



Questions & Answers Regarding Urban Partnership Agreements (UPAs) and Related Discretionary Programs

April 2, 2007

In December 2006, when the US Department of Transportation (USDOT) first announced UPAs in the Federal Register, 3 programs were involved and some \$130 million in financial support was available. The following material contains additional information about those programs, as well as information on 10 more programs and approximately \$1.1 billion in additional funding now relevant to Urban Partnership Agreements (UPAs).

The following questions and answers are intended solely as guidance to supplement the terms, conditions, and other matters set forth in those solicitations issued by the U.S. Department of Transportation (USDOT) in connection with the Urban Partnership Program. In no event shall such questions and answers be deemed to be USDOT's binding legal interpretation of any statute or regulation.

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A. PROCEDURAL: -- Applications, Forms, Participants, Deadlines, etc.

A-1. How many applications must be submitted?

A: There are 13 relevant programs, and applicants must apply to each one from which it seeks either a designation or actual funding. There is 1 application to become an Urban Partner and eventually enter into a signed Urban Partnership Agreement (UPA). The designation of Urban Partner, however, includes no specific funding. There are also 12 separate discretionary programs from which funding is available. Interested parties may apply to any and all programs, but they must meet the separate requirements established by each program applied to. Federal Register notices published by USDOT in December 2006 indicated the availability of only the Urban Partnership Agreement program and 2 related funding programs: (1) the Research and Innovative Technology Administration's (RITA) Intelligent Transportation Systems – Operational Testing to Mitigate Congestion (ITS-OTMC) program; and (2) the Federal Highway Administration's (FHWA) Value Pricing Pilot Program (VPPP). Circumstances resulting from the FY 2007 continuing resolution have now made additional funding available from 3 Federal Transit Administration (FTA) and 7 FHWA discretionary grant programs.

The 12 different programs to which interested parties may apply for funding are listed below. Information about applying to the programs is provided on the last page of this document.

1. RITA's Intelligent Transportation Systems –Operational Testing to Mitigate Congestion (ITS-OTMC)
2. FHWA's Value Pricing Pilot Program (VPPP)
3. FTA's New Starts/Small Starts Program
4. FTA's Bus & Bus Facilities Program
5. FTA's Alternatives Analysis Program
6. FHWA's Delta Region Development Program
7. FHWA's Ferry Boat Discretionary Program
8. FHWA's Highways for Life Program
9. FHWA's Innovative Bridge Research and Deployment Program
10. FHWA's Public Lands Highway Discretionary Program
11. FHWA's Transportation, Community, and System Preservation (TCSP) Program
12. FHWA's Truck Parking Pilot Program

A-2. If funds are only available directly through the ITS-OTMC, VPPP and other programs, why should interested parties apply for a UPA designation?

A: Because of the Department's interest in broad, comprehensive approaches to solving urban area congestion, the Department is giving funding priority under a number of the other programs to those parties that are designated as Urban Partners. Besides priority consideration for funding, the Department will also support its Urban Partners with regulatory flexibility and dedicated expertise and personnel to the extent possible.

It is possible to apply only to individual grant programs, but, as noted above, priority consideration generally will be given to applicants who receive an Urban Partner designation.

It is also possible to apply only to the UPA program and still be designated an Urban Partner. However, parties must also apply to relevant grant programs to receive any funding support.

A-3. To whom must applications be submitted?

A: The submission address depends on the program.

UPA. UPA applications may be submitted via one of two methods:

- (1) By e-mail to Thomas M. McNamara at: thomas.mcnamara@dot.gov; or
- (2) By hard copy (3 copies required) to Thomas M. McNamara, Office of the Assistant Secretary for Transportation Policy, U.S. Department of Transportation, Room 10305 (P-20), 400 7th Street, SW., Washington, DC 20590.

Electronic submittals are encouraged.

ITS-OTMC. Applications to RITA's ITS-OTMC program must be submitted electronically at www.grants.gov under Funding Opportunity Number DTFH61-07-RA-00111.

