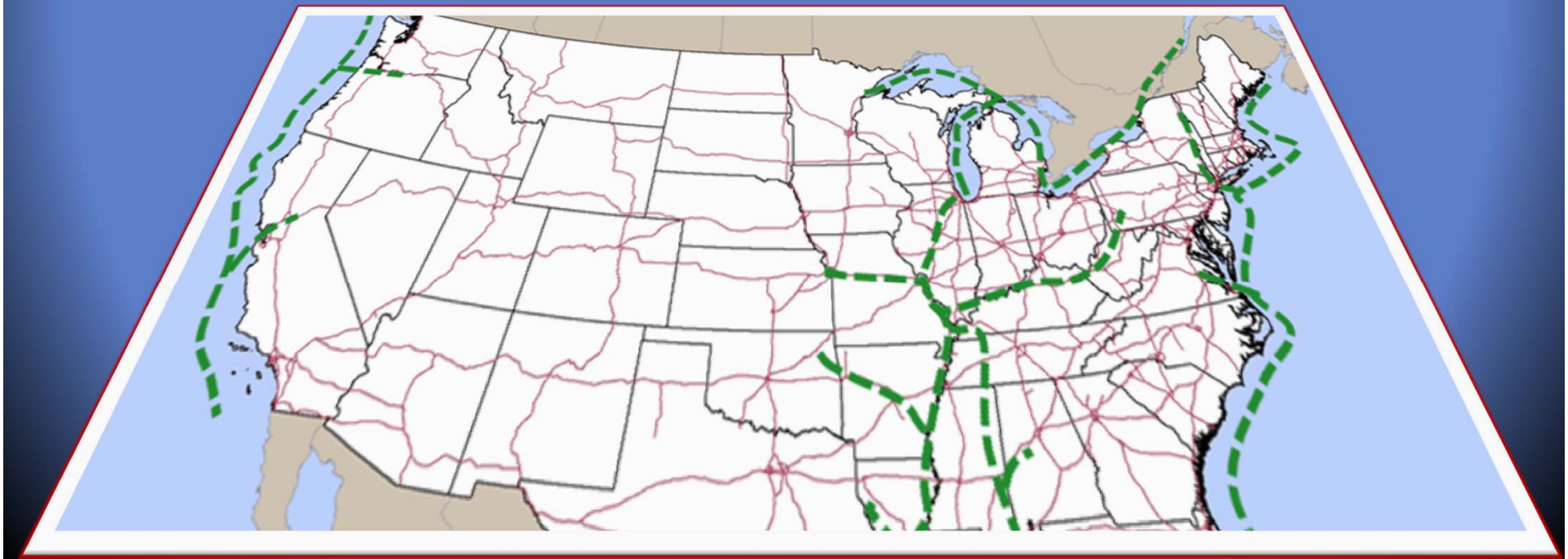
CMTS

U.S. Committee on the Marine Transportation System

FEDERAL FUNDING HANDBOOK:

MARINE TRANSPORTATION SYSTEM INFRASTRUCTURE



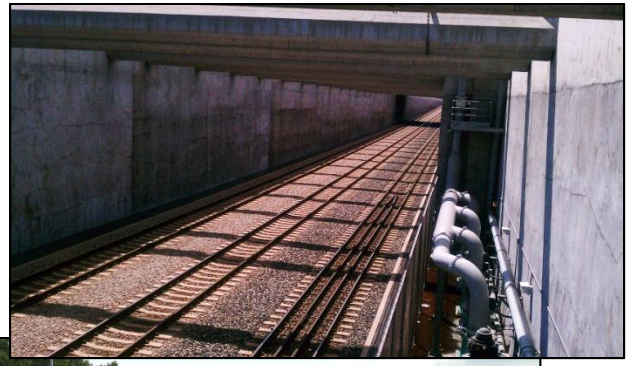
INFRASTRUCTURE INVESTMENT & the CMTS

The CMTS has developed this handbook as a resource for public and private stakeholders. It is a reference to funding programs with which stakeholders might not be familiar, including coastal wetland & wildlife, disaster recovery, and economic development. And it is a living document that will be updated periodically. To that end, we welcome stakeholder input to ensure this handbook remains a relevant and useful reference.

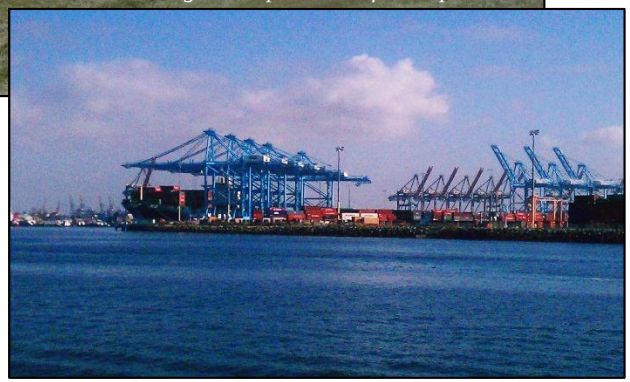
The Committee on the Marine Transportation System (CMTS) is a Federal interdepartmental coordinating committee directed in 46 U.S.C. §5502 to:

- Assess the adequacy of the Marine Transportation System (MTS)
- Promote the integration of the MTS with other modes of transportation and marine uses
- Coordinate, improve coordination and make recommendations with regard to Federal policies that impact the MTS.

For further information, please visit http://www.cmts.gov./



Source: Virginia Department of Transportation



FEDERAL FUNDING PROGRAMS

This handbook contains 52 Federal current FY13 (& beyond) and recent FY12 multimodal transportation funding programs for infrastructure in the Marine Transportation System (MTS). The MTS consists of ocean, coastal, and inland waterways; ports, intermodal connections (freight and passenger), and vessels; and commercial, military, and recreational users.* MTS infrastructure consists of the physical and technological elements that move goods and people within the MTS.

FY12 funding programs are included to provide an overview of recent Federal priorities in the MTS. While this handbook lists current and recent programs, some of these programs may be unfunded in FY13. These programs are included because they could receive funding in future years. Additionally, there is no change to the State Infrastructure Bank (SIB) provisions (23 U.S.C. 610) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). States with existing Federal SIBs may continue to operate but cannot capitalize the SIB with FY 13 or FY14 highway funding. MAP 21 does not include the authority for States to capitalize a SIB using Federal-aid highway funding beyond the expiration of the final Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) extension.

For currently funded grant programs, interested parties are directed to www.Grants.gov. Further, it is important to clarify the types of grant programs such as discretionary, formula, and other. Discretionary programs are typically competitive, although sometimes involve a private partner. Formula programs base funding allocations on factors such as total highway center-lane miles. Other programs include loan and loan guarantees. For more information on these, refer to each program.

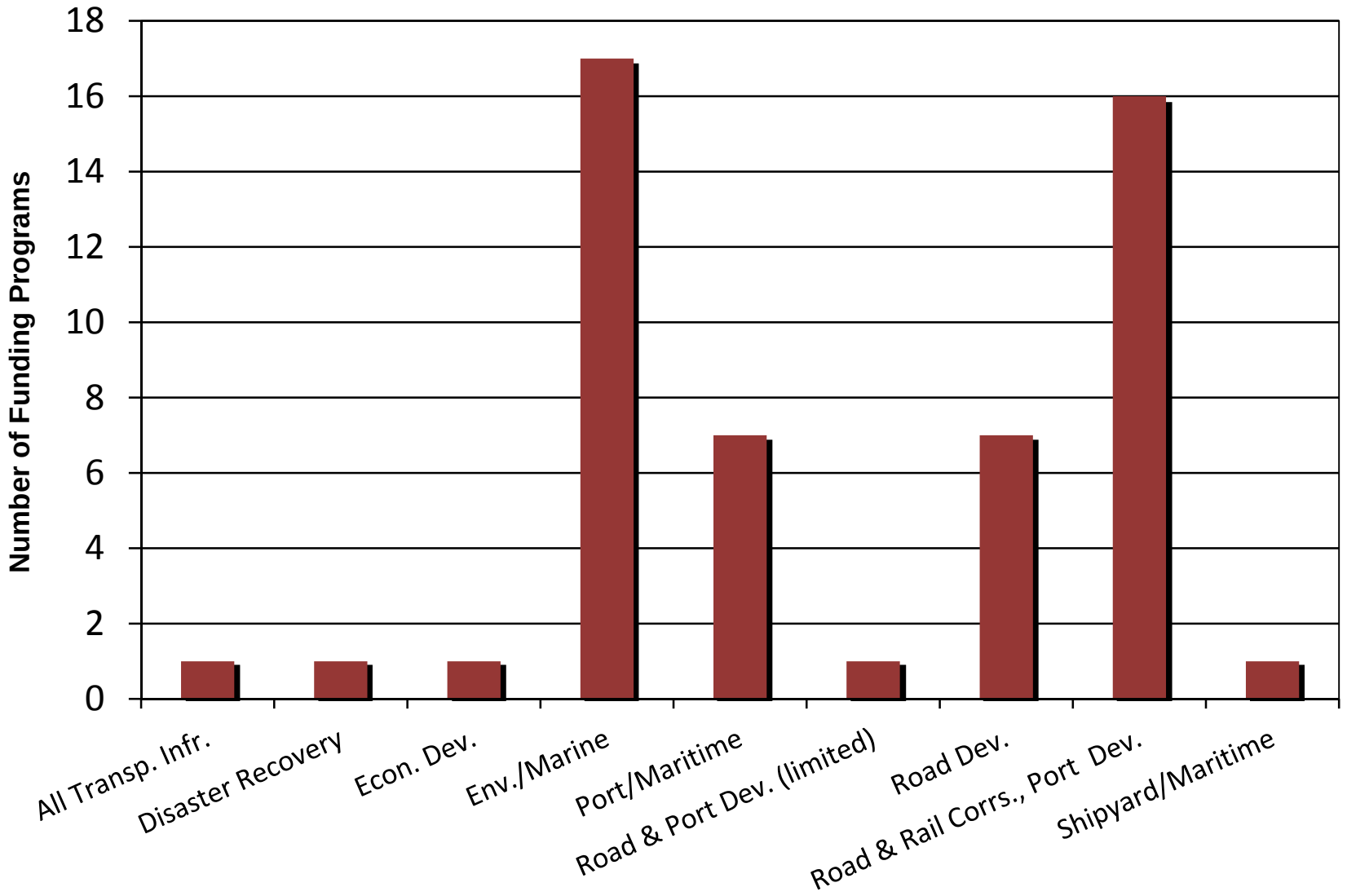
** National Strategy for the Marine Transportation System: A Framework for Action, Committee on the Marine Transportation System, July 2008.*

FUNDING TYPES

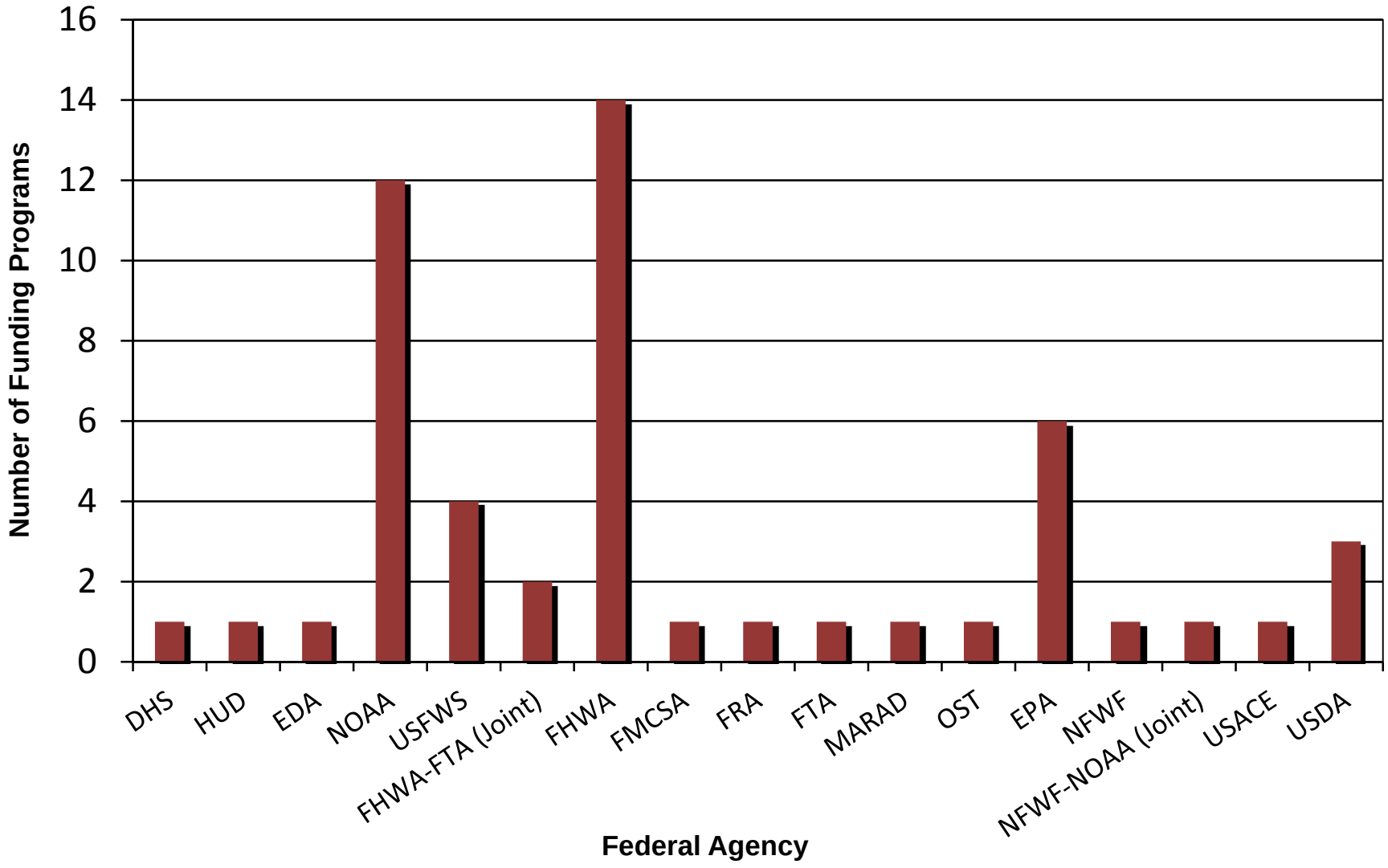
Each of the funding programs listed in this handbook is classified by "type" meant to provide a quick context for the various programs. The nine (9) types and respective definitions are:

1. **Transportation Infrastructure**: Funding programs that address all modes of transportation including air.
2. **Disaster Recovery**: Funding programs that assist in sustainable recovery programs after a natural or manmade disaster event
3. **Economic Development**: Funding programs that strengthen the economy and create jobs.
4. **Environmental/Maritime**: Funding programs that work to create environmental benefits on inland and coastal waterways, landside, and by improving air emissions
5. **Port/Maritime**: Funding programs that support improvements to facilities serving a port, including channel dredging/maintenance
6. **Shipyard/Maritime**: Funding programs that assist the development of facilities to repair or build ships, barges, and inland/coastal US Flag vessels
7. **Roadway & Railway Corridors, Port Development**: Funding programs that improve port access including the last-mile of highway and railway development to the port. This type also includes programs applicable to landside port infrastructure, whereas "Port/Maritime" is only applicable to ports and waterways.
8. **Roadway Development**: Funding programs that improve port access including the last-mile of highway.
9. **Roadway and Port Development (limited)***:* Funding programs that improve port access including the last-mile of highway and railway development to the port in a US territory.

FUNDING TYPES



FUNDING PROGRAMS BY AGENCY



FEDERAL FUNDING HANDBOOK DISCLAIMER

This document is a compilation of existing and recent Federal funding programs. It is provided as a resource. No particular program is endorsed nor are the programs herein all-inclusive. It includes current and recent programs whose application deadlines may have passed. Current funding does not guarantee future funding.

Grant applications cannot be filed through the CMTS, nor can the CMTS assist in the application. Grant applications' required materials must be provided to the targeted funding program or through Grants.gov as directed. We recommend that you review www.Grants.gov for other applicable programs and various submission requirements such as http://www.epa.gov/ogd/guide/language.html . To avoid interpretation, the information for each program in this handbook was taken from the program's instruction for application (e.g., Grants.gov) or from the program's website. Contact the funding program manager to determine if a program meets your project's needs.

