

	DOT TIGER II Discretionary Grants (includes Planning Grants)	HUD Community Challenge Planning Grants	HUD Sustainable Communities Planning Grant Program	CONGRESS – Livable Communities Act (S 1619/HR 4690)
Basic Details	<p>New program to be competitively awarded for capital projects for surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region.</p> <p>Can fund planning activities that relate directly to a future transportation capital investment.</p>	<p>Foster reform and reduce barriers to achieve affordable, economically vital and sustainable communities.</p> <p>Can fund planning activities to support transportation investment.</p> <p>Establish a new norm for land use practice and a new network of state and local experts that can replicate innovative techniques.</p>	<p>Support multi-jurisdictional regional planning efforts that integrate housing, transportation, environmental impact, and economic development decision-making.</p> <p>Regional integrated planning and implementation initiatives.</p>	<p>Authorization bills introduced by Sen. Dodd (D-CT) and Rep. Perlmutter (D-CO) respectively.</p> <p>Help local communities plan for and create better and more affordable places to live, work and raise families through comprehensive regional planning and implementation. Cut traffic congestion; reduce greenhouse gas emissions and gasoline consumption; protect rural areas and green spaces; revitalize existing Main Streets and urban centers; and, create more affordable housing.</p>
Eligible Activities	<p>Efforts related to individual transportation projects, transportation corridors or regional transportation systems or networks, including:</p> <ul style="list-style-type: none"> - highway or bridge projects (Title 23) - public transportation projects (chapter 53, Title 49) - passenger and freight rail projects - port infrastructure investments <p>Similar to TIGER Discretionary Grant Program</p>	<p>Development of master plans, zoning and building code reform initiatives, including the development of inclusionary zoning ordinances, corridor and district plans, and other strategies, including land acquisition designed to create walkable, mixed-use, transit-oriented, and affordable communities for persons of all incomes, especially low, very low and extremely low. These efforts should to encourage sustainable growth and discourage the counter-productive growth patterns.</p> <p>Put in place key strategies to implement Sustainable Communities Plans, such as transit-oriented land assembly and acquisition funds, acquisition and assembly of vacant and foreclosed properties, placemaking investments, facilities and services to support and access to healthy food and other key recommendations that emerge from the regional planning efforts.</p>	<p><i>UNDER PUBLIC COMMENT CONSIDERATION TIME PERIOD</i></p> <p>Proposed:</p> <ul style="list-style-type: none"> - Creation of Regional Plans for Sustainable Development - Preparation of more detailed execution plans and programs - Implementation of regional sustainable development plans 	<p><u>Comprehensive Planning Grant Program</u> will help communities develop comprehensive regional plans that incorporate transportation, housing, community and economic development and environmental needs. Must demonstrate a commitment to integrated planning and implementing sustainable development; can use funds to develop goals and concrete strategies for carrying out their regional plans and to make zoning and other code changes necessary to facilitate sustainable development.</p> <p><u>Challenge Grant Program</u> to implement cross-cutting projects according to their comprehensive regional plans (see above). Help communities create and preserve affordable housing; support transit-oriented development; improve public transportation; create pedestrian and bicycle thoroughfares; redevelop brownfields; and, foster economic development.</p>

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Eligible Entities	State and local governments, U.S. territories, Tribes, transit agencies, port authorities, MPOs, other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (each member of the group must be eligible entity as defined)	Broad range, includes nonprofit entities, as well as state, metropolitan and local leaders	<p><i>UNDER PUBLIC COMMENT CONSIDERATION TIME PERIOD</i></p> <p>Proposed:</p> <ul style="list-style-type: none"> - Small metropolitan/rural areas population < 499,999. Funds may not exceed \$2 million/organization at least \$25 million of total funding must be allocated to this category - Large metropolitan areas population > 500,000. Funds may not exceed \$5 million/organization. - multi-jurisdictional and multi-sector partnership consisting of a consortium of units of general local government and all government, civic, philanthropic and business entities with a responsibility for implementing a Regional Plan. 	Consortia of local governments working with a metropolitan planning organization, rural planning organization, or regional council may apply for these grants.
Selection Criteria	<ul style="list-style-type: none"> - Long-Term Outcomes – state of good repair, economic competitiveness, livability, environmental sustainability, safety - Job creation and Economic stimulus (esp. economically distressed areas) - Innovation - Partnership – demonstrate strong collaboration among broad range of participants and/or integration of transportation with other public service efforts 	Grants from this program will be leveraged with local resources and funds from other Federal programs, such as transportation.	<i>UNDER PUBLIC COMMENT CONSIDERATION TIME PERIOD</i>	

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Funding	<ul style="list-style-type: none"> - Minimum grant is \$10M - Minimum grant for rural areas is \$1M - Minimum to be used within rural areas is \$140M - No more than 25% of funds may be awarded to a single State - Must ensure equitable geographic distribution - Up to 80% of costs of project, priority is given to projects that will be completed and demonstrate significant non-Federal contributions - Federal share can go higher than 80% in rural areas –up to 100% - DOT can use up to \$35M for planning, preparation or design – <i>may be done as a separate application or included in a TIGER II Discretionary application</i> - considering combining TIGER II Planning with HUD Community Challenge Planning in one NOFA 	<p>\$40M TOTAL</p> <ul style="list-style-type: none"> - DOT and HUD are considering the combining of TIGER II Planning Funds with HUD Community Challenge Grant Planning Funds in one NOFA 	<p>\$100M TOTAL</p> <ul style="list-style-type: none"> - 20% local match/in-kind 	<p>\$400M over four years for Comprehensive Planning Grant Program</p> <p>\$3.75B over three years for Challenge Grant Program</p>
Timeframe	<ul style="list-style-type: none"> - Public Comment period closes May 7, 2010 - Intend to have full NOFA out before May 28, 2010 	<ul style="list-style-type: none"> - TBD 	<ul style="list-style-type: none"> - Public Comment Period Closed on March 12 - Full NOFA was supposed to come out the week of April 12, but was delayed - HUD requests that all potential applicants submit a letter of intent and preregister on grants.gov by May 14, 2010 (Click HERE for more info) - Should release the full NOFA in May 2010 - Likely that applications will be due June 2010 (originally set for June 5) - Originally set August 2 to award applicants funding 	<ul style="list-style-type: none"> - S 1619 introduced August 2009 - HR 4690 introduced February 2010 - Will have to go through Congressional processes to make authorization bill law; and would still be subject to annual appropriations process

Developed by the National Association of Regional Councils

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