VPP program. Applications to FHWA's VPP program must be submitted electronically at www.grants.gov under Funding Opportunity Number DTFH61-07-RA-00116.

Bus and Bus Facilities program. Applications to FTA's Bus and Bus Facilities program may be submitted via one of two methods:

- (1) Electronically at www.grants.gov under Funding Opportunity Number D2007-BUSP-650-0001. Please confirm all Bus program www.grants.gov submissions by emailing busprogram@dot.gov; or
- (2) By email at busprogram@dot.gov.

Alternatives Analysis program. Applications to FTA's Alternatives Analysis Discretionary program may be submitted via one of three methods:

- (1) Online at www.grants.gov;
- (2) Via email to 5339GrantApplication@dot.gov; or
- (3) By paper application to Steve Lewis-Workman, Federal Transit Administration, TPE-21, 400 Seventh Street, S.W., Washington, DC 20590.

NOTE: In order to submit applications through www.grants.gov, applicants must first register their organization with the website. Because the registration process may take up to two weeks, applicants are encouraged to register early if this is their first time using the grants.gov system.

Any application submitted to other FHWA or FTA programs should comply with the instructions available on those respective program solicitations. (See the solicitation websites listed at the end of this document.)

To facilitate cross-referencing and the US DOT's review of relevant applications, interested parties may choose to submit identical, combined applications to each program from which they seek designation or funding. For example, a party applying to the UPA and all 12 related discretionary funding programs could submit to each of the 13 programs a combined application with 13 "chapters," with chapter 1 responding to the UPA solicitation, chapter 2 responding to one discretionary funding program, and so forth. If, for example, the same party were instead to apply to just the UPA plus 7 additional programs, their application would include 8 "chapters." While this combined application procedure results in redundant materials being submitted throughout the Department, it helps to ensure coordination across program offices and application processes.

A-4. Are there required or preferred forms for filing an application?

A: For the UPA program, there are no required or preferred application forms.

There are required forms for the ITS-OTMC and the VPP Programs, and these are designated in the solicitations on www.grants.gov and include: SF 424, SF 424A, SF 424B, SF LLL, Grants.gov Lobbying Form, and Grants.gov Attachments Form.

For the other discretionary programs, applicants should consult the solicitation information for the respective programs. (See program information websites at the end of this document.)

A-5. Must there be a lead agent in the Urban Partnership?

A: No lead agent is required for the UPA Program, but there must be an organization who serves as the point of contact. The Department defers to applicants to determine the organizations that will participate in an urban partnership and to decide which organization(s), if any, will serve as the lead agent. However, applicants must identify a point of contact for the partnership. For example, a County government may submit an application on behalf of a partnership that might include the State that has jurisdiction over its highways.

For the ITS-OTMC and the VPP Program, a lead agent is required. The lead agent is the organization that submits the application at www.grants.gov and will be the prime awardee in any resulting grant award. Competition for the VPP and ITS-OTMC Programs is limited to State or local governments or public authorities, such as State departments of transportation, transit authorities, and tolling agencies. Although prime awards must be with the aforementioned public entities, those entities may partner with private tolling authorities, other for-profit companies, and non-profit organizations at the sub-award level.

For the other discretionary programs, applicants should consult the solicitation information for the respective programs. (See program information websites at the end of this document.)

A-6. Can private sector companies partner with a public entity and be eligible to receive Federal funds?

A: Yes. It is fully expected and welcome that private companies may participate with Urban Partners to provide expertise in operations, deployment, testing, evaluation, etc. Nevertheless, the allocation of awarded funds must comply with State funding and financing procedures, which might require competition among private parties in order to receive funding. Note that multiple Urban Partners in geographically dispersed locations could partner with one or more private sector organizations to leverage “common” technology, including telecommunications or data capabilities, in order to bring down overall costs by not building duplicative capabilities.