FHWA program funding is typically formula-based and data-driven. Hence, it typically passes through the State or metropolitan planning organization (MPO). Interested parties may wish to work collaboratively with their respective State department of transportation or MPO.

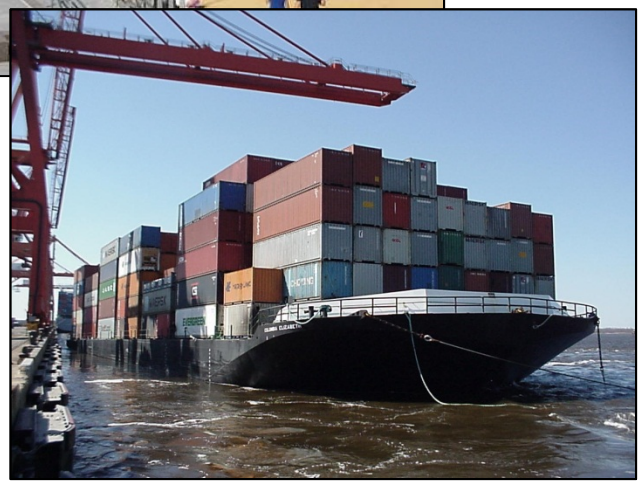
Use of this Handbook does not negate the need for all development and construction projects involving Federal funding to be compliant with National Environmental Protection Act; related environmental laws; and all other required permits.

Finally, please review Federal Acquisition Regulations and The Federal Funding Accountability and Transparency Act, 2006, to completely consider and be aware of acquisition, funding and reporting guidelines.

TABLE OF CONTENTS

The handbook is organized by agency/organization, with a reference per program to the previously-defined funding type, as follows:

- Department of Commerce (DOC)
  - *Economic Development Administration*
  - *National Oceanic & Atmospheric Administration*
- National Fish & Wildlife Foundation
- Department of Interior (DOI)
  - *U.S. Fish & Wildlife Service*
- Department of Homeland Security (DHS)
- Department of Housing and Urban Development
- Department of Defense (DOD)
  - *U.S. Army Corps of Engineers*
- Environmental Protection Agency (EPA)
- Department of Transportation (DOT)
  - *Office of the Secretary of Transportation*
  - *Federal Highway & Transit Administrations (Joint Effort)*
  - *Federal Highway Administration*
  - *Federal Motor Carrier Safety Administration*
  - *Federal Railroad Administration*
  - *Federal Transit Administration*
  - *Maritime Administration*
- US Department of Agriculture (USDA)
  - *Farm Service Agency*



DOC/ECONOMIC DEVELOPMENT ADMINISTRATION

ECONOMIC DEVELOPMENT ASSISTANCE PROGRAMS

Type:	Economic Development	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in urban and rural distressed communities.

Who is Eligible: Pursuant to PWEDA, eligible applicants for and eligible recipients of EDA investment assistance under the Public Works and Economic Adjustment Assistance Programs include a(n): 1. District Organization; 2. Indian Tribe or a consortium of Indian Tribes; 3. State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; 4. Institution of higher education or a consortium of institutions of higher education; or 5. Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State. Finally, EDA is not authorized to provide grants to individuals or for-profit entities, and such requests will not be considered for funding. See section 3 of PWEDA (42 U.S.C. § 3122) and 13 C.F.R. § 300.3.

Eligibility Criteria: An applicant must propose a project located in a Region meeting EDA's distress criteria for the date EDA receives the application. Applicants must provide 3rd-party data indicating the relevant Region for one (or more) of the following economic distress criteria: (i) an unemployment rate at least one percentage point greater than the national average unemployment rate for the most recent 24-month period of available data; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need," as determined by EDA (see section 301 of PWEDA (42 U.S.C. § 3161) and 13 C.F.R. § 301.3). An applicant must define their Region in one of the following three ways: (1.) The Region where the proposed project will be located; (2.) When the Project is located in an Economic Development District that is located in a Region that doesn't meet EDA's economic distress criteria, the geographic area where substantial direct project-related benefits will occur; or (3.) The geographic area of poverty or high unemployment where the project will be located. See also 13 C.F.R. § 301.3(a). Applicants must self-define the appropriate geographical area that constitutes their Region. For construction projects (including design and engineering) the project must be located within an eligible Region. For non-construction projects, the investment's scope of work must primarily benefit an eligible Region and stakeholders from that eligible Region must be directly engaged. EDA suggests that applicants work closely with their Regional Office as they define an eligible project in their Region. See the "Announcement of Federal Funding Opportunity - Public Works and Economic Adjustment Assistance Programs."

Program POC:	State-Specific Economic Development Representatives. See EDA's website at http://eda.gov/contacts.htm.
Further Information:	http://www.grants.gov/search/search.do;jsessionid=KYLnRCGLKpyfZ4xTW8cHW1b3SV0VLrpzdw5ymQFrL6LnQp2pvGth!1848300817?oppId=208353&mode=VIEW
How to Apply:	Applicants may use Grants.gov to submit the required documents including the necessary 424s. In addition, preliminary engineering and environmental documents must be submitted as necessary. See http://www.grants.gov/search/announce.do;jsessionid=l3hPRCJWRpLTnJH1V1MmT80T2VVWYdkjqv41wn91mCZVwCQWvvKZ!1848300817 for more information. Alternatively, a paper application may be submitted to the EDA Regional Office that covers the state in which the applicant is located.
Authorization:	EDA's Public Works and Economic Adjustment Assistance Programs

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

PHYSICAL OCEANOGRAPHIC REAL TIME SYSTEM (PORTS®)

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Partnership Program for Program Management	***Authorized Year(s):***	FY13

Purpose: To improve the safety and efficiency of maritime commerce and coastal resource management through the integration of real-time environmental observations, forecasts and other geospatial information.

Who is Eligible: Federal, state and local entities authorized to enter into memorandums of agreement with the federal government

Eligibility Criteria: When the potential partner develops a formal letter, he/she provides system requirements and funding for local equipment, installation and annual operations and maintenance of the equipment. (PORTS® is a partnership program where NOAA provides program management, the data management and dissemination infrastructure, 24x7 QA/QC, new technology development and national standards. PORTS® measures and disseminates observations and predictions of water levels, currents, waves, salinity, water temperature, bridge clearance and meteorological parameters (e.g., winds, atmospheric pressure, air temperature, visibility) that mariners need to enhance situational awareness.)

Program POC:	Darren Wright, NOAA's Ocean Service, Operational Oceanographic Products & Services (Darren.Wright@NOAA.gov, 301-713-2981 x 123)
Further Information:	http://tidesandcurrents.noaa.gov/ports.html
How to Apply:	The future NOAA partner should contact Darren Wright to initially discuss. If the potential partner intends to participate and can identify required local funding, the partner should then develop a formal letter to NOAA Office of Operational Oceanographic Products & Services in the its Ocean Service division as outlined in "How to Apply," requesting a PORTS to officially initiate the process. NOAA then considers the request and enters into a partnership with the interested party to develop the system. For more information, please contact Mr. Wright.
Authorization:	Hydrographic Services Improvement Act of 1998, as amended.

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

GREAT LAKES HABITAT RESTORATION PROGRAM PROJECT GRANTS (U.S. GREAT LAKES RESTORATION INITIATIVE)

Type:	Environmental/Maritime	***Program Status:***	Recent
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To provide federal financial and technical assistance to "ready-to-go" projects in U.S. Great Lakes Areas of Concern that meet NOAA's mission to restore coastal habitats and that support the Great Lakes Regional Collaboration Strategy.

Who is Eligible: State governments; County governments; City or township governments; Special district governments; Public and State controlled institutions of higher education; Native American tribal governments (Federally recognized); Native American tribal organizations (other than Federally recognized tribal governments); Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education; Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education; Private institutions of higher education; For profit organizations other than small businesses; and Small businesses.

Eligibility Criteria: Successful applications, both engineering and design and implementation, should provide information on how when implemented the project will: (1) contribute to the delisting of fish and wildlife related beneficial use impairments in Great Lakes Areas of Concern; (2) yield significant ecological benefits especially benefits that will be robust to potential climate change impacts to the region; (3) are shovel-ready; (4) document community benefits such as improved opportunities for recreation, park use, or other tangible community benefits; and (5) demonstrate collaboration among entities such as public and nonprofit organizations, citizen and watershed groups, industry, corporations and businesses, youth conservation corps, students, landowners, academia, and local government, state, and federal agencies to cooperatively implement coastal habitat restoration projects. Each project proposal must also be endorsed by the Remedial Action Plan (RAP) implementation Group (defined as the state agency responsible for implementing the Area of Concern program or the local public stakeholder group working with the state agency on implementing the RAP) to achieve delisting of an Area of Concern.

Program POC:	Jessica Berrio, Habitat Restoration Division (Jessica.Berrio@noaa.gov, 301-427-8654)
Further Information:	http://www.grants.gov/search/search.do;jsessionid=vwFJRRdQyvc3dLjyr8YWrSVlyxkNyb6QVgNvvRT7VVzdV80K9pvX!-804278280?oppId=213754&mode=VIEW
How to Apply:	Applicants must use Grants.gov and submit the required documents including the necessary 424s. Further, applications selected through this announcement will be implemented through cooperative agreements.
Authorization:	Great Lakes Restoration Initiative

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

COASTAL & MARINE HABITAT RESTORATION PROJECT GRANTS

Type:	Environmental/Maritime	***Program Status:***	Recent
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To identify and support proactive restoration project(s), which use a habitat-based approach to foster species recovery and increase fish production.

Who is Eligible: State and county governments, public and state controlled institutions of higher education, federally and non-federally -recognized Native American tribal governments, Non-profits having a 501c3 status (or not) with the IRS other than higher education institutions, Private institutions of higher education, for-profit organizations other than small businesses, and small businesses.

Eligibility Criteria: Applications must propose work on target species with a nexus to NOAA management, namely marine and estuarine species and diadromous fish species. Projects in the Commonwealth and Territories of the United States, for this solicitation defined as American Samoa, Guam, Northern Mariana Islands, U.S. Virgin Islands, and Puerto Rico, are eligible, but those in the Freely Associated States are not. Proposals that solely benefit freshwater fish species or Listed Species under the jurisdiction of the United States Fish and Wildlife Service are not eligible. Projects in the Great Lakes watershed, while potentially under NOAA jurisdiction, are not eligible as there are separate funding opportunities available for those projects. Projects that focus on marine debris prevention and removal are not eligible as there is a separate funding opportunity available for those projects. Also, Applicants should also note that the following activities will not be considered: (1) Activities that constitute legally required mitigation for the adverse effects of an activity regulated or otherwise governed by local, state or federal law; (2) activities that constitute restoration for natural resource damages under federal, state or local law; and (3) activities that are required by a separate consent decree, court order, statute or regulation. Finally, NOAA will only accept proposals less than $10 million and more than $100,000.

Program POC:	Melanie Gange, Habitat Restoration Division (Melanie.Gange@noaa.gov, 301-427-8664)
Further Information:	http://www.grants.gov/search/search.do?oppId=208753&mode=VIEW
How to Apply:	Applications submitted through the www.Grants.gov website should include a maximum of three (3) files (PDF files only) in addition to the Federal application forms: 1) Summary, narrative, budget justification, and data sharing plan (not to exceed 25 pages total, as outlined above); 2) Project designs; and 3) Supplemental Information - all other attachments combined into one indexed file, such as maps, curriculum vitae, and support letters, not to exceed 15 pages. Page limits assume a 12 point font and 1 inch margins. Information about converting documents to PDF files is available on the Grants.gov website under "Download Software" under "Applicant Resources." Also, use of delivery service for grant applications must be documented with a receipt; and no fax or e-mail applications will be a accepted.
Authorization:	Magnuson-Stevens Fishery Conservation and Management Act, 2006

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

FISHERIES FINANCE PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Direct loans	***Authorized Year(s):***	FY13

Purpose: To provide long term financing for the cost of construction or reconstruction of fishing vessels, fisheries facilities, and aquacultural facilities throughout the United States and Trust Territories, as well as individual fishing quota in the Northwest Halibut/Sablefish and Alaskan Crab Fisheries. (The Western Alaska Community Development Quota Share program was recently included, to provide economic development opportunities for Western Alaska Communities.)

Who is Eligible: Applicants include US commercial fishermen, growers, processors or distributors of fishery products. Applicants must meet citizenship requirements (entities 75% or more U.S. ownership) possess the ability, experience, financial resources, and other qualifications necessary to operate successfully and repay the debt.

Eligibility Criteria: Maximum loan term is 25 years, for which financing is based on the economic useful life of the asset financed. Funds are released or reimbursed as agreed in the Standard Terms and Conditions for each loan. Also, direct loans are for up to 80 percent of actual cost, for reconstruction or reconditioning of fishing vessels, renovation, repair or construction of fisheries shore side facilities, (including aquaculture facilities) and financing and refinancing the cost of certain IFQs. Finally, funds from this program are not used for purposes which contribute to over capitalization of the fishing industry.

Program POC:	Paul Marx, Financial Services Division, National Marine Fisheries Service (paul.marx@noaa.gov, 301-427-8771)
Further Information:	http://www.nmfs.noaa.gov/mb/financial_services/ffp.htm
How to Apply:	The program entails pre-application coordination. Applicants must contact the Program Manager to discuss required submission materials, including financial statements, records, business history, and tax returns. Also, the program is excluded from coverage under OMB Circular No. A-102 (Grants and Cooperative Agreements with State and local Governments). It is also excluded from coverage under OMB Circular No. A-110 (Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organization).
Authorization:	Merchant Marine Act, 1998

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

CAPITAL CONSTRUCTION FUND FOR MERCHANT SHIPS

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Direct Grants	***Authorized Year(s):***	FY13

Purpose: To assist with recapitalization of the U.S. Fishing Fleet and support the U.S. shipbuilding industry.

Who is Eligible: U.S. Fishermen, fishing companies.

Eligibility Criteria: An eligible project includes the replacement of a vessel or the rehabilitation of an existing vessel. (A CCF account may not be used to increase fishing capacity.) When the funds are used for an eligible project, the depreciable basis of that project is reduced by the tax deferral, thus assuring the eventual taxation of the benefit.

Program POC:	Paul Marx, Financial Services Division, National Marine Fisheries Service (paul.marx@noaa.gov, 301-427-8771)
Further Information:	http://www.nmfs.noaa.gov/mb/financial_services/CCF%20forms/ccf_brochure.pdf
How to Apply:	Applicants must contact the Program Manager to discuss required submission materials. Also, applicants must open an account via an agreement with NOAA to shelter operating profits from taxation. The funds deposited in these accounts can be used within ten years for an eligible project.
Authorization:	Shipping Act of 1998

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

COASTAL RESILIENCE NETWORKS

Type:	Environmental/Maritime	***Program Status:***	Recent
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To implement activities that enhance resilience of coastal communities to natural hazard and climate risks through a regional or national network.

Who is Eligible: Regional authorities, nonprofit and for profit organizations, institutions of higher education, Indian Tribal governments, and state, territorial, county/local governments or international agencies conducting projects in one or more of the following three U.S. regions; the U.S. Flag Pacific Islands (Hawaii, American Samoa, Guam, Commonwealth of the Northern Mariana Islands), Gulf of Mexico Coast (Alabama, Gulf Coast of Florida, Louisiana, Mississippi, and Texas) and West Coast (California, Oregon, Washington).

Eligibility Criteria: Proposals must leverage, enhance, or create a system in which one or more coastal hazard issues can be addressed through partnerships to improve coordination and collaboration throughout the region. Partnerships must include multiple institutions, disciplines, and sectors at the local, state, and federal level. Proposals submitted in response to this announcement should provide beneficial public outcomes for coastal communities to address existing and potential future climate and hazard risks to coastal infrastructure, local economies, vulnerable populations, and the natural environment.

Program POC:	Penny Larin, NOAA Pacific Services Center, 737 Bishop Street, Suite 1550, Honolulu, Hawaii, 96813, 808-532-3973 Penny.Larin@noaa.gov
Further Information:	http://www.grants.gov/search/search.do;jsessionid=vwFJRRdQyvc3dLjyr8YWrSVlyxkNyb6QVgNvvRT7VVzdV80K9pvX!-804278280?oppId=204493&mode=VIEW
How to Apply:	Applicants must use Grants.gov and submit the required documents including the necessary 424s. Further, applications selected through this announcement will be implemented through grants or cooperative agreements.
Authorization:	Coastal Zone Management Act (16 U.S.C. 1456c)

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

COASTAL ZONE MANAGEMENT ADMINISTRATION AWARDS (Section 306)

Type:	Environmental/Maritime	***Program Status:***	Pending
Funding Method:	Formula & Project Grants	***Authorized Year(s):***	FY13

Purpose: To assist States in implementing and enhancing Coastal Zone Management and related programs that have been approved by the Secretary of Commerce.

