



# USDOT's Urban Partnership Agreement

On May 16, 2006, the U.S. Department of Transportation (USDOT) announced its new *National Strategy to Reduce Congestion on America's Transportation Network* – a bold and comprehensive initiative to reduce congestion on the nation's roads, rails, runways, and waterways. One major component of the National Strategy is the Urban Partnership Agreement (UPA). Under a UPA, USDOT's partner metropolitan areas will commit to pursuit of aggressive strategies under the umbrella of the "Four Ts" – tolling, transit, telecommuting and technology – a combined approach to reducing traffic congestion. The goal is to demonstrate success of this approach in reducing congestion in the short term.

**Tolling (congestion pricing):** The first strategy is the key component of an Urban Partnership. It involves broad applications of congestion pricing that can be implemented in the near-term. These could be networks of priced lanes that use *existing* highway lanes (to reduce time needed for implementation); variable user fees on entire roadways – including toll roads and bridges, as well as existing un-priced facilities; cordon charges to enter a congested area; and area-wide pricing involving charges on all roads within a congested area. Unlike the single-facility implementation projects and regional studies previously funded by the Department's *Value Pricing Pilot Program*, the Initiative is seeking significant reductions in congestion from *near-term* implementation on a broad scale. A brief primer on congestion pricing is available at <http://www.fightgridlocknow.gov/upas.htm>.

**Transit:** The second strategy includes more efficient and responsive public transit systems that tailor services specifically for rush-hour commuters. For example, free-flowing priced highway lanes can provide opportunities for speedy Bus Rapid Transit and Express Bus services. Such services are flexible and cost-effective modes of public transportation, and provide viable commuting options for those who must travel during rush hours. They also have short timeframes for implementation, meaning that they can play a large role in reducing congestion now.

**Telecommuting:** The third strategy will involve commitments from major employers in the region to allow more of their employees to telecommute and work a flexible schedule. Flex-time policies can help stagger work schedules, decreasing the number of drivers during peak travel times.

**Technology & Operations:** Finally, Urban Partnerships will utilize advanced technological and operational approaches to improve system performance, support regional efforts to expand the provision of real-time traveler information, improve traffic incident response, improve arterial signal timing, and reduce the obtrusiveness of highway construction work zones.

In return for their commitment to adopt innovative, system-wide solutions to traffic congestion, USDOT will support its urban partners with financial resources (including some combination of grants, loans, and borrowing authority), regulatory flexibility, and dedicated expertise and personnel. Approximately \$1.2 billion in various USDOT discretionary funding programs is available for surface transportation over the three-year FY07-09 period. The Department expects that a significant portion of this funding will be used to support Urban Partnership Agreements.

## Applying for UPA Designation

Representatives of metropolitan areas interested in becoming Urban Partners must submit an application to USDOT that meets the requirements listed at <http://www.fightgridlocknow.gov/docs/upafrnotice20061208.pdf>. Designation as an Urban Partner does not, by itself, qualify a party for any grant or funding amount. However, Urban Partners will receive priority consideration under the discretionary funding programs referenced below, to the extent that program terms provide or allow.

## Applying for Grant Funding

A list of the programs available to support UPAs and information on how to apply for each is provided on the second page of this document. Applicants must apply separately to each of the programs from which they seek funding and must meet each program's specific statutory requirements. Applicants are encouraged to identify in each application those other Urban Partnership-related program solicitations, if any, to which they have applied.

All application materials are due to USDOT by **April 30, 2007**, apart from applications to FTA's Alternatives Analysis and Bus & Bus Facilities Programs, which are due by **May 22, 2007**.



## USDOT Discretionary Grant Programs Potentially Available to Support Urban Partnership Agreements

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

For additional information on UPAs, visit <http://www.fightgridlocknow.gov/upas.htm>