A-7. Can two cities that are geographically separated submit a joint proposal, sharing (for example) back-office costs for toll collection?

A: Yes. Although it is expected that instances of multiple jurisdictions participating in a single application will typically involve contiguous or nearby jurisdictions, parties that are (widely) geographically separated are not precluded from submitting a single application.

From a practical viewpoint, however, obtaining public and political support from two distinct locations is likely to add complexity to the applicant's overall efforts.

A-8. When are applications due?

A. The UPA, ITS-OTMC, VPPP, and the other FHWA discretionary program applications are due April 30, 2007. The FTA's discretionary program applications are due May 22, 2007.

B. FUNDING: Funding Amounts, Funding Sources, Eligible Expenses, Project Match, etc.

B-1. What is the total amount of funding that could be available for Urban Partnership Agreements (UPAs)?

A: The USDOT anticipates that approximately \$1.2 billion in various USDOT discretionary funding programs will be available for surface transportation over the three-year FY 2007-2009 period, subject to availability. The Department expects that a significant portion of this funding will be used to support Urban Partnership Agreements, including the estimated \$130 million from the ITS-OTMC and the VPP Programs indicated in the December 2006 Federal Register notices covering these programs.

B-2. Where would the funding come from for Urban Partnership Agreements?

A: Funding from existing federal-aid programs may be used to support Urban Partnership Agreements, subject to the terms and conditions of those programs. These programs include the VPP Program, the ITS-OTMC program, and a number of other FTA and FHWA discretionary funds. For a complete list of these programs, see Question A-1 above. Applicants MUST apply to each separate program in accordance with each program's requirements as specified in US DOT solicitations.

B-3. Will there be an impact on other formula-based Federal-aid programs?

A: No. There will be no impact on other formula-based Federal-aid programs.

B-4. Can federally-funded facilities be tolled, and under what circumstances?

A: Yes. They can be tolled, but Federal authority to toll is required if Federal funds have been or are expected to be expended on a facility. The various authorities for tolling Federally-funded facilities are available under six separate programs. These are discussed on FHWA's Tolling and Pricing home page at: <http://ops.fhwa.dot.gov/tolling-pricing/programs.htm>.

B-5. Can parking (e.g., park-and-ride facilities) and transit investments be included in the proposal for funding?

A: The VPP program permits funding of project costs to mitigate the impacts of pricing on low-income individuals. The ITS-OTMC program can also fund technology components of these investments. In addition, revenues from the pricing (tolling) activities themselves may also be used to support transit and parking capital and operations costs.

Some of the other 10 discretionary programs would also support funding of parking and transit investments. Applicants should check with the requirements for those respective programs. (How to access further information about those programs is provided at the end of this document.)

In addition, other existing Federal transit funding programs also permit use of funds to support parking and transit facilities.

B-6. Can planning, design, and outreach costs be funded?

A: As a general matter, yes. Applicants should consult individual program information regarding eligible costs under each specific program.

B-7. Can VPPP funding be used to convert HOV lanes to HOT lanes or to develop new HOT lanes?

A: As a practical matter, these activities would not receive consideration. General authority for HOV to HOT conversions and construction of new HOT lanes has been provided under the SAFETEA-LU and has been codified under Section 166 of Title 23. As a result, applicants are expected to the extent practical to pursue these particular activities without special Federal support.

B-8. Can funding be used to convert one or more existing free general-purpose lanes to HOT or Express Toll Lanes, including networks of such converted lanes?

A: Yes. Conversions of existing free general-purpose lanes to toll lanes (either HOT lanes, express toll lanes, truck-only toll lanes, or other such toll lanes) have not been “mainstreamed,” and are therefore eligible for funding. This includes networks of converted lanes.

B-9. Can ongoing ITS deployments be supported with funding?