Who is Eligible: Any coastal State, including those that border the Great Lakes, and including Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the Freely Associated States of the Pacific whose Coastal Zone Management program has been approved by the Secretary of Commerce. The Governor shall designate the State agency or entity that is to be the applicant.

Eligibility Criteria: Cooperative Agreements may be used only to implement and enhance the States' approved Coastal Zone Management programs. This includes personnel salaries, travel and other related costs required to support the administration of the program. Ten to twenty percent of Section 306 funds are available annually to develop new program requirements under Section 309 in the areas of coastal wetlands management and protection; natural hazards management (including potential sea and Great Lakes level rise); public access improvements; reduction of marine debris; assessment of cumulative and secondary impacts of coastal growth and development; special area management planning; impacts of coastal growth and development; special area management planning; ocean resource planning; and citing of coastal energy and Government facilities. and program development grants as authorized by section. Section 310 can be used to provide grants for technical assistance and to address coastal issues such as Coastal Nonpoint Source Pollution Program Implementation and Coral Reef conservation activities. CELP can be used to provide grants for protecting important coastal and estuarine areas that have significant conservation, recreation, ecological, historical, or aesthetic values, or that are threatened by conversion from their natural or recreational state to other uses (16 USC 33 Section 1456d).

Program POC:	John King, Ocean & Coastal Resource Management (John.King@noaa.gov, 301-713-3155 x188)
Further Information:	https://www.cfda.gov/index?s=program&mode=form&tab=step1&id=c2d4d9238ac8a3e90fbd312492e78871
How to Apply:	While 80 to 90 percent of the appropriated funds are allocated to States through a formula based on coastal population and shoreline mileage, the tasks in the State application are reviewed for relevance to program objectives and cost effectiveness. Thirty-four states have approved coastal management programs that ad-dress a wide range of issues, including coastal develop-ment, water quality, public access, habitat protection, energy facility siting, ocean governance and planning, coastal hazards, and climate change. So the other 10 to 20 percent of funds are allocated according to criteria published by the Coastal Program Division. CELP and Coral Reef funds are distributed through a competitive process, subject to availability of funds for competitive awards.
Authorization:	Coral Reef Conservation Act of 2000

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

COASTAL RESOURCE IMPROVEMENT PROGRAM (Section 306A)

Type:	Environmental/Maritime	***Program Status:***	Pending
Funding Method:	Formula & Project Grants	***Authorized Year(s):***	FY12

Purpose: To enhance public access to the coast, facilitate redevelopment of urban waterfronts, or preserve and restore coastal resources.

Who is Eligible: Applicants include "eligible coastal states" for any fiscal year for which a grant is applied under this section: (A) have a management program approved under section 1455; and (2) in the judgment of the Secretary is making satisfactory progress in activities designed to result in significant improvement in achieving the coastal management objectives specified in section 1452(2)(A) through (K) of this title. Yet further, with the approval of the Secretary, an eligible coastal state may allocate to a local government a regional agency, or an interstate agency, a portion of any grant made under this section; except that such an allocation shall not relieve that state of the responsibility for ensuring that any funds so allocated are applied in furtherance of the state's approved management program. Hence, an "urban waterfront and port" is defined as any developed area densely populated and is an urban residential recreational, commercial, shipping or industrial purposes.

Eligibility Criteria: Grants may be used for (A) the acquisition of fee simple and other interests in land; (B) low-cost construction projects determined by the Secretary to be consistent with the purposes of this section, including but not limited to, paths, walkways, fences, parks, and the rehabilitation of historic buildings and structures; except that not more than 50 per centum of any grant made under this section may be used for such construction projects; (C) in the case of grants made for objectives described in subsection (b) (2) of this section: (i) the rehabilitation or acquisition of piers to provide increased public use, including compatible commercial activity, (ii) the establishment of shoreline stabilization measures including the installation or rehabilitation of bulkheads for the purpose of public safety or increasing public access and use, and (iii) the removal or replacement of pilings where such action will provide increased recreational use of urban waterfront areas, but activities provided for under this paragraph shall not be treated as construction projects subject to the limitations in paragraph (B); (D) engineering designs, specifications, and other appropriate reports; and (E) educational, interpretive, and management costs and such other related costs as the Secretary determines to be consistent with the purposes of this section.

Program POC:	John King, Ocean & Coastal Resource Management (John.King@noaa.gov, 301-713-3155 x188)
Further Information:	http://coastalmanagement.noaa.gov/about/czma.html#section306a
How to Apply:	States are administered Section 306A grants based on a formula. Besides states reallocating funds to local governments (as described under "Who is Eligible",) the Secretary can directly assist eligible coastal states and their local governments in identifying and obtaining other sources of available Federal technical and financial assistance regarding the objectives of this section. Further, the Secretary may make grants to any coastal state for the purpose of carrying out the project or purpose for which such grants are awarded, if the state matches any such grant according to the following ratios of Federal to state contributions for the applicable fiscal year: 4 to 1 for fiscal year 1986; 2.3 to 1 for fiscal year 1987; 1.5 to 1 for fiscal year 1988; and 1 to 1 for each fiscal year after fiscal year 1988. See "Purpose" for the types of projects for which coastal states may use grants.
Authorization:	Coastal Zone Management Act, 1996

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

COASTAL ZONE ENHANCEMENT GRANT PROGRAM (Section 309)

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY12-15

Purpose: To encourage State and Territory Coastal Management Programs (CMPs) to develop program changes in one or more of the following nine enhancement areas: Wetlands, Coastal Hazards, Public Access, Marine Debris, Cumulative and Secondary Impacts, Special Area Management Planning, Ocean/Great Lakes Resources, Energy and Government Facility Siting, and Aquaculture.

Who is Eligible: Any coastal state

Eligibility Criteria: Coastal Management Programs may use Coastal Zone Management funds to develop a Section 309 Assessment and Strategy, including the development, collection, and analysis of assessment related data. The Assessment is a public document, prepared by CMPs and approved by OCRM in accordance with this guidance. It must determine the extent to which problems and opportunities for program enhancement exist; determine the effectiveness of existing efforts to address those problems for each of the enhancement objectives; and identify priority needs for program enhancement.

Program POC:	John King, Ocean & Coastal Resource Management (John.King@noaa.gov, 301-713-3155 x188)
Further Information:	http://coastalmanagement.noaa.gov/backmatter/media/guidancefy11309.pdf
How to Apply:	The Office of Coastal Resource Management (OCRM) may allocate Section 309 funds in 2 ways: (1) weighted formula & (2) Projects of Special Merit (PSM). OCRM will use a weighted formula method and will annually determine whether to allocate funds for PSM. A primary consideration to determine the allocation b/w weighted formula and PSM is maintaining adequate and predictable funding to develop and implement program changes identified in the approved Strategy. It is anticipated that approximately 10% of Section 309 funds will be set aside for PSM beginning with FY2012. The intent of the PSM competition is to offer CMPs the opportunity to develop innovative projects that further approved enhancement area strategies and focus on national coastal priorities.
Authorization:	Coastal Zone Management Act, 1996

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

THE COASTAL AND ESTUARINE LAND CONSERVATION PROGRAM (CELCP)

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Grant	***Authorized Year(s):***	FY13 - Pending Appropriations

Purpose: To provide Federal matching funds to state and local governments for projects that protect important coastal and estuarine areas that have significant conservation, ecological, historical, aesthetic, or recreation values, or that are threatened by conversion from their natural or recreational state to other uses

Who is Eligible: Coastal states with a coastal management program or national estuarine research reserve approved under the Coastal Zone Management Act (CZMA) may participate in the CELCP. A state must have developed a CELCP plan in order to compete for funding under this program, provided that appropriated funds are available for competitive awards. The state lead agency may solicit, and include in their application, project proposals from additional state agencies, or local governments as defined at 15 CFR 24.3, or entities eligible for assistance under section 306A(e) of the CZMA (16 USC 1455a(e)), provided that each has the authority to acquire and manage land for conservation purposes. Eligible state and local governments should contact their state CELCP lead for information on the state's priorities and selection process.

Eligibility Criteria: To be eligible for funding, the proposed project must: (1) Meet the program's purposes, (2) Be located within a state's designated CELCP area; (3) Be submitted by an eligible public entity; (4) Provide for non-Federal public ownership in perpetuity; (5) Provide public access, or other public benefit, as appropriate and consistent with resource protection; (6) Acquire property interests only from willing sellers; (7) Provide non-Federal matching funds a ratio of 1 to 1; (8) Advance the goals, objectives, or implementation of the state coastal management program or plan or National Estuarine Research Reserve management plan, or a local, regional or state watershed protection plan; and (9) Be consistent with the state's approved coastal management program

Program POC:	Elaine Vaudreuil, Office of Ocean and Coastal Resource Management (Elaine.Vaudreuil@noaa.gov, 301-563-7103)
Further Information:	http://coastalmanagement.noaa.gov/land/welcome.html
How to Apply:	When NOAA issues a request for proposals (via Grants.gov), the CELCP lead agency for participating coastal states (see "Who is eligible?") may conduct a state-level process to select projects to submit to the national funding competition (typically up to three projects each). NOAA then conducts a national merit review process to evaluate, rank, and select projects for funding. For each project selected for funding, applicants submit any additional information needed for a final grant application to NOAA. Interested parties should contact the CELCP lead for their state/territory. Additional details can be found at: http://coastalmanagement.noaa.gov/land
Authorization:	Section 307A of the Coastal Zone Management Act (CZMA), as amended by the Omnibus Public Land Management Act of 2009

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

FY13-14 CORAL REEF NGO PARTNERSHIP

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13-14

Purpose: To address these threats from human activity including stresses in the coral reef environment such as poor water quality from runoff and inadequate sewage treatment, destructive fishing practices, sedimentation, recreational overuse and misuse, and impacts from climate change.

Who is Eligible: Eligible applicants are limited to Non-Governmental Organizations with non-profit 501 (c) (3) status that have demonstrated expertise and experience in supporting coral reef management in the U. S. NOAA employees are not permitted to assist in the preparation of applications or write letters of support for any application. NOAA CRCP staff is available to provide general information on programmatic goals and objectives, ongoing coral reef conservation programs/activities, and regional funding priorities. Federal employee travel and salaries are not allowable costs under this funding category. All questions about this competition, including application procedures and materials and selection criteria, should be directed to the official Federal Program Officer listed under section VII. Agency Contacts.

Eligibility Criteria: All applications submitted in response to this FFO must be consistent with the requirements stated herein and the guidelines referenced in the Application Process section. Funding is subject to the availability of Federal appropriations. The partnership envisioned in this announcement will assist the CRCP in supporting coral reef managers in U.S. states and territories to improve the overall management of their coral reefs, by providing technical and management assistance to fill gaps in their ability to effectively manage their coral reefs.

Program POC:	Jenny Waddell, Grants and External Funding Coordinator and CRCP Federal Program Coordinator (Jenny.Waddell@noaa.gov, 301-713-3155, ext. 150)
Further Information:	http://www.grants.gov/search/search.do;jsessionid=tzyvRxNFfGhLh8fPnF1RV2FT0Rx8GGPz1GbydFwpVvpcQQC1vMGy!-1052363440?oppId=219235&mode=VIEW
How to Apply:	NOAA published the NOAA Coral Reef Conservation Grant Program (Grant Program) Implementation Guidelines (Guidelines) in Federal Register Vol. 67, No. 76, page 19396, on Friday, April 19, 2002. Based on CRCP efforts to realign the grant program with new CRCP priorities, a revision of the Guidelines was undertaken in fall of 2009 and final revised Guidelines were published on Thursday, August 12, 2010 in Federal Register Vol. 75, No. 155, page 48934. The Guidelines are available at: http://coralreef.noaa.gov/aboutcrcp/workwithus/funding/grants/welcome.html.
Authorization:	Coral Reef Conservation Act, 2000

DOC/NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

CORAL REEF CONSERVATION GRANT PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY2011-15

Purpose: To issue matching grants of financial assistance for broad-based coral reef conservation activities consistent with the purposes of the Coral Reef Conservation Act of 2000, the National Coral Reef Action Strategy, the Coral Reef Conservation Program (CRCP) Goals and Objectives 2010–2015 and CRCP International Strategy published in June 2009.

Who is Eligible: Any natural resource management authority of a state or other government authority with jurisdiction over coral reefs or whose activities directly or indirectly affect coral reefs or coral reef ecosystems, or educational or non-governmental institutions with demonstrated expertise in the conservation of coral reefs. Each category of funding under this Program, as described in Section VII of this document, encompasses a specific subgroup of eligible applicants. As a matter of policy, funding of Federal agency activities under this Program will be a low priority unless such activities are an essential part of a cooperative project with other eligible governmental or non-governmental entities. NOAA agencies are not eligible for funding under this Program, as funding for such activities is provided for under section 6406 of the Act (National Program).

Eligibility Criteria: Projects considered must be consistent with the National Coral Reef Action Strategy. Concordance with the Program's 20-year Goals and Objectives and International Strategy guidance documents published in 2009 will be an additional criterion for eligible projects. Additionally, coral reef management priorities identified in 2010 by states/territories containing coral reef ecosystems through a formal management priority setting process will be considered in evaluating and selecting proposals. Further, the Administrator may not approve a project proposal unless it will enhance the coral reef conservation by addressing at least one of the following: (1) Implementing coral conservation programs ensuring effective, long term coral reef conservation; (2) Addressing conflicts arising from the use of environments near coral reefs; (3) Enhancing compliance with laws prohibiting/regulating removal of coral products/species from reefs or regulating coral reef ecosystem use and management; (4) Developing sound scientific information on the condition/use of coral reef ecosystems or threats to such ecosystems, including factors causing coral disease; (5) Promoting & implementing cooperative coral reef conservation projects involving affected local communities, NGOs, or private sector stakeholders; (6) Increasing public awareness of coral reef ecosystems and issues regarding their long term conservation; (7) Mapping coral reef location & distribution; (8) Developing and implementing techniques to monitor/assess coral reef status and condition; (9) Developing and implementing cost-effective methods to restore coral reef ecosystems; or (10) Promoting ecologically sound navigation and anchorages near coral reefs.

Program POC:	Donna Rivelli, Deputy Associate AA for Management and CFO/CAO, Ocean Services & CZ Management (donna.rivelli@noaa.gov, 301-713-3056 x132)
Further Information:	http://coralreef.noaa.gov/aboutcrcp/workwithus/funding/grants/welcome.html
How to Apply:	To submit a proposal, a complete NOAA standard grants application package must contain the elements listed in section 6403(e) of the Act, which is provided below. Applicants are directed to the annual solicitation/ FFO for filing instructions and the Department of Commerce Pre-Award Notification Requirements for Grants and Cooperative Agreements published in the Federal Register on February 11, 2008 (73 FR 7696) for award terms and conditions. Further, while more application details will be outlined in each Federal Register notice, NOAA requests that each application contain eight criteria outlined in Federal Register / Vol. 75, (No. 155), published Thursday, August 12, 2010, on page 48938.
Authorization:	Coral Reef Conservation Act, 2000

NATIONAL FISH & WILDLIFE FOUNDATION (w/NOAA)

CORAL REEF CONSERVATION FUND

Type:	Environmental/Maritime	***Program Status:***	Recent
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To preserve coral reefs and related ecosystems by implementing Chapter 17 of Agenda 21 (see http://www.icriforum.org/sites/default/files/agenda21cap17%5B1%5D.pdf) and other relevant international conventions and agreements.

Who is Eligible: Domestic eligible entities include Florida, U.S. Virgin Islands (USVI), Puerto Rico, Hawaii, American Samoa, Guam, Commonwealth of the Northern Mariana Islands (CNMI). (Go to http://www.nfwf.org/coralreef to learn about priority reef and watershed geographies within these jurisdictions.) International eligible entities include Priority focus on Micronesia, Samoa and the Southwest Pacific, the Coral Triangle region, and the Wider Caribbean. (However, all international coral reef locations are eligible.)

