Administrator

1200 New Jersey Avenue, SE
Washington, D.C. 20590

March 8, 2011

Dear Colleague:

I write to remind you of the importance of complying fully with all our Nation's civil rights laws and regulations. Such compliance is central to the Federal Transit Administration's (FTA) mission, and a condition for receiving Federal funds. In particular, all FTA federal aid recipients are required to comply with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits federally-funded programs and services from discriminating on the basis of race, color, or national origin. Indeed, compliance with Title VI is especially important when launching service or fare changes that may be necessitated by financial difficulties.

Every three years, FTA recipients—including, but not limited to, State departments of transportation, public transportation agencies, and metropolitan planning organizations—must submit a Title VI program report to FTA demonstrating compliance.

FTA recipients serving populations of 200,000 or more should refer to Chapter V of Circular 4702.1A, "Program-Specific Requirements and Guidelines for Recipients Serving Large Urbanized Areas." These directives include, most notably, the requirements for properly assessing the impacts of service and fare changes. Specifically, public transportation agencies serving large urbanized areas are required to conduct a service and fare equity analysis at the planning and programming stages to determine whether service and/or fare changes have a discriminatory impact. Service change analysis is required both for service reductions and service improvements.

Please do not confuse the requirements of Title VI with the requirements of the U.S. Department of Transportation (DOT) Order on Environmental Justice (EJ), based on Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" (February 11, 1994), which is implemented primarily through our mutual compliance with the National Environmental Policy Act. In brief, the Departmental Order on EJ requires FTA and sponsors of projects being studied under Environmental Assessments or Environmental Impact Statements to analyze whether the construction of those projects would result in disproportionately high and adverse environmental effects on minority and low-income populations. An environmental justice analysis is not a substitute for a Title VI service equity analysis triggered by a major enhancement project; rather, the environmental justice analysis and the Title VI analysis complement one another.



Civil Rights

- Compliance with Title VI is especially important when launching service or fare changes, even if caused by financial difficulties (see Title VI Circular 4702.1A)
- Order on Environmental Justice (Executive Order 12898) is separate from Title VI. An EJ analysis under NEPA is not a substitute for a Title VI service equity analysis triggered by a major project



Civil Rights

- FTA is moving for a more consistent approach towards Civil Rights approvals nationwide
- Approach will formalize correspondence on Civil Rights program submissions



Questions & Comments

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