A: Yes. Funding can be used to support system upgrade costs and incremental operations and maintenance costs for the innovative enhancement, as long as the ITS features proposed for funding are complementary to the success of the proposed congestion pricing component. For example, traveler information may include real time information on transit schedules and fares, parking availability, and real time information on highway travel times and tolls on alternative routes and times of the day. This will be essential so that commuters can make rational, informed choices based on monetary and travel time costs for alternative modes, for alternative routes, and for alternatives times of the day – thus maximizing their trip efficiency and that of the system.

B-10. Can Federal funds be used for essential transit services to provide alternatives for those not wanting to pay a toll?

A: Yes. The VPP program permits funding of project costs to mitigate the impacts of pricing on low-income individuals. To the extent that transit services provide such mitigation, they would be eligible for funding under the VPP program, subject to funding availability and US DOT’s general desire to use VPP program funds for operational rather than capital improvements. Revenues from pricing may also be used to support transit and parking capital and operations costs in order to mitigate impacts on low-income individuals. The ITS-

OTMC program could also fund technology components of transit services. (See also answer to Question. B-5)

B-11. Can Federal funds be used to provide monetary allowances to those affected by a pricing project, so that travelers can use their allowances to pay tolls or for alternatives such as transit, similar to “cash-out” of employer-paid parking?

A: Yes. The VPPP permits funding of project costs to mitigate the impacts of pricing on low-income individuals. To the extent that travel allowances provide such mitigation, they would be eligible for funding under the VPPP. Given the limited funding available under the VPP program, however, applicants are instead encouraged to dedicate some portion of new pricing revenues for this purpose. ITS funds may be used to support the back-office systems needed to carry out the pricing and funding schemes.

C. PROJECT CONTENTS: Four Ts, Versions of Pricing, Preferred Emphasis, etc.

C-1. Must each of the four Ts – tolling, transit, telecommuting and technology – be integrated into the proposal?

A: No. There is no absolute requirement that any of the four Ts be included in an application. However, applicants should be informed that the Department seeks proposals that set out broad, comprehensive approaches to solving major amounts of urban area congestion. Accordingly, those proposals which contain a package of diverse, wide-ranging measures are likely to be more successful than those with few and narrow measures. It may be further noted that among the four Ts, the one dealing with tolling (pricing) is considered the most important. Applications that exclude pricing – either of roadways, bridges, tunnels or even parking facilities – will be at a competitive disadvantage against applications that include pricing. With respect to the technology “T”, for example, the Department will be looking for technologies that provide for aggressive multimodal real-time traveler information about pricing alternatives for highways, arterials, transit, and parking facilities, as well as coordinated multimodal management of the surface transportation system to enable mode and route choice.

C-2. Can other “non-T” components (e.g., incident response measures) be included in the proposal?

A: Yes. Other “non-T” components can be included. The US DOT seeks broad, comprehensive solutions to reducing congestion, and the four Ts help meet that objective. However, there is no strict requirement that all four Ts be included, nor will non-Ts be excluded from consideration. The ITS-OTMC program specifically allows for the submission of any innovative congestion reducing strategy, although proposals that include strategies that support the four T’s are given priority.

C-3. Is there a preference for a specific type of road pricing – for example, is cordon pricing preferred to a multi-facility pricing proposal?

A: No. There is no preference for a specific type of road pricing. Rather, localities are expected to select and support the pricing arrangement that best meets local traffic, operating, public and political constraints. And, within the range of pricing possibilities, those that focus on roadway facilities, rather than exclusively on parking facilities, rental fleet supply,

or other non-roadway measures, are expected to be given a preference. US DOT is most interested in recapturing highway capacity that is lost during peak periods due to congestion, by “metering” traffic demand for use of highways through a pricing mechanism.

C-4. Can some of the non-pricing components be implemented first, with pricing becoming operational at a later date?

A: Yes. There is no strict timetable for implementing any of the Urban Partnership Agreement components. However, the Department is expected to have a preference for near-term implementation, even if only on a trial basis.