Eligibility Criteria: Proposals addressing topics outside of priority categories were considered to the extent that they supported the broader goals and objectives of NOAA's CRCP (http://coralreef.noaa.gov/aboutcrcp/strategy/currentgoals/resources/3threat s_go.pdf for domestic projects, http://coralreef.noaa.gov/aboutcrcp/strategy/currentgoals/resources/intl_str ategy.pdf for international projects - both no longer available) and the NFWF Coral Reef Conservation Business Plan found at www.nfwf.org/coralreef but a lessor priority for funding.

Program POC:	See the Coral Reef Conservation Grant Program on the preceding page.
Further Information:	http://www.nfwf.org/pages/grants/home.aspx
How to Apply:	An informational webinar was provided for interested applicants on January 8th at 3pm EST. Registration for the webinar was online. Pre-proposals were due by 11:45 pm EST February 5th, 2013. If continued for FY2014, applicants are typically encouraged to select one category for each proposal. Proposals addressing topics outside of priority categories will be considered to the extent that they support the broader goals and objectives of NOAA's CRCP and the NFWF Coral Reef Conservation Business Plan found at www.nfwf.org/coralreef but will be a lessor priority for funding. See www.nfwf.org/coralreef for a full version of the RFP including specifics within these priorities, eligibility requirements and application instructions.
Authorization:	The International CR Initiative is a partnership of gov'ts, int'l organizations, and non-gov't organizations.

NATIONAL FISH & WILDLIFE FOUNDATION

FIVE STAR & URBAN WATERS RESTORATION GRANT PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Recent
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To develop community capacity to sustain local natural resources for future generations by providing modest financial assistance to diverse local partnerships for wetland, forest, riparian and coastal habitat restoration with a particular focus on urban waters and watersheds.

Who is Eligible: Any entity that can receive grants. While partnerships are encouraged to include state and federal agencies, those entities may not serve as the grantee unless the community partners demonstrate that the state or federal agency is best suited to coordinate the community-based project.

Eligibility Criteria: Applicants must fully address the key elements discussed on the website. Also: grant requests must be for $20,000 – $50,000. Projects should be completed within one to two years of award. For USFS urban waters funding, a preference is given to projects that take place on, or directly benefit public lands. Partnerships should include at least five organizations contributing to project success through funding, technical support, workforce support, land and/or other in-kind services. If the applicant is considered a partner, partnerships should include a variety of public and private entities, such as youth groups (schools, youth conservation corps, Scout troops, civic and environmental clubs, etc.); colleges and universities (academia, departments, and local cooperative extension districts); resource conservation and development councils and soil and water conservation districts; conservation organizations; businesses or corporations; local citizens and community groups; government agencies (State, local, federal and/or tribal governments and agencies); technical and design experts (local environmental and restoration consultants, landscape architects, environmental planners, and others that offer technical and design expertise); and foundations or other funders. Also, proposals seeking larger grants (greater than $30,000) are expected to demonstrate greater matching contributions, a larger number and diversity of project partners and more significant ecological and educational outcomes.

Program POC:	Carrie Clingan (Carrie.Clingan@nfwf.org, 202-857-0166)
Further Information:	http://www.nfwf.org/Pages/fivestar/home.aspx
How to Apply:	This program has one application through the NFWF Easygrants system for all program elements and all sources of funding. Applications can be accessed at www.nfwf.org/easygrants. Further, the Five Star/Urban Waters Online Application will be live and accessible in Easygrants on November 20th. When you are ready to begin the application process, go to www.nfwf.org/Easygrants. f you are a new user to Easygrants, first you will need to register by clicking on "Register here" and enter your organization's information. Once you are registered, select "Five Star Restoration Grant Program 2013" from the list of programs and follow the instructions. If you already are registered in Easygrants, login using your e-mail address and password and then select "Start a New Application." After you have started the application process, you may save your application in progress and return another time to complete and submit it.
Authorization:	Annual Appropriations

NATIONAL COASTAL WETLANDS CONSERVATION GRANT PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To provide coastal states and U.S. territories with assistance in conserving their coastal wetlands and associated ecosystems.

Who is Eligible: Any agency or agencies of a coastal state or U.S. Territory approved by the Governor. It is usually a state natural resource agency or fish and game agency.

Eligibility Criteria: Eligible grant activities include: (1) Acquisition of real property from willing sellers or partners, providing that the terms and conditions will ensure the real property will be administered for long-term conservation; (2) The restoration, enhancement, or management of coastal wetlands ecosystems, providing it will be administered for long-term conservation. Ineligible activities include but are not limited to: (1) Projects that primarily benefit navigation, irrigation, flood control, or mariculture; (2) Acquisition, restoration, enhancement, or management of lands as required mitigation (3) Creation of wetlands, (4) Enforcement of fish and wildlife laws and regulations; (5) Research; (6) Planning as a primary project focus; (7) Operations and maintenance; (8) Acquiring and/or restoring upper portions of watersheds where benefits to the coastal wetlands ecosystem are not significant and direct; and (9) Projects providing less than 20 years of conservation benefits.

Program POC:	Chris Darnell, National Coastal Wetland Conservation Grant Program Manager (chris_darnell@fws.gov, 703-358-2236)
Further Information:	http://www.fws.gov/coastal/CoastalGrants/
How to Apply:	Applications must include the following: (1) An Application for Federal Assistance (Standard Form 424); (2) A project proposal that includes statements of need and objective(s); a description of expected results or benefits; the approach to be used, such as procedures, schedules, key personnel and cooperators, location of the proposed action, and estimated costs to accomplish the objective(s); identification of any other actions that may relate to the grant; and a description of public involvement and interagency coordination; (3) Discussion of ranking criteria; (4) Assurances of compliance with all applicable Federal laws, regulations, and policies (SF 424B or SF 424D); and (5) Documents supporting the proposal.
Authorization:	Coastal Wetlands Planning, Protection, and Restoration Act, 1990

DOI/U.S. FISH & WILDLIFE SERVICE

COASTAL IMPACT ASSISTANCE PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Noncompetitive Grant	***Authorized Year(s):***	FY13

Purpose: To directly benefit an authorized use to conserve, restore, enhance, and protect renewable natural resources.

Who is Eligible: The States of Alabama, Alaska, California, Louisiana, Mississippi, Texas, and qualified Coastal Political Subdivisions within these States. If you are uncertain of your eligibility, please see the CIAP web site, http://wsfrprograms.fws.gov/Subpages/GrantPrograms/CIAP/CIAP.htm, or contact the FWS (see Section VII, Agency Contacts) for more information.

Eligibility Criteria: (1.) Projects and activities for the conservation, protection, or restoration of coastal areas, including wetland; (2.) Mitigation of damage to fish, wildlife, or natural resources; (3.) Planning assistance and the administrative costs of complying with CIAP (total not to exceed 23% of an annual allocation); (4.) Implementation of a federally-approved marine, coastal, or comprehensive conservation management plan; and (5.) Mitigation of the impact of OCS activities through funding of onshore infrastructure projects and public service needs (total not to exceed 23% of an annual allocation).

Program POC:	Ashley Salo, Fish & Wildlife Trust Fund, (Ashley_Salo@fws.gov, 703-358-2690)
Further Information:	http://www.grants.gov/search/search.do;jsessionid=KYLnRCGLKpyfZ4xTW8cHW1b3SV0VLrpzdw5ymQFrL6LnQp2pvGth!1848300817?mode=VIEWREVISIONS&revNum=5
How to Apply:	In FY12, the amount for each State was based on the proportion of qualified Outer Continental Shelf (OCS) revenues accrued by the State to total qualified OCS revenues of all eligible States. The FWS awarded remaining allocated grant funds, estimated at $500 million, through a noncompetitive grant process. To receive CIAP grant awards, States were required to submit a Coastal Impact Assistance Plan (CIAP) developed with their CPSs. (Eligible recipients within eligible States may submit grant applications for projects identified in their approved Plan.) BOEMRE approved the CIAPs for specified funding years prior to awarding funds (Section 1356a(c)(2)(A)). All Plans previously approved by BOEMRE will continue as approved CIAPs by the FWS; however, FWS must approve any new CIAPS and revisions.
Authorization:	Outer Continental Shelf Lands Act od 1953, amended by Energy Policy Act of 2005.

DOI/U.S. FISH & WILDLIFE SERVICE

COASTAL PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To provides technical and financial assistance to coastal communities and landowners to restore and protect fish and wildlife habitat on public and private lands.

Who is Eligible: State Governments, County governments, City or township governments, Special district governments, Independent school districts, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Native American tribal organizations (other than Federally recognized tribal governments), Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education, Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education, Private institutions of higher education, Individuals, For profit organizations other than small businesses, and Small businesses

Eligibility Criteria: See "Application Process" for more information.

Program POC:	Michael Murray, Branch of Habitat Restoration (Michael_Murray@fws.gov, 703-358-2031)
Further Information:	http://www.fws.gov/coastal/
How to Apply:	The Coastal Program is not a conventional grants program, in that it does not solicit projects through a request for proposals. Instead, projects are developed strategically, in coordination with partners, and with substantial involvement from Service field biologists. If you are interested in working with the Coastal Program, please visit our website to find the nearest Coastal Program office. http://www.fws.gov/coastal/contactUs.html
Authorization:	Coastal Zone Management Act, 1972

STATE WILDLIFE GRANTS COMPETITIVE GRANT PROGRAM

Type:	Environmental/Maritime	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To implement or enhance the State Wildlife Action Plans, with a special focus on promoting and advancing cooperative partnerships that result in large-scale landscape conservation.

Who is Eligible: Partnerships of two or more State agencies with primary responsibility for fish and wildlife management and conservation in each of the 48 contiguous United States plus the District of Columbia are eligible applicants. Alaska, Hawaii, the Commonwealths of Puerto Rico and the Northern Marianna Islands; the Territories of the U.S. Virgin Islands, Guam, and America Samoa are eligible to apply as single States. Any single State agency is eligible to apply for SWAP Enhancement funds (Section IV.F.). Only entities with Service-approved SWAPs are eligible to apply for SWG Competitive Grant Program funds.

Eligibility Criteria: SWG Competitive Grant Program applications must address: (a) eligible issues identified in Service-approved SWAPs; (b) emerging issues (such as climate change effects on SGCN) that are adequately documented in the grant application and that propose to improve the status of SGCN and their habitats; and/or, (c) improvements to SWAPs that meet one or more of the themes described in Section IV.F. of this announcement.

Program POC:	Paul Van Ryzin, Wildlife & Sport Fish Restoration Program (703-358-1849)
Further Information:	http://www.grants.gov/search/search.do;jsessionid=Tt8jRC1GJnR7TXgTnmybrWySRzJx04qkWF2vTHdGJ2ZhqTB3gN1q!1848300817?oppId=208473&mode=VIEW
How to Apply:	Applications for Competitive State Wildlife Grants submitted by mail or email are due to the U.S. Fish and Wildlife Service (Service) Regional Wildlife and Sport Fish Restoration Program (WSFR) Office by March 27, 2013, 4:00 p.m. local time. Applications submitted via http://www.grants.gov/ will be accepted through March 27, 2013, 11:59 p.m. Eastern Standard Time. However, we recommend that you submit applications through Grants.gov in advance of the deadline to allow for any unforeseen technical complications.
Authorization:	Consolidated Appropriations Act, 2008

PORT SECURITY GRANT PROGRAM

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Grant/Cost-Match	***Authorized Year(s):***	FY12-14

Purpose: To support increased port-wide risk management; enhanced domain awareness; training and exercises; expansion of port recovery and resiliency capabilities; and further capabilities to prevent, detect, respond to, and recover from attacks involving improvised explosive devices (IED) and other non-conventional weapons.

Who is Eligible: Port authorities, port police, local law enforcement agencies, port and local fire departments, and facility fire brigades that have jurisdictional authority to respond to incidents in the port.

Eligibility Criteria: (1.) Projects that support development and sustainment of the core capabilities in the NPG and align to PSGP funding priorities identified in Appendix B of FY 2012 PSGP Priorities, including enhancing Maritime Domain Awareness (MDA); enhancing Improvised Explosive Device (IED) and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response and supporting recovery capabilities; Port Resilience and Recovery Capabilities; Training and Exercises; and Equipment Associated with Transportation Worker Identification Credential (TWIC) Implementation; (2.) Projects that address priorities outlined in the applicable AMSP, as mandated under the MTSA and/or the Port-Wide Risk Mitigation Plans (PRMP); (3.) Projects that address additional security priorities based on the COTP's expertise and experience of the COTP within the specific port area; and (4.) Projects that offer the highest potential for risk reduction for the least cost.

Program POC:	Randall Barr, Port Security Grants Program (Randall.C.Barr@uscg.mil)
Further Information:	http://www.fema.gov/pdf/government/grant/2012/fy12_psgp_foa.pdf
How to Apply:	Applying for FY 2012 PSGP funds is a 2-step process. (1.) initial submission to determine eligibility and (2). full application. Applicants are encouraged to initiate Step 1 immediately after the FOA is published but no later than the due date (e.g., April 27, 2012). This involves submitting an SF424 to Grants.gov. Successful completion of this step is necessary for FEMA to determine eligibility of the applicant. Late submissions of Step 1 to Grants.gov could result in applicants missing the application deadline in Step 2. Once FEMA has determined an applicant is eligible, applicants can proceed to Step Two 2 involving submitting the full application package via the Non-Disaster (ND) Grants system. Full details of the screening process here: http://www.fema.gov/pdf/government/grant/2012/fy12_psgp_foa.pdf.
Authorization:	Maritime Transportation Security Act of 2002

DEPARTMENT OF HOUSING and URBAN DEVELOPMENT

DISASTER RECOVERY ASSISTANCE

Type:	Disaster Recovery	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13

Purpose: To help cities, counties, and States recover from Presidentially declared disasters in 2011, 2012 and 2013.

Who is Eligible: States and units of general local governments in areas designated by the President of the United States as disaster areas in 2011, 2012 and 2013. These communities must have significant unmet recovery needs and the capacity to carry out a disaster recovery program (usually these are governments that already receive HOME or Community Development Block Grant allocations). Also, there was an initial $5.4 billion allocation of funds to six recipients in Federal Register (FR-5695-N-01). Additional allocations to follow. All funds must be under contract with the Department by September 30, 2017.

Eligibility Criteria: Eligible activities must meet at least one of three program national objectives of the Community Development Block Grant program: benefit persons of low and moderate income, aid in the prevention or elimination of slums or blight, or meet other urgent community development needs because existing conditions pose a serious and immediate threat to the health and welfare of the community where other financial resources are not available. Grantees may use CDBG Disaster Recovery funds for recovery efforts involving housing, economic development, infrastructure and prevention of further damage to affected areas, if such use does not duplicate funding available from the Federal Emergency Management Agency, the Small Business Administration, and the US Army Corps of Engineers. Hence, Disaster Recovery grants often supplement disaster programs of the Federal Emergency Management Agency, the Small Business Administration, and the U.S. Army Corps of Engineers. The grants must benefit low- and moderate-income residents in and around communities that have experienced a natural disaster. Generally, grantees must use at least half of Disaster Recovery funds for activities that principally benefit low-and moderate-income persons. These can be either activities in which all or the majority of people who benefit have low or moderate incomes or activities that benefit an area or service group in which at least 51 percent of the populous are of low- and moderate-income.

Program POC:	Tennille Parker, Office of Community Planning and Development (Tennille.S.Parker@hud.gov, 202-402-4649)
Further Information:	http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/drsi
How to Apply:	HUD publishes allocations of funds to specific state or units of local government in the Federal Register. State and local government receiving an allocation must subsequently develop and submit an Action Plan for Disaster Recovery . The Action Plan must describe the needs, strategies, and projected uses of the Disaster Recovery funds.
Authorization:	Disaster Relief Appropriations Act, 2013 (P.L. 113-2)

US ARMY CORPS OF ENGINEERS

PORTS AND WATERWAYS CONSTRUCTION

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Direct Congressional appropriation w/local match	***Authorized Year(s):***	Continuous

Purpose: To provide technical planning (feasibility), engineering, design, and project management expertise for maintenance and construction projects, to address critical water resource issues, including navigation, flood mitigation, environmental restoration, hydropower & water supply, and other authorized purposes on the Mississippi River and its tributaries.

Who is Eligible: Generally, local, regional or state public agencies with taxing/bonding authority

Eligibility Criteria: New construction projects for navigation and flood control must be authorized for and appropriated for study through a signed Chief's Report submitted to Congress for authorization and appropriation. FY2013 appropriations priorities include backlogged projects, 2011 flood mitigation, Asian Carp, low water navigation, and the Harbor Maint. & Inland Waterway Trust Funds.

Program POC:	Local USACE District
Further Information:	http://www.usace.army.mil/Missions/CivilWorks.aspx
How to Apply:	Once a problem has been identified, the non-Federal government proponent must work with District USACE staff.
Authorization:	Energy and Water Development Appropriations Bill, FY13

ENVIRONMENTAL PROTECTION AGENCY

NATIONAL CLEAN DIESEL FUNDING ASSISTANCE PROGRAM

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Grant	***Authorized Year(s):***	FY12-16

Purpose: To fund projects that reduce emissions from existing diesel engines through a variety of strategies. These strategies include, but are not limited to, emission control and idle reduction technologies; cleaner fuels; engine upgrades or replacements; and/or vehicle or equipment replacements. Under this grant program, funding is restricted to the use of technologies, fuels, and engines that have been verified or certified by EPA or California Air Resources Board (CARB).

Who is Eligible: The following United States entities are eligible to apply for these grants: (1.) Regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; (2.) Nonprofit organizations or institutions that represent or provide pollution reduction or educational services to people or organizations that own or operate diesel fleets; or have, as their principal purpose, the promotion of transportation or air quality. School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties are all eligible entities under this assistance agreement program to the extent that they fall within the definition above.

Eligibility Criteria: Equipment used for testing emissions or for fueling infrastructure are not eligible for funding. The following types of fleets may qualify for funding: buses, medium or heavy duty trucks, marine engines, locomotives, m and non-road engines or vehicles used in construction, handling of cargo (including at a port or airport), agriculture, mining, and energy production (including stationary generators and pumps). Grant funds may be used for clean diesel projects that use: (1) Retrofit technologies that are verified or certified by either EPA or CARB: (1) Idle-reduction technologies that are EPA verified; (2) aerodynamic technologies and low rolling resistance tires that are EPA verified; and (3) early replacement and repower with certified engine configurations (incremental costs only). Note that pursuant to Section 792(d)(2)(PDF) (551 pp, 1.3MB) of the EPA Act of 2005, no funds awarded under this program shall be used to fund the cost of emissions reductions that are mandated under Federal law.

Program POC:	POC: DERA is a regionally-based funding program.
Further Information:	http://www.epa.gov/cleandiesel/grantfund.htm
How to Apply:	This program requires that applicants must be registered with grants.gov to apply for funding. Applicants who have not previously registered with grants.gov should visit: http://www.grants.gov/applicants/get_registered.jsp. Registration with grants.gov may take two to five days before the system will allow access to the grant application package. Applicants must download the grant application package, complete the grant application package, and submit the completed grant application package on the Internet at http://www.grants.gov/applicants/apply_for_grants.jsp.
Authorization:	Energy Policy Act of 2005 - Amended (H.R. 5809)

ENVIRONMENTAL PROTECTION AGENCY

STATE CLEAN DIESEL PROGRAM

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Grant	***Authorized Year(s):***	FY12-16

Purpose: To fund projects reducing emissions from existing diesel engines through various strategies. (The State Clean Diesel Program, in contrast to the National Clean Diesel Funding Assistance Program, receives 30 percent of the annual DERA allocation funds.)

Who is Eligible: DERA Legislation was amended to include the District of Columbia in 2009 and U.S. Territories in 2011. Also, according to the Act, each state will receive one of two amounts, contingent on matching funds provided by the state. Two-thirds of these funds are provided to the participating states as base funding. The remaining third is awarded to states that provide matching funds. A match is not required, but if a state matches their base amount dollar-for-dollar with cash or in-kind services, they will receive an additional amount equal to half of their base funding. The match must be spent on eligible and allowable costs and is subject to the match provisions in the assistance agreement. Other federal funds cannot be used as a match. Any unclaimed funds will revert to the National Clean Diesel Funding Assistance Program.

Eligibility Criteria: Funds cannot be used to support federal mandates. States may use their allocations to fund grant and loan programs for clean diesel projects that use: retrofit technologies that are verified or certified by either EPA or CARB, idle-reduction technologies that are EPA verified, aerodynamic technologies and low rolling resistance tires that are EPA verified, and early replacement and repower with certified engine configurations (incremental costs only).

Program POC:	Respectively by state.
Further Information:	http://www.epa.gov/cleandiesel/prgstate.htm
How to Apply:	The State Clean Diesel Grant Program allocates funds to participating states to implement grant and loan programs for clean diesel projects through a formula outlined in the Energy Policy Act of 2005 (PDF) (551 pp, 1.3MB, January 2005). The State Clean Diesel Program receives 30 percent of the annual DERA allocation funds. According to the Act, each state will receive one of two amounts, contingent on matching funds provided by the state. And two-thirds of these funds are provided to the participating states as base funding. The remaining third is awarded to states that provide matching funds. A match is not required, but if a state matches their base amount dollar-for-dollar with cash or in-kind services, they will receive an additional amount equal to half of their base funding.
Authorization:	Energy Policy Act of 2005 - Amended (H.R. 5809)

ENVIRONMENTAL PROTECTION AGENCY

BROWNFIELDS AREA-WIDE PLANNING PILOT PROGRAM

Type:	Roadway & Railway Corridors, Port Development	***Program Status:***	Recent
Funding Method:	Grant	***Authorized Year(s):***	FY13

Purpose: To conduct applied research and/or provide technical assistance and training in support of developing a brownfields area-wide plan.

Who is Eligible: (1.) Local government.(2.) Land clearance authority or quasi-governmental entity working with a local government. (3) Regional council or group of local government agencies. (4.) A State-legislated gov't entity. (5.) Redevelopment agency chartered or sanctioned by a state. (6.) A state serving in a fiscal/administrative capacity for a local community, where the local community leads the BF AWP process. (7.) Indian Tribe other than in Alaska. (8.). Alaska Native Regional Corporation, Alaska Native Village Corporation, and Metlakatla Indian Community. (9.) Nonprofit organizations including institutions of higher education. Also, individuals, profit-making firms, and the FY10 EPA BF AWP Pilot Program recipients are not eligible to apply. And state applicants applying to the RFP and propose a project role other than providing grant management capacity on behalf of a local community are not eligible under the RFP.

Eligibility Criteria: Eligible uses of EPA assistance under this competitive opportunity include direct costs necessary to provide research, technical assistance and training for BF AWP activities, such as those listed in Section I. B., or in an approved EPA grant work plan. These direct costs include costs for personnel, contracts for technical experts (including individual consultants), sub awards of financial assistance, materials, supplies, room rentals, travel, and transportation expenses. Note that prior to naming a contractor or sub awardee, applicants must carefully review the provisions in Sections II. F. and II. G. EPA assistance awarded under this solicitation may not be used for: (1.) conducting site assessments, site cleanups, or area-wide plan implementation; (2.) marketing brownfields properties for redevelopment; (3.) zoning activities unrelated to brownfields; (4.) area master planning, general community visioning, or comprehensive plan updates that are unrelated to brownfields cleanup and reuse in the project area; and (5.) survey design, distribution or collection.

Program POC:	Regional Brownfields Coordinators, Regions 1-10; also, Aimee Storm, Program Manager, storm.aimee@epa.gov.
Further Information:	http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-06.pdf
How to Apply:	Applicants may download individual grant application forms, or electronically request a paper application package and an accompanying computer CD of information related to applicants' "grant recipients" roles and responsibilities from the EPA's Grants and Debarment website by visiting: http://www.epa.gov/ogd/grants/how_to_apply.htm. Hard copies of these guidelines may be requested by contacting your Regional Brownfields Coordinator listed in Section VII. C. Proposals were due November 30, 2012. Applicants submitted their proposals through the U.S. Postal Service, commercial delivery service, or electronically through www.grants.gov. Only one method could be used. Applicants could submit more than one proposal if for a different project area. Applicants mailed the original, complete hard copy proposal to: Environmental Management Support, Inc., Attn: Mr. Don West, 8601 Georgia Avenue, Suite 500, Silver Spring, MD 20910, [Phone 301-589-5318. Overnight mail had to include Mr. West's phone number in the address.] The second complete copy of the proposal had to be mailed to the appropriate EPA Regional Brownfields Coordinator listed in Section 7.
Authorization:	CERCLA, 1980, amended by the Small Business Liability Relief and Brownfields Revitalization Act, 2002

BROWNFIELDS CLEANUP GRANTS

Type:	Roadway, Railway, and Port Development	***Program Status:***	Recent
Funding Method:	Grant	***Authorized Year(s):***	FY13

Purpose: To carry out cleanup activities at specific brownfield sites owned by the applicant.

Who is Eligible: (1.) General Purpose Unit of Local Government, defined under 40 CFR Part 31. (2.) Land Clearance Authority or other quasi-governmental entity operating under the supervision/control of, agent of, or a general purpose unit of local government. (3.) Government Entity Created by State Legislature. (4.) Regional Council or group of General Purpose Units of Local Government. (5.) Redevelopment Agency chartered or sanctioned by a state. (6.) State. (7.) Indian Tribe other than in Alaska. (8.) Alaska Native Regional Corporation, Alaska Native Village Corporation, and Metlakatla Indian Community. (Alaska Native Regional Corporations and Alaska Native Village Corporations are defined in the Alaska Native Claims Settlement Act (43 U.S.C. 1601 and following). (9.) Nonprofit organizations.

Eligibility Criteria: To be eligible to receive a cleanup grant the applicant must be the sole owner of the site that is the subject of its cleanup grant proposal and must own the site by November 19, 2012. For the purposes of eligibility determinations in these guidelines only, the term “own” means fee simple title through a legal document, for example a recorded deed. EPA will find applicants that do not meet this requirement by November 19, 2012 ineligible. The grantee must maintain sole ownership of the site until the grant is closed out. Further, the following types of properties are not eligible for brownfields funding: facilities listed (or proposed for listing) on the National Priorities List (NPL); facilities subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA and; facilities that are subject to the jurisdiction, custody, or control of the U.S. government. (Note: Land held in trust by the U.S. government for an Indian tribe is eligible for brownfields funding.) Finally, Further, there are special classes of property requiring a “Property-Specific Determination” from EPA to be eligible for brownfields funding. See http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-09.pdf for more information.

Program POC:	Regional Brownfields Coordinators, Regions 1-10
Further Information:	http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-09.pdf
How to Apply:	Applicants may download individual grant application forms, or electronically request a paper application package and an accompanying computer CD of information related to applicants’ "grant recipients" roles and responsibilities from the EPA’s Grants and Debarment website by visiting: http://www.epa.gov/ogd/grants/how_to_apply.htm. Hard copies of these guidelines may be requested by contacting your Regional Brownfields Coordinator listed in Section VII. C. Proposals were due November 19, 2012. Applicants submitted their proposals through the U.S. Postal Service, commercial delivery service, or electronically through www.grants.gov. Only one method could be used. Applicants could submit more than one proposal if for a different project area. Applicants mailed the original, complete hard copy proposal to: Environmental Management Support, Inc., Attn: Mr. Don West, 8601 Georgia Avenue, Suite 500, Silver Spring, MD 20910, [Phone 301-589-5318. Overnight mail had to include Mr. West’s phone number in the address.] The second complete copy of the proposal had to be mailed to the appropriate EPA Regional Brownfields Coordinator listed in Section 7.
Authorization:	CERCLA, 1980, amended by the Small Business Liability Relief and Brownfields Revitalization Act, 2002

ENVIRONMENTAL PROTECTION AGENCY

BROWNFIELDS ASSESSMENT GRANTS

Type:	Roadway, Railway, and Port Development	***Program Status:***	Recent
Funding Method:	Grant	***Authorized Year(s):***	FY13

Purpose: Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites.

Who is Eligible: (1.) "Local government" defined under 40 CFR Part 31.) (2.) (2.) Land Clearance Authority or other quasi-governmental entity that operates under the supervision, control of, or agent of a local government. (3.) A state-legislated Government entity. (4.) A regional council . (5.) Redevelopment Agency chartered or sanctioned by a state. (6.) State. (7.) Indian Tribe other than in Alaska. (8.) Alaska Native Regional Corporation, Alaska Native Village Corporation, and Metlakatla Indian Community. (Alaska Native Regional Corporations and Alaska Native Village Corporations are defined in the Alaska Native Claims Settlement Act (43 U.S.C. 1601 and following).

Eligibility Criteria: The Brownfields Law also identifies three additional types of properties that are specifically eligible for funding: (1.) Sites contaminated by controlled substances; (3.) Sites contaminated by petroleum or a petroleum product; and (3.) Mine-scarred lands. Further, the following types of properties are not eligible for brownfields funding: facilities listed (or proposed for listing) on the National Priorities List (NPL); facilities subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA and; facilities that are subject to the jurisdiction, custody, or control of the U.S. government. (Note: Land held in trust by the U.S. government for an Indian tribe is eligible for brownfields funding.) Further, there are special classes of property requiring a "Property-Specific Determination" from EPA to be eligible for brownfields funding. See http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-07.pdf for more information.

Program POC:	Regional Brownfields Coordinators, Regions 1-10
Further Information:	http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-07.pdf
How to Apply:	Applicants may download individual grant application forms, or electronically request a paper application package and an accompanying computer CD of information related to applicants' "grant recipients" roles and responsibilities from the EPA's Grants and Debarment website by visiting: http://www.epa.gov/ogd/grants/how_to_apply.htm. Hard copies of these guidelines may be requested by contacting your Regional Brownfields Coordinator listed in Section VII. C. Proposals were due November 19, 2012. Applicants submitted their proposals through the U.S. Postal Service, commercial delivery service, or electronically through www.grants.gov. Only one method could be used. Applicants could submit more than one proposal if for a different project area. Applicants mailed the original, complete hard copy proposal to: Environmental Management Support, Inc., Attn: Mr. Don West, 8601 Georgia Avenue, Suite 500, Silver Spring, MD 20910, [Phone 301-589-5318. Overnight mail had to include Mr. West's phone number in the address.] The second complete copy of the proposal had to be mailed to the appropriate EPA Regional Brownfields Coordinator listed in Section 7.
Authorization:	CERCLA, 1980, amended by the Small Business Liability Relief and Brownfields Revitalization Act, 2002

BROWNFIELDS REVOLVING LOAN FUND GRANTS

Type:	Roadway, Railway, and Port Development	***Program Status:***	Recent
Funding Method:	Grant	***Authorized Year(s):***	FY13

Purpose: To enable States, political subdivisions, and Indian tribes to make low interest loans to carryout cleanup activities at brownfields properties. To capitalize a revolving loan fund and to provide sub grants to carry out cleanup activities at brownfield sites. Through these grants, EPA seeks to strengthen the marketplace and encourage stakeholders to leverage the resources needed to clean up and redevelop brownfields. When loans are repaid, the loan amount is returned into the fund and re-lent to other borrowers, providing an ongoing source of capital within a community.

Who is Eligible: (1.) "Local government" defined under 40 CFR Part 31.) (2.) (2.) Land Clearance Authority or other quasi-governmental entity that operates under the supervision, control of, or agent of a local government. (3.) A state-legislated Government entity. (4.) A regional council . (5.) Redevelopment Agency chartered or sanctioned by a state. (6.) State. (7.) Indian Tribe other than in Alaska. (8.) Alaska Native Regional Corporation, Alaska Native Village Corporation, and Metlakatla Indian Community. (Alaska Native Regional Corporations and Alaska Native Village Corporations are defined in the Alaska Native Claims Settlement Act (43 U.S.C. 1601 and following). Finally, nonprofit organizations are not eligible to apply for an RLF grant.

Eligibility Criteria: A local government (as defined in 40 CFR Part 31.3, Local Government) may use up to 10 percent of its grant funds for any of the following activities: (a.) health monitoring of populations exposed to hazardous substances, pollutants, or contaminants from a brownfield site, (b.) monitoring and enforcement of any institutional control used to prevent human exposure to any hazardous substance, pollutant, or contaminant from a brownfield site and, (c.) other related program development and implementation activities (e.g., writing local brownfields-related ordinances) to effectively oversee assessments and cleanups described in an EPA-approved work plan. The term local government does not include state or tribal governments but may include, among others, public housing authorities, school districts, and councils of governments. Also, a portion of any brownfields grant or loan may be used to purchase insurance. Yet grant funds cannot be used for administrative costs, including but not limited to costs that are considered indirect costs, of grant administration with the exception of financial and performance reporting costs. The grant funds can also not be used for proposal preparation costs. Finally, there are ranking criteria for proposal evaluation outlined in http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-08.pdf.