For the ITS-OTMC Program, the Department encourages the submission of project proposals that can demonstrate that proposed strategies will be implemented in a relatively short time frame (e.g., within 12 to 18 months from the award of the grants). Grant awards are expected to be made on or about October 1, 2007. The Department estimates the period of performance for the grant awards under the ITS-OTMC Program will be three years.

C-5. Can there be a phased approach for implementation, i.e., incremental implementation, or does there need to be full deployment up front?

A: Yes, there can be phased implementation, and certain conditions and/or measures may require phasing. (See also answer to prior question.)

C-6. Does the facility or facilities to be priced have to be specifically named in the proposal, or will it be acceptable to simply indicate the characteristics of the facility and the magnitude of congestion reduction impact that is anticipated?

A: No, specific facilities do not have to be named in the proposal. Note, however, that an important factor in selection of proposals for an award will be the extent of community support and commitment demonstrated by the application, and the naming of specific facilities to be priced will be viewed as an indicator that public support has already been developed. Also, note that more specific information will be needed by US DOT from all preliminary Urban Partners during the negotiation phase that will commence after selection of Preliminary Urban Partners on June 8, 2007. US DOT will need to know where the requested funding will be used.

D. PROJECT CONTENTS – SPECIFIC QUESTIONS ON PROJECTS NOT INVOLVING PRICING OF ROADWAYS (TOLLS)

D-1. Would a comprehensive parking pricing project that does not include pricing of roadway facilities (tolling) be eligible for funding?

A: Yes, it would be eligible under the VPPP. However, priority would be given to an applicant whose proposed partnership includes pricing of roadway facilities.

D-2. If certain types of pricing (e.g., pay-per-mile car insurance or pay-per-use carsharing) are not explicitly mentioned in the Federal Register Notices, are they still eligible for funding?

A: Yes, they would be eligible under the VPPP. However, priority would be given to an applicant whose proposed partnership includes pricing of roadway facilities (tolling).

D-3. If an applicant is ready to implement parking pricing and later hopes to implement comprehensive roadway pricing, can the applicant simultaneously be awarded implementation funding for the former and pre-implementation funding to conduct outreach and planning for the latter?

A: Yes, both would be eligible under the VPPP. However, priority would still be given to applicants whose roadway pricing is scheduled for early implementation. Also, US DOT is expecting that all project elements will be completed in a short time frame.

D-4. If an applicant does not have the legal authority to toll the freeway, but is able to aggressively price parking, implement carsharing, and promote freeway pricing to decision-makers within its region -- would U.S. DOT be willing to enter into a UPA with the applicant and provide related funding for these purposes?

A: Yes, they would be eligible under the VPPP. However, in selecting an applicants for Urban Partnership Agreements, priority will be given to regions where decision-makers are already committed to implementing broad highway pricing as a viable solution to congestion.

D-5. Would creating a network of priced freeway lanes make an applicant eligible for UPA status and grant funding?

A: Yes, to the extent that significant parts of the network can be made operational within the short-term horizon envisioned in the solicitation. This means, most likely, that existing general-purpose lanes will need to be priced, since new lanes cannot be constructed and made operational within the short-term time frame. Having two priced lanes in each direction maximizes available highway capacity, since such a configuration results in more capacity per lane than a single separated lane.

D-6. Would U.S. DOT be interested in supporting a phased approach to implementing broad pricing e.g., by starting to implement peak-period pricing on existing toll roads, then converting HOV lanes to HOT lanes, and finally converting some general purpose lanes to HOT lanes, with the result that multiple HOT lanes would be available in each direction on each freeway?

A: Yes. This appears to be a viable approach for the long-term. Note, however, that in selecting an applicant to enter into an Urban Partnership Agreement, priority will be given to regions where decision-makers are committed to implement pricing in the short-term.

E. APPLICATION SELECTION CRITERIA:

E-1. Would a small-scale project with a high probability of implementation success and great potential for wider deployment later be preferable to a large-scale project with large impacts but with a lower probability of successful implementation?

A: The answer depends on the relative merits (based on criteria for UPA selection) and probabilities of implementation of the two proposals.