Program POC:	Regional Brownfields Coordinators, Regions 1-10
Further Information:	http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-12-08.pdf
How to Apply:	Applicants may download individual grant application forms, or electronically request a paper application package and an accompanying computer CD of information related to applicants' "grant recipients" roles and responsibilities from the EPA's Grants and Debarment website by visiting: http://www.epa.gov/ogd/grants/how_to_apply.htm. Hard copies of these guidelines may be requested by contacting your Regional Brownfields Coordinator listed in Section VII. C. Proposals were due November 19, 2012. Applicants submitted their proposals through the U.S. Postal Service, commercial delivery service, or electronically through www.grants.gov. Only one method could be used. Applicants could submit more than one proposal if for a different project area. Applicants mailed the original, complete hard copy proposal to: Environmental Management Support, Inc., Attn: Mr. Don West, 8601 Georgia Avenue, Suite 500, Silver Spring, MD 20910, [Phone 301-589-5318. Overnight mail had to include Mr. West's phone number in the address.] The second complete copy of the proposal had to be mailed to the appropriate EPA Regional Brownfields Coordinator listed in Section 7.
Authorization:	CERCLA, 1980, amended by the Small Business Liability Relief and Brownfields Revitalization Act, 2002

DOT/OFFICE OF THE SECRETARY OF TRANSPORTATION

TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)

Type:	All Transportation Infrastructure	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: For surface transportation projects that have a significant impact on the Nation, a metropolitan area or a region, including economic development, transportation connectivity, and other various factors like livability outlined in the TIGER grant program.

Who is Eligible: State, local, and tribal governments, including U.S. territories, 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 defined in this paragraph).

Eligibility Criteria: The FY 2012 Appropriations Act specifies TIGER Discretionary Grants may be not less than $10 million (except in rural areas). For projects located in rural areas (as defined in Section V (Projects in Rural Areas)), the minimum TIGER Discretionary Grant size is $1 million. Further, DOT will apply the following principles to determine whether an eligible project as a capital investment in surface transportation: (1) surface transportation facilities generally include roads, highways and bridges, marine ports, freight and passenger railroads, transit systems, and projects that connect transportation facilities to other modes of transportation; and (2) surface transportation facilities also include any highway or bridge project eligible under title 23, U.S.C., or public transportation project eligible under chapter 53 of title 49, U.S.C.

Program POC:	Howard Hill, Office of the Secretary of Transportation (TIGERGrants@dot.gov; (202) 366-0301)
Further Information:	http://www.dot.gov/tiger
How to Apply:	After the pre-application with the TIGER program, applicants must use Grants.gov which means they must be registered (http://www.grants.gov/applicants/get_registered.jsp) apply for funding. Registration with grants.gov may take two to five days before the system will allow access to the grant application package. Applicants must review the Notice of Funding Availability to ensure the process is completely correctly.
Authorization:	ARRA 2009, FY 2010, 2011 & 2012 Appropriations. (The funding source for FY13 will be determined.)

DOT/FEDERAL HIGHWAY ADMINISTRATION

PRIVATE ACTIVITY BONDS (PABs)

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Tax exempt bond issuance	***Authorized Year(s):***	FY13

Purpose: To provide maximum flexibility in the Secretary's award of the $15 billion bonding authority and increase public-private partnerships or essentially private involvement in infrastructure development.

Who is Eligible: State and local public agencies and private developers with tax-exempt bonding authority.

Eligibility Criteria: Qualified Highway or Surface Freight Transfer Facilities include (1.) any surface transportation project which receives Federal assistance under Title 23, United States Code (as in effect on August 10, 2005, the date of the enactment of section 142(m); (2.) any project for an international bridge or tunnel for which an international entity authorized under Federal or State law is responsible and which receives Federal assistance under Title 23, United States Code (as so in effect) ; and (3.) any facility for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which receives Federal assistance under Title 23 or Title 49. Examples of facilities for the transfer of freight from truck to rail or rail to truck include cranes, loading docks and computer-controlled equipment that are integral to such freight transfers. Examples of facilities that are not freight transfer facilities include lodging, retail, industrial or manufacturing facilities. 1

Program POC:	Deborah Brown, Team Leader, FHWA Office of Innovative Program Delivery (Deborah.E.Brown@dot.gov, 202-366-4249)
Further Information:	http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/private_activity_bonds/index.htm
How to Apply:	US DOT has not specified a fixed format for bond applications, yet it has identified of information helpful in facilitating consideration, including: (1.) funding requested; (2.) proposed bond issuance date, (3.) inducement date by bond issuer; (4.) draft bond counsel opinion letter; (5.) financing/development team info; (6.) borrower info; (7.) project description; (8.) project schedule; (9.) financial structure; (10.) description of Title 23/49 funding; (11.) project readiness; (12.) signatures; and (13.) declarations. Additional information may be needed. The USDOT is particularly concerned tax-exempt facility bonds are issued in timely fashion. The allocation can be withdrawn. Submit applications to Mr. Paul Baumer, U.S. Department of Transportation, Office of the Assistant Secretary for Transportation Policy, W84-229, 1200 New Jersey Avenue S.E., Washington, DC 20590. He can be reached at 202-366-1092.
Authorization:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005

DOT/FEDERAL HIGHWAY & TRANSIT ADMINISTRATIONS

CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13-14

Purpose: To reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter — nonattainment areas — and for areas that were out of compliance but have now met the standards — maintenance areas.

Who is Eligible: States, units of local government, and private sector sponsors through public-private partnerships.

Eligibility Criteria: Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and transportation improvement program (TIP) or the state transportation improvement program (STIP) in areas without an MPO. Specific eligible activities include: - Purchase of diesel retrofits or conduct of related outreach activities; - Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems; - Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information; - Purchase of integrated, interoperable emergency communications equipment; - Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand; - Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.; - Some expanded authority to use funds for transit operations. Also, workforce development, training, and education activities are also an eligible use of CMAQ funds.

Program POC:	Michael Koontz (Michael.Koontz@dot.gov; 202-366-2076)
Further Information:	http://www.fhwa.dot.gov/environment/air_quality/cmaq/
How to Apply:	Varies with the State, Metropolitan Planning Organization or other unit of government involved in project selection. Yet applicants are encouraged to work with the metropolitan planning organization in their region. This program is a formula program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

METROPOLITAN TRANSPORTATION PLANNING

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13-14

Purpose: To establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Who is Eligible: Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation. MAP-21 has a new approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, an amount is set aside for the State's Metropolitan Planning program via a calculation based on the relative size of the State's FY 2009 Metropolitan Planning apportionment. (See "Apportionment" fact sheet for a description of this calculation.) From the State's Metropolitan Planning apportionment, a proportionate share of funds for the State's Transportation Alternatives Program is to be set aside. (See "Apportionment" fact sheet for a description of this calculation).

Eligibility Criteria: MPOs must establish and use a performance approach to transportation decision-making and transportation plan development. Each MPO must establish performance targets, coordinated with the relevant State and public transportation providers, addressing MAP-21 surface transportation performance measures . Also, the required Long Range Transportation Plan must include a description of the performance measures and targets assessing the performance of the system. The Plan will include a system performance report and resulting updates evaluating the condition and performance of the transportation system with respect to the established performance targets. MPOs have the option of developing multiple scenarios for consideration during the development of the Plan. Further, the TIP will include a description of the anticipated effect toward achieving the performance targets established. Finally, various planning requirements include (1) The minimum population required for an MPO remains at more than 50,000 ; (2) The Plan must be prepared and updated every 4 years in nonattainment areas or under maintenance plan. (3) The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint. (4) Public involvement remains a hallmark of the metropolitan planning process. (5) The TIP is updated every 4 years and approved by the MPO and Governor. And (6) a congestion management system is required in TMAs, and the planning process in TMAs must be certified by the Secretary. Finally, Section 1201 of MAP-21 mentions elements of modal balance including for environmental benefits in a metropolitan area that would include port development and marine transportation.

Program POC:	Jody McCullough, FHWA Office of Planning, Environment, & Realty (Jody.Mccullough@dot.gov, 202-366-5001)
Further Information:	http://www.fhwa.dot.gov/map21/mp.cfm
How to Apply:	Applicants must work with the Metropolitan Planning Organization (MPO) in their region to use the program funding for various transportation planning studies including truck or rail access. This program is a formula program through State DOTs to MPOs.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

TRANSPORTATION ALTERNATIVES PROGRAM

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13-14

Purpose: To provide funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Who is Eligible: TAP funds can only be obligated for projects submitted by "eligible entities" defined in 23 U.S.C. 213(c)(4)(B) as follows: local governments; regional transportation authorities; transit agencies; natural resource or public land agencies; school districts, local education agencies, or schools; tribal governments; and any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of this subsection. See http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm for more information.

Eligibility Criteria: Transportation Alternatives include (1.) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; (2.) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities; (3.) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users; (4.) Construction of turnouts, overlooks, and viewing areas; (5.) Community improvement activities, including historic preservation and rehabilitation of historic transportation facilities, vegetation management, and archaeological activities; (6.) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation, or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. The program also includes the recreational trails program and the safe routes to school (SRTS) program. The program also includes planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Program POC:	Christopher Douwes, FHWA Trails & Enhancements Program Manager (Christopher.Douwes@dot.gov, 202-366-5013)
Further Information:	http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm
How to Apply:	Applicants are encouraged to work with their State DOT, and (if applicable) the Metropolitan Planning Organization (MPO). This program is a formula program. See http://www.ta-clearinghouse.info/stateprofile for State contacts. States must select projects through a competitive process for funds available for any area of the State, for funds suballocated to small urban areas, and for funds suballocated to nonurban areas. For funds suballocated to urbanized areas with populations of 200,000 or more, the Metropolitan Planning Organization (MPO) must select projects through a competitive process.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

GRANT ANTICIPATION REVENUE VEHICLES (GARVEEs)

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Loan Guarantee (Revenue Bonds)	***Authorized Year(s):***	FY13

Purpose: To accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period. The use of GARVEEs expands access to capital markets as an alternative or in addition to potential general obligation or revenue bonding capabilities. The upfront monetization benefit of these techniques needs to be weighed against consuming a portion of future years' receivables to pay debt service. This approach is appropriate for large, long-lived, non-revenue generating assets.

Who is Eligible: An eligible issuer is a state or political subdivision of a state or a public authority, per Section 122 of Title 23. Note that a State law may also specify authorized entities for GARVEE debt issuance.

Eligibility Criteria: Candidates for GARVEE financing are larger projects (or programs of eligible projects) that have the following characteristics:(1.) They are large enough to merit borrowing rather than pay-as-you-go grant funding, with the costs of delay outweighing the costs of financing. Other borrowing approaches may not be feasible or are limited in capacity; (2.) They do not have access to a revenue stream (such as local taxes or tolls) and other forms of repayment (such as state appropriations) are not feasible; and (3.) The sponsors (generally state DOTs) are willing to reserve a portion of future year Federal-aid highway funds to satisfy debt service requirements. GARVEE proceeds may not be used as the non-Federal match toward a Federal-aid project.

Program POC:	Deborah Brown, Team Leader, FHWA Office of Innovative Program Delivery (Deborah.E.Brown@dot.gov, 202-366-4249)
Further Information:	http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/index.htm
How to Apply:	This program is a formula program. Applicants are encouraged to work with their State DOT. If project is selected for debt financing, the project is submitted to an FHWA Division Office for approval as an advance construction (AC) project. The AC designation will ensure the project follows Federal-aid procedures, including complying with the intent of the fiscally-constrained planning process, and will preserve the eligibility to reimburse debt-related costs with future Federal-aid funds. The planned amount of Federal-aid reimbursement for debt service (AC conversion) should be included in the STIP per FHWA procedures. Finally, requests for federal-aid reimbursement can include interest payments, retirement of principal, and any other costs for sale of an eligible debt issue.
Authorization:	National Highway System Designation Act of 1995

DOT/FEDERAL HIGHWAY ADMINISTRATION

SECTION 129 LOANS

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Loan leverage tool	***Authorized Year(s):***	FY13

Purpose: To allow states to leverage additional transportation resources and recycle assistance to other eligible projects. States have the flexibility to negotiate interest rates and other terms of Section 129 loans.

Who is Eligible: A public or private entity to construct a toll project eligible for Federal-aid funding or a non-toll highway project with a dedicated revenue source. The amount loaned by the state is considered an eligible Federal-aid project cost. Any Federal transportation program category can be used for a Section 129 loan as long as the project receiving the loan is eligible for funding from that category. Further, there are no Federal requirements that apply to how a state selects a public or private entity to be a recipient of a Section 129 loan. Rather, this selection process is governed by state law, and it is the state's responsibility to ensure that the recipient uses the loan for the specified purposes.

Eligibility Criteria: States may make Section 129 loans to a public or private entity to construct either a toll project that is eligible for Federal-aid funding or a non-toll highway project that has a revenue source specifically dedicated to support the project. (Section 129 loans are only for roadways with dedicated funding sources.) The amount loaned by the state is considered an eligible Federal-aid project cost. Any Federal transportation program category can be used for a Section 129 loan as long as the project receiving the loan is eligible for funding from that category. Further, there are no Federal requirements that apply to how a state selects a public or private entity to be a recipient of a Section 129 loan. Rather, this selection process is governed by state law, and it is the state's responsibility to ensure that the recipient uses the loan for the specified purposes. Assuming that a project meets the test for eligibility, a loan can be made at any time. The Federal-aid loan may be for any amount, provided the maximum Federal share (typically 80 percent) of the total eligible project costs is not exceeded. Total eligible project costs are limited to the costs of engineering, right-of-way acquisition, and construction at the time FHWA authorizes the loan to be made. In other words, a loan can be made to an active, eligible project, but the amount cannot include the cost of work done prior to the loan authorization. A project loan can be authorized in conjunction with advance construction. Loans must be repaid to the state, beginning within five years after construction is completed and the project is open to traffic. Repayment must be completed within 30 years after the date Federal funds were authorized for the loan.

Program POC:	Deborah Brown, Team Leader, FHWA Office of Innovative Program Delivery (Deborah.E.Brown@dot.gov, 202-366-4249)
Further Information:	http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/section_129/index.htm
How to Apply:	A state must discuss the project and loan structure with the FHWA Division Office. After ensuring the project meets all the requirements specific to Section 129(a)(7), the Division Office will authorize the entire amount of the loan or an incremental amount, depending on project cash flow. At this point, Federal-aid funds are obligated for whatever portion of the loan is authorized. Federal reimbursements can be received after the state actually disburses loan funds to the project sponsor. The non-Federal matching share for all Section 129 loan projects is 20 percent.
Authorization:	Intermodal Surface Transportation Efficiency Act, 1991; amended by the National Highway System Designation Act, 1995

DOT/FEDERAL HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY PERFORMANCE PROGRAM

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13-14

Purpose: (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Who is Eligible: State Departments of Transportation & Puerto Rico.

Eligibility Criteria: NHPP funds may be obligated only for a project on an "eligible facility" that is a project, part of a program of projects, or an eligible activity supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and is consistent with the planning requirements of Sections 134 and 135. Projects must be identified in the STIP/TIP and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). Under the NHPP, an "eligible facility" includes only those facilities located on the NHS, as defined in 23 U.S.C. 103, except as specified in the statute. Hence, the NHS may include "Other connector highways [...] that provide motor vehicle access between arterial routes on the National Highway System and a major intermodal transportation facility." Eligibility also includes ferry boats and terminals that serve NHS routes.

Program POC:	David Bartz, Federal Aid Highway Program (David.Bartz@dot.gov; 512-536-5906)
Further Information:	http://www.fhwa.dot.gov/map21/guidance/guidenhpp.cfm
How to Apply:	Varies with the State, Metropolitan Planning Organization or other unit of government involved in project selection. Hence, applicants are encouraged to work with their State DOT. This program is a formula program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

SURFACE TRANSPORTATION PROGRAM

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13-14

Purpose: To provide flexible funding for States and localities to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Who is Eligible: State Departments of Transportation, US territories and Puerto Rico.