E-2. Is roadway (bridges, etc.) pricing preferable to market-based pricing of parking?

A: Yes. The advantage of variable roadway tolls is that they can target congested roadway segments to balance demand for and supply of road space at the specific times that these specific locations are congested. However, the two strategies (i.e., roadway tolling and parking pricing) are not mutually exclusive, and a combination of the two approaches may have a larger impact on congestion. A project that only involves parking pricing will be given less priority than a project that includes roadway pricing.

E-3. Do pricing projects not involving tolls have to be broad in nature in order to be eligible for funding, or will a single-facility proposal (e.g., a single parking facility) be entertained?

A: Both broad and single-facility non-tolling projects are eligible for funding under the VPP program, although broad projects are preferred. However, in selecting projects not involving tolls (regardless of scale), an applicant that proposes broad congestion pricing on roadways will be given selection priority for an urban partnership agreement.

For the ITS – OTMC program, innovative congestion reduction strategies that have a significant impact on congestion are preferred. A single facility would need to have significant existing congestion and the strategies selected would need to offer a significant reduction in the existing levels of congestion.

F. PROJECT COORDINATION:

F-1. What are the requirements for environmental review of pricing proposals?

A: There are no federal-aid environmental review requirements of pricing proposals that have not advanced beyond the planning process where they are incorporated into MPO plans and programs, such as TIPs. A pricing demonstration that involves a short-term trial would be considered for environmental review purposes at the point that the proposal is evaluated as a project. As part of that evaluation, a determination would be made as to the extent of impacts the proposal would have on the environment. If no significant impacts are anticipated then the project could be processed as a Categorical Exclusion. It is anticipated that a pricing proposal that does not involve purchase of additional rights-of-way or construction of new roadway pavement will be processed as a Categorical Exclusion, since such a proposal would reduce overall traffic and therefore have beneficial effects on the environment. Should the evaluation determine that a significant impact(s) would occur then an environmental impact statement would be required.

G. PROJECT PERFORMANCE

G-1. How will impact on congestion be measured – peak delay reduction? Total delay reduction? Travel time reliability improvement? Traffic volume reduction? Others?

A: Urban Partners and the US DOT will establish the performance measures by which congestion reduction will be evaluated. No pre-determined set of measures is contemplated at this time, but measures involving congestion intensity, scope, duration, number of vehicles, number of

passengers, etc., are all presumed candidates for evaluating improvements that result from an implemented UPA.

G-2. Who will be responsible for evaluation of impacts, collecting baseline and post-implementation data?

A: Applicants and their partnering organizations are responsible for evaluating effects of the proposals they implement. DOT will work closely with those partners to ensure proper baseline and post-implementation measurement and evaluation.

G-3. What timeline is being sought for implementation and operation?

A: Project implementation and measurable results are expected prior to the end of Fiscal Year 2009. However, with all other conditions being equal, proposals/agreements that credibly project implementation and results markedly sooner are likely to be judged more favorably.

G-4. Is a short-term trial satisfactory?

A: Yes, as long as there is a process for bringing the results to local policymakers to decide whether to make it permanent.

G-5. What happens to capital stock purchased with Federal funds if the trial is discontinued due to opposition?

A: In the case of equipment, the 49 CFR 18.32 says that title vests in the grantee and that States will use, manage and dispose of equipment in accordance with State laws and policies. All other grantees will follow the specific requirements in 18.32(c), (d), and (e).

H. ADDITIONAL QUESTIONS SPECIFIC TO ITS-OTMC PROGRAM

H-1. Does the project have to be implemented within 12 to 18 months?

A: The Department encourages the submission of project proposals that can demonstrate that proposed strategies will be implemented in a relatively short time frame (e.g., within 12 to 18 months from the award of the grants). However, the most important deadline is the end of fiscal year 2009, and any implementation needs to be well underway by that date. The Department has an interest in projects which are done sooner, rather than later, but DOT is prepared to work with applicants and final Urban Partners to ensure sound project results.