Eligibility Criteria: There are 27 listed types of eligible projects, including construction of ferry boats and ferry terminal facilities eligible for funding under 23 U.S.C. 129(c). [Approach roadways for these terminals are eligible as projects to accommodate other transportation modes (pursuant to 23 U.S.C. 142(c)) and as a project that provides access into and out of the port under paragraph (25)(23 U.S.C. 133(b)(25)). Not subject to the Location of Project requirement in section 133(c).] Also, eligible projects also include only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port, if located within the boundaries of a port terminal. [Not subject to Location of Project requirement in section 133(c).] Other projects can include truck parking facilities eligible for funding under section 1401 of MAP–21 (notably inside the port gates), railway-highway grade crossings, and environmental mitigation Finally, there are other types of projects that seem port-related from hazard elimination to advanced truck stop electrification systems. Note that MAP-21 specifically includes ‘‘Replacement of Destroyed Bridges and Ferry Boat Service.” MAP-21 states that the funds apportioned under section 104(b)(2) to construct any bridge that replaces (A) any low water crossing (regardless of the length of the low water crossing); (B) any bridge that was destroyed prior to January 1, 1965; (C) any ferry that was in existence on January 1, 1984; or (D) any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers.

Program POC:	David Bartz, Federal Aid Highway Program (David.Bartz@dot.gov; 512-536-5906)
Further Information:	http://www.fhwa.dot.gov/map21/guidance/guidestp.cfm
How to Apply:	Varies with the State, Metropolitan Planning Organization or other unit of government involved in project selection. Hence, applicants are encouraged to work with their State DOT. This program is a formula program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

TRANSPORTATION INFRASTRUCTURE FINANCE & ASSISTANCE (TIFIA)

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Secured loans, Credit Lines & Loan Guarantees	***Authorized Year(s):***	FY13-14

Purpose: To provide federal credit assistance through direct loans, loan guarantees, and lines of credit to finance surface transportation projects. Expanded by MAP-21 to pay the subsidy cost of supporting federal credit. Also, MAP-21 calls for 10 percent set-aside for rural projects and an increase in the share of eligible project costs from 33 to 49 percent.

Who is Eligible: Public and Private Sponsors with Public Approval

Eligibility Criteria: Most types of projects retain their previous TIFIA eligibility, including: projects eligible for assistance under title 23 or chapter 53 of title 49, international bridges and tunnels, intercity passenger bus or rail facilities and vehicles, including those owned by Amtrak, public freight rail projects, private freight rail projects that provide public benefit for highway users by way of direct highway-rail freight interchange (a refinement of the SAFETEA-LU eligibility criterion), intermodal freight transfer facilities, projects providing access to, or improving the service of, the freight rail projects and transfer facilities described above, and surface transportation infrastructure modifications necessary to facilitate direct intermodal interchange, transfer and access into and out of a port.To receive TIFIA assistance, a project must have costs that equal or exceed at least one of the following: (1) $50 million; (2) for a rural infrastructure project (as defined below), $25 million; (3) for an intelligent transportation system (ITS) project, $15 million; or (4) one-third of the most recently-completed fiscal year's formula apportionments for the State in which the project is located. Multiple related TIFIA-eligible projects may be grouped in order to meet one of these cost thresholds as long as the projects' credit assistance is secured by a common pledge. [23 USC 601(a)(12)(D)(iv)]

Program POC:	Cheryl E. Jones, TIFIA Joint Program Office (Cheryl.Jones@dot.gov, 202-366-0317)
Further Information:	http://www.fhwa.dot.gov/ipd/tifia/
How to Apply:	MAP-21 requires DOT to establish a rolling application process for providing TIFIA credit assistance to eligible projects on terms acceptable to DOT. Also, after concluding its review of each Letter of Interest and related information submitted by the project, along with the independent financial analysis report from DOT's independent financial advisor, DOT will permit sponsors of eligible projects to submit complete applications. DOT will conduct a rolling application process where project sponsors may submit Letters of Interest at any time and DOT will permit project sponsors to apply once a favorable eligibility determination is made. The Letter of Interest must (i) describe the project and the location, purpose, and cost of the project, (ii) outline the proposed financial plan, including the requested credit assistance and the proposed obligor, (iii) provide a status of environmental review, and (iv) provide information regarding satisfaction of other eligibility requirements of the TIFIA credit program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

TERRITORIAL & PUERTO RICO HIGHWAY PROGRAM

Type:	Roadway and Port Development (limited)	***Program Status:***	Current
Funding Method:	Formula Grant	***Authorized Year(s):***	FY13-14

Purpose: To assist the governments of the U.S. territories in constructing and improving a system of arterial and collector highways and necessary inter-island connectors.

Who is Eligible: Puerto Rico and U.S. Territories including American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands

Eligibility Criteria: For Puerto Rico Highway Program funds, 50 percent for activities eligible under the new National Highway Performance Program (NHPP), 25 percent for activities eligible under the Highway Safety Improvement Program (HSIP), and 25percent may be used on any activity eligible under Title 23, Chapter 1 . For other US territories, current highway eligibilities are continued, including eligible surface transportation program projects described in 23 USC 133(b); cost-effective, preventive maintenance consistent with 23 USC 116(e); ferry boats, terminal facilities, and approaches, in accordance with 23 USC 129(b) and (c); engineering, economic surveys, and investigations for future highway program planning and financing; studies of the economy, safety, and convenience of highway use; regulation and equitable taxation of highway use; and research and development in connection with highway system planning, design, and maintenance. Finally, a port-related project is eligible if located within the boundaries of a port terminal and includes only such surface transportation infrastructure modifications necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.

Program POC:	Tony DeSimone, FHWA Ferry Program Manager (Anthony.Desimone@dot.gov, 317-226-5307)
Further Information:	http://www.fhwa.dot.gov/map21/tprhwy.cfm
How to Apply:	Varies with the State, Metropolitan Planning Organization or other unit of government involved in project selection. Hence, applicants are encouraged to work with their State DOT. This program is a formula program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

EMERGENCY RELIEF PROGRAM

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Grant	***Authorized Year(s):***	FY13-14

Purpose: To provide funding for emergency repairs and permanent repairs on Federal-aid highways and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

Who is Eligible: U.S. States, to which funds are allocated based on an assessment of repair costs following a disaster.

Eligibility Criteria: Emergency relief criteria include: (1.) Emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities, accomplished in the first 180 days after the disaster occurs, may be reimbursed at 100 percent Federal share; time period may be extended for delay in the ability to access damaged areas. (2.) For eligible permanent repairs to restore damaged facilities, up to 90% Federal share is allowed if total eligible expenses incurred by the State due to natural disasters or catastrophic failures in a Federal fiscal year exceeds the State's apportionments under 23 USC 104 for the fiscal year in which the event occurred. And (3.) The Federal share for repair work on Federal land, Federal land access, and tribal transportation facilities is 100%.Other emergency relief eligibilities are continued, with some changes, including: (1.) Addition of actual and necessary costs of maintenance and operation of transit service as eligible activity to provide a temporary substitute for highway traffic service. (2.) Debris removal is eligible only if the event is not declared a major disaster by the President or where the event is declared a major disaster by the President but the debris removal is not eligible for assistance under the Stafford Act.(3.) ER funds may participate in costs to repair or reconstruct a comparable facility, which is defined as a facility that meets the current geometric and construction standards required for the types and volume of traffic that the facility will carry over its design life. (4.) Construction phase defined – No funds may be used for repair or reconstruction of a bridge if the construction phase of a replacement structure is included in a State's approved transportation improvement program at the time of the event.

Program POC:	Greg Wolf, Office of Program Administration (Greg.Wolf@dot.gov, 202-366-4655)
Further Information:	http://www.fhwa.dot.gov/map21/er.cfm
How to Apply:	FHWA must receive an official request for ER funds from the State transportation department before funds can be allocated. And before a State can apply for ER funds, the Governor of the State must issue a formal proclamation of the existence of a disaster. If a Presidential declaration is made under the authority of the Stafford Act, then the Governor's declaration is not required, but is usually issued as well. The State, in cooperation with FHWA, undertakes damage assessments immediately following a disaster. The individual site damage assessments are compiled into a damage summary report with a summary of eligible repair costs. The Federal share of eligible statewide damages must meet or exceed $700,000 to be considered eligible for Emergency Relief program funding. The State's request for ER funding is submitted in writing to FHWA for a finding of eligibility and approval.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

MULTISTATE CORRIDOR OPERATIONS AND MANAGEMENT PROGRAM

Type:	Roadway Development	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13

Purpose: To promote regional cooperation, planning, and shared project implementation for programs and projects to improve multimodal transportation system management and operations.

Who is Eligible: State Departments of Transportation (Private partners and other industry stakeholders can provide and cite support)

Eligibility Criteria: (1.) Overall effectiveness - the Organization's vision and activities proposed addressing transportation issues, providing a multistate perspective, and aligning with DOT goals. (2.) Multimodal focus (3.) Transferability - the use of proposed technology to other transportation corridors (4.) Cost-effectiveness - benefits derived from proposed activities and costs (5.) Organizational structure and commitments - key partners' commitments, noting only State DOTs can apply. (6.) Support for ITS program initiatives - supporting or leveraging ongoing DOT ITS initiatives. (7.) Funding leverage- the commitment and/or ability to use other funding sources to meet the corridor's challenges. (8.) Past Performance related to ITS - examples of how the States potentially involved have deployed and maintained ITS solutions.

Program POC:	Bob Arnold, Director, FHWA Office of Transportation Management (202-366–1285, Robert.Arnold@dot.gov)
Further Information:	http://www.grants.gov/search/synopsis.do;jsessionid=jNlSRntcYPrB9GDhnn1K2RMLvr3jVMMchWHd2flDYZQQGKNtLwhX!1187197753
How to Apply:	Proposals should include: (1.) corridor description; (2.) transportation modes/facilities impacted; (3.) transportation challenges; (4.) current/proposed list of states and metropolitan areas involved, including transportation agencies, MPOs, transit operators, ports, waterway and port operators, etc., and the existing/proposed charter, governance, and/or procedural documentation. (5.) the corridor's vision, goals, & objectives; (6.) support for ITS program initiatives; (7.) a complete list of activities funded, including organizations and key staff, costs, supplemental funding sources, and a timeline; (8.) a description of the entity entering into the agreement with FHWA, and a description of how that entity will manage the funds; and finally, (9.) proposals should not exceed 25 pages in length not including addenda.
Authorization:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005

DOT/FEDERAL HIGHWAY ADMINISTRATION

PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE (General Fund)

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Increased Federal Share	***Authorized Year(s):***	FY13-14

Purpose: To quantitatively improve the throughput or provide long term congestion relief for passenger or freight movement for a part of the transportation network and clearly connect this improvement to sustainable economic productivity for the nation or the region in which it is located.

Who is Eligible: States, tribes, transit agencies, and multi-State or multi-jurisdictional groups of these entities are eligible to apply for competitive grant funding.

Eligibility Criteria: Eligible project means any surface transportation project or set of integrated surface transportation projects closely related in the function they perform eligible for Federal assistance under title 23, United States Code, including public or private rail facilities providing benefits to highway users, surface transportation infrastructure modifications to facilitate intermodal interchange, transfer, and access into and out of ports and other activities eligible under such title.

Program POC:	Crystal Jones, FHWA Office of Freight Management and Operations (Crystal.Jones@dot.gov, 202-366-2976)
Further Information:	http://www.fhwa.dot.gov/map21/guidance/guidesec1116.cfm
How to Apply:	Under SAFETEA-LU, the program was 100 percent earmarked. Under MAP-21, the process will be defined in the future. "How to Apply" will be determined upon appropriation.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

FERRY BOAT FORMULA PROGRAM (FBP)

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Formula Grant, using BTS' National Census of Ferry	***Authorized Year(s):***	FY13-14

Purpose: To construct/improve ferry boats or terminals where it is not feasible to build a bridge, tunnel, combination thereof, or other normal highway structure in lieu of the use of such ferry.

Who is Eligible: Puerto Rico and U.S. Territories.

Eligibility Criteria: Eligible entities are in accordance with 23 U.S.C. 129(c), and the project must meet the following conditions: (1.) It is not feasible to build a bridge or tunnel . (2.) The ferry service is on a route classified as a public road and not designated as an Interstate route. (3.) The ferry boat or terminal shall be publicly-owned, publicly operated or majority publicly owned if the Secretary determines the facility provides public benefits. (4.) The operating authority and the amount of fares shall be under State control or other public entity, and revenues derived shall be applied to actual and necessary costs (5.) The ferry may be operated within a State including Hawaii and any U.S. territory, between adjoining States, or between a U.S. point and Canada. Also, eligible activities include: (1.) Construction of ferry boat and ferry terminal facilities, including ferry maintenance facilities. (2.) Construction, according to 23 U.S.C. 101(a)(4), including: (a.) engineering & design services for \construction of a highway project, including project management, inspection, surveying, mapping (including the establishment of temporary and permanent geodetic control in accordance with specifications of the NOAA), and architecture services; (b.) reconstruction, resurfacing, restoration, rehabilitation and preservation; (c.) right-of-way acquisition; (d.) relocation assistance and acquisition, rehabilitation, relocation, and construction of replacement housing; (e.) elimination of roadside hazards; and (f.) improvements directly facilitating traffic flow including grade separation of intersections, widening of lanes, channelization of traffic, traffic control systems, and passenger loading and unloading areas. And temporary ferry operations are eligible if for bridge construction or maintenance.

Program POC:	Tony DeSimone, FHWA Ferry Program Manager (Anthony.Desimone@dot.gov, 317-226-5307)
Further Information:	http://www.fhwa.dot.gov/specialfunding/fbp/
How to Apply:	Applicants cannot apply for this program at the Federal level; it is a formula program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

TECHNOLOGY AND INNOVATION DEPLOYMENT PROGRAM

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY13-14

Purpose: To accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.

Who is Eligible: State agencies

Eligibility Criteria: Activities that are eligible for funding under the program include deploying research results and products developed under the Highway Research and Development program;providing technical assistance and training to researchers and developers; developing improved tools and methods to accelerate adoption of proven innovative practices and technologies as standard practices; and implementing the Future Strategic Highway Research Program findings and results; and notably establishing and carrying out demonstration programs.

Program POC:	Jimmy Chu, Office of Transportation Management (Jimmy.Chu@dot.gov, 202-366-3379)
Further Information:	http://www.fhwa.dot.gov/map21/tid.cfm
How to Apply:	Applicants cannot apply for this program at the Federal level; it is a formula program.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL HIGHWAY ADMINISTRATION

PRIORITIZATION OF PROJECTS TO IMPROVE FREIGHT MOVEMENT

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Project prioritization (to increase federal share)	***Authorized Year(s):***	FY13

Purpose: To approve an increased Federal share for projects eligible under Section 1116. The allowable Federal share payable for a project is established at the time of project authorization.

Who is Eligible: State agencies

Eligibility Criteria: The Secretary must certify that the following two requirements are met: (1.)The project demonstrates an improvement to the efficient movement of freight, including making progress toward meeting performance targets for freight to be established under section 23 U.S.C 150(d) (MAP-21 §1203); and (2.)The project is identified in a State Freight Plan. Until the targets under 23 U.S.C. 150(d) are established, states should describe how the project makes progress toward achieving the national goal for freight movement and economic vitality under 23 U.S.C. 150(b)(5) to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. After the targets are established, the state will need to demonstrate how a project makes progress toward meeting these targets for freight movement. And the State Freight Plan must include the elements described under MAP-21 Section 1118(b), State Freight Plans. While Federal law does not require the States to have State Freight Plans, the inclusion of a project in a State Freight Plan is an express statutory requirement to be eligible for increased Federal share under Section 1116(b)(2). Thus, States must develop State Freight Plans in order to take advantage of Section 1116. States may develop State Freight Plans either separate from, or incorporated into the strategic long-range transportation plan required by 23 U.S.C. 135. The following would generally not be eligible for increased Federal share under Section 1116: (1.) Projects located on facilities that prohibit commercial vehicles, including managed lanes where commercial vehicles are restricted; and (2.) freight projects not eligible under 23 U.S.C.