H-2. May funds be used for operations and maintenance?

A: During the operational testing period, funds from the program may be used for operations and maintenance. After the operational test is completed, funds from other sources would be necessary.

H-3. How much funding is available?

A: The Department anticipates Federal funding in an amount up to \$100 million will be made available from the ITS-OTMC program for award(s) subject to availability of funding. This

amount covers the estimated three year period of performance of the awards. Individual awards are expected to be in the range of \$10 million to \$100 million for the entire three-year period of performance, with probably 1 to 5 awardees. Smaller projects that are innovative and show the potential for a major impact on congestion may also be awarded. (Approximately \$30 million total in additional funding over the FY 2007-2009 is expected from the VPPP, subject to availability.)

H-4. Should we implement proven technology or innovative technology?

A: The Department is seeking innovative approaches to reducing congestion. These approaches may use proven, emerging or new technologies, depending on the strategies being proposed. Proposals that use technology to support and combine congestion mitigation strategies (such as congestion pricing, expansion of transit capacity, and telecommuting) are encouraged. Technologies that support aggressive multimodal real-time traveler information for highways, arterials, transit, and parking facilities; and coordinated multimodal management and operations are also encouraged. All proposals need to provide a technical plan for implementing the approach selected in an effective manner.

H-5. Can public sector applicants enter into sole source contracts with their private sector partners as they form their partnerships for the proposal?

A: Public sector applicants must comply with their own procurement policies with respect to selection of proposed partners/subawardees for the proposal.

H-6. Is this the first time that this funding opportunity has been offered?

A: Yes, this is the first offering of the ITS-OTMC program.

H-7: Do State universities qualify as State agencies? Can State universities apply at the prime level?

A: State universities do not qualify as State agencies and thus do not qualify as the prime applicant, but are eligible at the subawardee/subcontractor level.

ADDITIONAL INFORMATION ABOUT INDIVIDUAL GRANT PROGRAMS

Further information about individual grant programs can be found at the following websites. In some instances, links are to program documents; in other cases, links are to the Federal Register notice which has the most current and complete information about the respective program.

1. RITA's Intelligent Transportation Systems –Operational Testing to Mitigate Congestion (ITS-OTMC)
<http://www.grants.gov/search/search.do?mode=VIEW&oppId=11970>
2. FHWA's Value Pricing Pilot Program (VPPP)
<http://www.grants.gov/search/search.do?oppId=12322&mode=VIEW>
3. FTA's New Starts/Small Starts Program
<http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-2249.pdf>
4. FTA's Bus & Bus Facilities Program
<http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-4833.pdf>
5. FTA's Alternatives Analysis Program
<http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-4830.pdf>
6. FHWA's Delta Region Development Program
<http://www.fhwa.dot.gov/planning/s1308fy07drtdp.htm>
7. FHWA's Ferry Boat Discretionary Program
<http://www.fhwa.dot.gov/discretionary/fbdsol.cfm>
8. FHWA's Highways for Life Program
http://www.fhwa.dot.gov/hfl/application_memo.cfm
9. FHWA's Innovative Bridge Research and Deployment Program
<http://www.fhwa.dot.gov/bridge/ibrd/application/index.cfm>
10. FHWA's Public Lands Highway Discretionary Program
<http://www.fhwa.dot.gov/discretionary/plhcurrsol.cfm>
11. FHWA's Transportation, Community, and System Preservation (TCSP) Program
<http://www.fhwa.dot.gov/tcsp/gasolicitation.html>
12. FHWA's Truck Parking Pilot Program
http://ops.fhwa.dot.gov/freight/safetea_lu/1305_tpf.htm

As indicated elsewhere in the preceding set of questions, the Urban Partnership Agreement program does not have its own source of funding. However, to locate the Federal Register Notice announcing that program, use the following link:

<http://www.fightgridlocknow.gov/docs/upafrfinal20061204.htm>