Program POC:	Crystal Jones, FHWA Office of Freight Management and Operations (Crystal.Jones@dot.gov, 202-366-2976)
Further Information:	http://www.fhwa.dot.gov/map21/guidance/guidesec1116.cfm
How to Apply:	This program is for prioritization to be considered for increased cost share; it is not a funding source. After review by the MAP-21 State Freight Advisory Committees, the State requests project prioritization from the FHWA for the NHPP and STP. Until the performance targets under 23 U.S.C. 150(d) are established, the project sponsor must demonstrate how the project will improve efficient freight movement . This demonstration should be made by providing a detailed discussion of the following: (1) the project is for freight; (2) a freight mobility need the project will address; (3) a reference to the relevant information in the State Freight Plan; and (4) a description of how the project will make progress to achieve the performance targets the national goal for freight movement and economic vitality to improve the national freight network, strengthen the ability of rural communities to access national/international trade markets, and support regional economic development.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21), 2012

DOT/FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

COMMERCIAL VEHICLE INFORMATION SYSTEM & NETWORKS CORE DEPLOYMENT GRANTS

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FY2013

Purpose: To improve safety, simplify operations, improve efficiency and freight mobility, improve security, achieve nationwide deployment, with all jurisdictions participating . Stemming from these goals, its objectives include to improve safety and productivity of motor carriers, commercial vehicles and their drivers; improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement' improve commercial vehicle data sharing within states and between states and FMCSA; and reduce federal/state and industry regulatory and administrative costs.

Who is Eligible: The FMCSA may award CVISN funds to agencies of States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands that are designated as the lead agency in the State's CVISN Program Plan and Top-Level Design (PP/TLD). [State are able to receive up to $2.5M (aggregate over the lifetime of the program) to obtain core. Once FMCSA certifies that they are core, the State is eligible for up to $1M in expanded funds each fiscal year.]

Eligibility Criteria: The agency in each state and the District of Columbia that is designated as the primary agency responsible for the development, implementation, and maintenance of CVISN-related systems is eligible to apply for grant funding.

Program POC:	Julie Otto, CVISN Grant Administrative Manager (julie.otto@dot.gov, 202-366-0710)
Further Information:	http://www.fmcsa.dot.gov/facts-research/cvisn/faq.htm
How to Apply:	All CVISN program applications for FY 2013 must include: (1) SF-424, (2) SF-424A&B for Non-Construction Program, and (3.) SF-LLL for Lobbying Activities. The application must also include: (1) Applicant's project narrative including a problem statement, objectives, goals, strategies and activities, (2) an evaluation or monitoring plan, (3) a description of the Applicant's organizational capacity, (4) a budget narrative including line-item budget and a budget narrative that justifies the budget requested by line item, (5) current approved indirect cost rate letter (if applicable); (6) Key Contacts Form; (7) SAFETEA-LU Section 4126e self-certification statement; (7) Applicant's FMCSA core certification letter (if applicable); and (8) Applicant's FMCSA core or expanded program plan/top level design approval letter. See the NOFA for more information.
Authorization:	SAFETEA-LU, amended - Moving Ahead for Progress in the 21st Century, 2012

DOT/FEDERAL RAILROAD ADMINISTRATION

RAILROAD REHABILITATION & IMPROVEMENT FINANCE (RRIF)

Type:	Roadway, Railway, and Port Development	***Program Status:***	Current
Funding Method:	Direct loans and loan guarantees	***Authorized Year(s):***	Not applicable

Purpose: To provide financing for the development of railroad infrastructure

Who is Eligible: State and local governments; interstate compacts consented to by Congress under section 410(a) of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24010 note); government sponsored authorities and corporations; railroads; joint ventures that include at least one railroad; and limited option rail freight shippers that own or operate a plant or other facility that is served by no more than a single railroad that applies solely for the purpose of constructing a rail connection between a plant or facility and a second rail carrier are eligible for direct loans and loan guarantees under the RRIF program. (45 U.S.C. § 822(a)).

Eligibility Criteria: RRIF direct loans and loan guarantees may be used to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops; refinance outstanding debt incurred for the above purposes; or to develop or establish new intermodal or railroad facilities. (45 U.S.C. § 822(b)).

Program POC:	Barbara Barr, Chief of Credit Programs (Barbara.Barr@dot.gov, 202-493-6051)
Further Information:	http://www.fra.dot.gov/Page/P0128
How to Apply:	Applicants should schedule a pre-app meeting to discuss the project. Applicants must submit the information by mail to Federal Railroad Administration, Office of Railroad Development, Innovative Finance Division, RPD-12, Room W36-320, 1200 New Jersey Avenue, SE, Washington, DC 20590. In reviewing applications, FRA will prioritize projects enhancing public safety and/or the environment; promote economic development; enable US companies to be more competitive in internationally; are endorsed by the STIP; preserve/enhance rail or intermodal service to small communities or rural areas; enhance service and capacity in the national rail system; and materially alleviate rail capacity problems degrading service to shippers and fulfilling a need in the national transportation system. More information is available in 75 Fed. Reg. 60165 (Sept. 29, 2010). Applicants must comply with the National Environmental Policy Act and the National Historic Preservation Act.
Authorization:	Title V of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. § 821 et seq.)

DOT/FEDERAL TRANSIT ADMINISTRATION

PASSENGER FERRY GRANT PROGRAM

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Discretionary Grant	***Authorized Year(s):***	FYs 2013 and FY 2014

Purpose: To support passenger ferry projects

Who is Eligible: A Notice of Funding Availability (NOFA) will be published soon.

Eligibility Criteria: NOFA will be published soon.

Program POC:	Vanessa Williams, Transportation Program Specialist (202-366–4818; vanessa.williams@dot.gov)
Further Information:	Sign up for automatic emails updates regarding Section 5307 Urbanized Area Formula Grants program, Passenger Ferry Grants at: http://www.fta.dot.gov/grants/13093_3561.html.
How to Apply:	FTA is currently working on the eligibility of the new passenger ferry grant program. Once the eligibility decision is made we will inform the public. Yet in FYs 2013 and 2014, $30 million per year is set aside from the Urbanized Area Formula Grants Program to support passenger ferry projects. Funding will be awarded on a competitive basis. FTA will publish more details on program purpose, eligible applicants and activities, and cost sharing or matching in a subsequent NOFA.
Authorization:	Moving Ahead for Progress in the 21st Century (MAP-21)

DOT/MARITIME ADMINISTRATION

SMALL SHIPYARD GRANT PROGRAM

Type:	Shipyard/Maritime	***Program Status:***	Pending
Funding Method:	Grant	***Authorized Year(s):***	FY11

Purpose: To make grants available for capital and related improvements for qualified shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to foster technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

Who is Eligible: The applicant must be the operating company of the shipyard facility. The shipyard facility must construct, repair, or reconfigure vessels 40 ft. in length or greater, for commercial or government use. And the shipyard facility for which a grant is sought must be in a single geographical location, located in or near a maritime community, and may not have more than 1200 production employees.

Eligibility Criteria: Capital and related improvement projects effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration; and training projects that will be effective in fostering employee skills and enhancing productivity. For capital improvement projects, all items proposed for funding must be new and to be owned by the applicant. For both capital improvement and training projects, all project costs, including the recipient's share, must be incurred after the date of the grant agreement.

Program POC:	David Heller, MARAD Office of Shipyards (David.Heller@dot.gov;; (202) 366–1850)
Further Information:	2012 Recipients (http://www.marad.dot.gov/news_room_landing_page/news_releases_summary/news_release/MARAD_03-12.htm)
How to Apply:	Applicants must submit an original and one hard copy with two CDs, each containing a complete electronic version, in PDF format to: Associate Administrator for Business and Finance Development, Room W21–318, Maritime Administration, 1200 New Jersey Ave. SE., Washington, DC 20590. A shipyard facility in a single geographic location applying for multiple projects must do so in a single application. The application for a grant must include all of the following information as an addendum to Form SF–424. The information should be organized in sections as described below: http://www.gpo.gov/fdsys/pkg/FR-2011-12 12/pdf/2011-31830.pdf. Also, the Federal funds for any eligible project will not exceed 75 percent of the total cost of such project.
Authorization:	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2012

USDA/FARM SERVICE AGENCY

REIMBURSEMENT TRANSPORTATION COST PAYMENT

Type:	Roadway, Railway, and Port Development	***Program Status:***	Recent
Funding Method:	Cost Reimbursement	***Authorized Year(s):***	FY12

Purpose: To provide assistance to geographically-disadvantaged farmers and ranchers.

Who is Eligible: Agricultural producers (e.g., farmers) eligible for RTCP include geographically disadvantaged farmers and ranchers in Hawaii and Alaska or an insular area. This includes farmers and ranchers from Hawaii, Alaska, Commonwealth of Puerto Rico, Guam, American Samoa, Commonwealth of the Northern Mariana Islands, Federated States of Micronesia, Republic of the Marshall Islands, Republic of Palau, Virgin Island of the United States. Also, average non-farm income cannot exceed $500,000. And producers,ust be a citizen or a legal resident alien of the United States in accordance with 7 CFR Part 1400 for foreign persons.

Eligibility Criteria: Eligible commodities include any agricultural commodity (including horticulture, aquaculture, and floriculture) food, feed, fiber, livestock (including elk, reindeer, bison, horses, and deer), insects or products thereof, are eligible for the RTCP for geographically disadvantaged farmers and ranchers. Further, producers must be transporting eligible agricultural commodities to an approved area, provide proof of the amount of costs incurred for the transportation of the agricultural commodity or input, and comply with conservation and wetland protection requirements on all their land.

Program POC:	Isabel M. Benemelis (isabel.benemelis@wdc.usda.gov, 202-720-7809)
Further Information:	http://www.fsa.usda.gov/FSA/webapp?area=home&subject=prsu&topic=rtcp
How to Apply:	Applicants shall file an application for benefits at their local FSA Service Center that maintains the farm records for their business. Applicants located in the insular areas of the Pacific Basin shall file an application for benefits directly with the Hawaii State and Pacific Basin Office. Applications and other documents required for RTCP program participation may be obtained by calling toll free 1-866-794-1079. Applicants in the insular areas of the Pacific Basin may submit completed program documents during the announced signup period to the following address: Hawaii State and Pacific Basin Office, 737 Bishop Street, Suite 2340, Honolulu, HI 96813
Authorization:	Food, Conservation, and Energy Act, 2008

USDA/FARM SERVICE AGENCY

FARM STORAGE FACILITY LOAN PROGRAM

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Loan	***Authorized Year(s):***	FY13

Purpose: To provide low-interest financing for producers to build or upgrade farm storage and handling facilities.

Who is Eligible: Farm producers, and the following must sign the loan agreement: all individuals including spouses for sole proprietorships and joint ventures; any member unless the Articles of Partnership are more restrictive for general partnerships; and an individual with signature authority on file with FSA for corporations/limited partnerships. Further, the available ports/terminals list approved to handle and store CCC packaged processed commodities is available at http://www.fsa.usda.gov/Internet/FSA_File/apprvdportfacilities.pdf. KC-359, the Port Availability Request Form, is used by port authorities/facility operators to apply to handle/store CCC food aid commodities. It helps determine suitability and aid with arrangements for conducting port/facility inspections. Finally, the Port Terminal Checklist and Transloading Checklist are completed by the warehouse examiners when conducting inspections.

Eligibility Criteria: The following commodities are eligible for farm storage facility loans: corn, grain sorghum, rice, soybeans, oats, peanuts, wheat, barley or minor oilseeds harvested as whole grain; grain sorghum, wheat, oats or barley harvested as other-than-whole grain; pulse crops including lentils, chickpeas and dry peas; hay; renewable biomass; and fruits (including nuts) and vegetables in cold storage facilities. For other eligible factors such as on what costs can be reimbursed and what facilities and improvements can be made, go to http://www.fsa.usda.gov/FSA/newsReleases?area=newsroom&subject=landing&topic=pfs&newstype=prfactsheet&type=detail&item=pf_20110325_farln_en_frmstln.html.

Program POC:	Isabel M. Benemelis (isabel.benemelis@wdc.usda.gov, 202-720-7809)
Further Information:	http://www.fsa.usda.gov/FSA/webapp?area=home&subject=prsu&topic=flp-fp
How to Apply:	Go to http://www.fsa.usda.gov/FSA/webapp?area=home&subject=prsu&topic=flp-fp and download the following three forms:(1.) CCC-0185 - Loan Application and Approval for Farm Storage and Drying Equipment Loan Program; (2.) CCC-191 - County Offices obtain the CCC-191 from the primary contractor(s) for storage and handling facility construction projects to protect CCC from mechanics lien; and (3.) CCC-194 - Farm Storage Facility Loan Subordination Agreement (Lien on Real Property). This form is used to determine eligibility for CCC financing for farm storage and drying equipment. Further, loan applications should be filed in the administrative FSA Office maintaining the farm's records. Also, loan acquisition costs include a nonrefundable $100 application fee, severance agreements, attorney fees, real estate lien search fees, and instrument filing fees and title search/opinion or title insurance for loans over $50,000.CCC will pay all collateral lien searches and recording fees for filing Form UCC-1 and credit reports.
Authorization:	Food, Conservation, and Energy Act, 2008

USDA/FARM SERVICE AGENCY

SUGAR STORAGE FACILITY LOAN PROGRAM

Type:	Port/Maritime	***Program Status:***	Current
Funding Method:	Loan	***Authorized Year(s):***	FY13

Purpose: For the construction or upgrading of storage and handling facilities for raw sugars and refined sugars.

Who is Eligible: Any processor of domestically produced sugarcane or sugar beets with satisfactory credit history; demonstrates the ability to repay the debt resulting from SSFL; is not delinquent on any Federal debt; is not solely a sugar marketing cooperative or company; demonstrates a need for increased storage capacity; demonstrates compliance with any applicable local zoning, land use, and building codes; and demonstrates compliance with NEPA, FSA's NEPA regulations, and is approved by CCC to store sugar owned by CCC or pledged as security to CCC for nonrecourse loans. Further, KC-359, the Port Availability Request Form, is used by port authorities/facility operators to apply to handle/store CCC food aid commodities, and help determine suitability and aid with arrangements for conducting port/facility inspections. (And warehouse examiners complete the Port Terminal and Transloading Checklists when conducting inspections.)

Eligibility Criteria: Loans shall only be made for purchasing and installing eligible storage facilities, permanently handling equipment, or remodeling existing facilities as follows: (1.) new conventional type bins or silos designed for and used to store raw or refined sugar; (2.) having a useful life of at least 15 years, (3.) new flat-type storage structures, including a permanent concrete floor and bulkheads; (4.) designed for and used to store raw or refined sugar, having a useful life of at least 15 years; (5.) new storage structures designed for and used to store in-process sugar, having a useful life of at least 15 years; (6.) new electrical equipment, such as lighting, motors, and wiring, integral to the proper operation of the sugar storage and handling equipment; (7.) new equipment to improve, maintain, or monitor the quality of stored sugar, such moisture testers and heat detectors, in conjunction with a proposed storage facility; (8.) new concrete foundations, aprons, pits, and pads, including site preparation, labor, and (9.) material, essential to the proper operation of the sugar storage and handling equipment; (10.) new permanently affixed sugar handling equipment determined by STC to be needed and essential to the proper functioning of a storage system (without a loan for storage structures); (11.) renovating existing storage according to subparagraph C without an increase in storage capacity; and finally, (12.) safety equipment, as required by CCC, such as lighting and inside and outside ladders.

Program POC:	Isabel M. Benemelis (isabel.benemelis@wdc.usda.gov, 202-720-7809)
Further Information:	http://www.fsa.usda.gov/FSA/webapp?area=home&subject=prsu&topic=flp-sp
How to Apply:	This program requires applicants submit complete applications to the STC for consideration and retain a copy of the case file at the County Office. (Applicants may obtain CCC-185-SU and other forms from the eForms public website at http://forms.sc.egov.usda.gov to prepare applications and shall not fax signed applications; a corporate seal is required on CCC-185-SU.) County offices shall ensure all of the following forms are complete and submitted before processing the application including CCC-185-SU and supporting documents. For applications missing information, the County shall notify the applicant in writing, providing 15 calendar workdays to provide missing information. (If no response within 30 calendar days, refer the application to STC for disapproval and provide appeal rights.) Finally, County Offices shall not assist in preparing CCC-185-SU or submit CCC-185-SU data to APSS until after the application is approved by STC.
Authorization:	Food, Conservation, and Energy Act, 2008

CMTS

U.S. Committee on the Marine Transportation System

Committee on the Marine Transportation System
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-3612
www.cmts.gov